

**AMENDMENT IN THE NATURE OF A SUBSTITUTE**  
**TO H.R. 3935**  
**OFFERED BY MR. GRAVES OF MISSOURI**

Strike all after the enacting clause and insert the following:

**1 SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

2 (a) SHORT TITLE.—This Act may be cited as the  
3 “Securing Growth and Robust Leadership in American  
4 Aviation Act”.

5 (b) TABLE OF CONTENTS.—The table of contents for  
6 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.

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.

### 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.

#### 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.

### 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 on-site airport generation.
- Sec. 437. Transportation demand management at airports.
- Sec. 438. Coastal airports assessment.

## Subtitle B—Passenger Facility Charges

- Sec. 451. PFC application approvals.
- Sec. 452. 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.

## 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.

#### 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. Airborne debris collision avoidance.
- Sec. 683. Intermodal transportation infrastructure improvement pilot program.
- Sec. 684. Airspace access for high-speed aircraft.
- Sec. 685. ICAO activities on new technologies.
- Sec. 686. AIP eligibility for certain spaceport infrastructure.
- Sec. 687. Commercial space transportation statistics.

## 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.

## Subtitle B—Air Traffic

- Sec. 741. Transfers of air traffic systems acquired with AIP.
- Sec. 742. NextGen programs.
- Sec. 743. Airspace access.
- Sec. 744. Study on national airspace resources.
- Sec. 745. Airspace transition completion.
- Sec. 746. FAA contract towers.
- Sec. 747. FAA contract tower workforce audit.
- Sec. 748. Aviation infrastructure sustainment.

- Sec. 749. Air traffic control tower safety.
- Sec. 750. Inspector general review of space-based ADS-B.
- Sec. 751. Air traffic services data reports.
- Sec. 752. Consideration of small hub control towers.
- Sec. 753. Air traffic control tower replacement process report.

#### 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 alternative modes of transportation for essential air service program.
- Sec. 775. 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.



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. Commercial space transportation accident investigations.
- Sec. 915. Public availability of accident reports.
- Sec. 916. Ensuring accountability for timeliness of reports.
- Sec. 917. Ensuring access to data.
- Sec. 918. Public availability of safety recommendations.
- Sec. 919. Improving delivery of family assistance.
- Sec. 920. Updating civil penalty authority.
- Sec. 921. Electronic availability of public docket records.
- Sec. 922. Drug-free workplace.
- Sec. 923. Accessibility in workplace.
- Sec. 924. Most Wanted List.
- Sec. 925. Technical corrections.

**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**

1 (3) by inserting the following new paragraphs:

2 “(7) \$4,000,000,000 for fiscal year 2024;

3 “(8) \$4,000,000,000 for fiscal year 2025;

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

5 “(10) \$4,000,000,000 for fiscal year 2027; and

6 “(11) \$4,000,000,000 for fiscal year 2028.”.

7 (b) OBLIGATION AUTHORITY.—Section 47104(c) of  
8 title 49, United States Code, is amended in the matter  
9 preceding paragraph (1) by striking “2023” and inserting  
10 “2028”.

11 **SEC. 102. FACILITIES AND EQUIPMENT.**

12 Section 48101(a) of title 49, United States Code, is  
13 amended—

14 (1) by striking paragraphs (1) through (5);

15 (2) by redesignating paragraph (6) as para-  
16 graph (1); and

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

18 “(2) \$3,375,000,000 for fiscal year 2024.

19 “(3) \$3,425,000,000 for fiscal year 2025.

20 “(4) \$3,475,000,000 for fiscal year 2026.

21 “(5) \$3,475,000,000 for fiscal year 2027.

22 “(6) \$3,475,000,000 for fiscal year 2028.”.

23 **SEC. 103. OPERATIONS.**

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

1 (1) by striking subparagraphs (A) through (E);

2 (2) in subparagraph (F) by striking the period

3 at the end and inserting a semicolon;

4 (3) by redesignating subparagraph (F) as sub-  
5 paragraph (A); and

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

7 “(B) \$12,730,000,000 for fiscal year 2024;

8 “(C) \$13,035,000,000 for fiscal year 2025;

9 “(D) \$13,334,000,000 for fiscal year  
10 2026;

11 “(E) \$13,640,000,000 for fiscal year 2027;

12 and

13 “(F) \$13,954,000,000 for fiscal year  
14 2028.”.

15 (b) AUTHORIZED EXPENDITURES.—Section  
16 106(k)(2)(D) of title 49, United States Code, is amend-  
17 ed—

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

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

20 and

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

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

23 “(iii) \$52,985,000 for fiscal year  
24 2025.

1 “(iv) \$59,044,000 for fiscal year  
2 2026.

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

4 “(vi) \$71,529,000 for fiscal year  
5 2028.”.

6 (c) AUTHORITY TO TRANSFER FUNDS.—Section  
7 106(k)(3) of title 49, United States Code, is amended—  
8 (1) by striking “Notwithstanding” and insert-  
9 ing the following:

10 “(A) IN GENERAL.—Notwithstanding”;

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

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

14 “(B) PRIORITIZATION.—In reducing non-  
15 safety-related activities of the Administration  
16 under subparagraph (A), the Secretary shall  
17 prioritize such reductions from amounts other  
18 than amounts authorized under this subsection,  
19 section 48101, or section 48103.

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

22 **SEC. 104. EXTENSION OF MISCELLANEOUS EXPIRING AU-**  
23 **THORITIES.**

24 (a) MARSHALL ISLANDS, MICRONESIA, AND  
25 PALAU.—Section 47115(i) of title 49, United States Code,

1 is amended by striking “fiscal years 2018 through 2023”  
2 and inserting “fiscal years 2023 through 2028”.

3 (b) WEATHER REPORTING PROGRAMS.—Section  
4 48105 of title 49, United States Code, is amended by add-  
5 ing at the end the following:

6 “(5) \$45,000,000 for each of fiscal years 2024  
7 through 2026.

8 “(6) \$50,000,000 for each of fiscal years 2027  
9 through 2028.”.

10 (c) MIDWAY ISLAND AIRPORT.—Section 186(d) of  
11 the Vision 100—Century of Aviation Reauthorization Act  
12 (Public Law 108–176) is amended by striking “for fiscal  
13 years 2018 through 2023” and inserting “for fiscal years  
14 2023 through 2028”.

15 (d) EXTENSION OF THE SAFETY OVERSIGHT AND  
16 CERTIFICATION ADVISORY COMMITTEE.—Section 202(h)  
17 of the FAA Reauthorization Act of 2018 (Public Law  
18 115–254) is amended by striking “shall terminate” and  
19 all that follows through the period at the end and inserting  
20 “shall terminate on October 1, 2028.”.

## 21 **Subtitle B—FAA Organizational** 22 **Reform**

### 23 **SEC. 121. FAA LEADERSHIP.**

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

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

3 (2) by striking subsection (b) and inserting the  
4 following:

5 “(b) ADMINISTRATION LEADERSHIP.—

6 “(1) ADMINISTRATOR.—

7 “(A) IN GENERAL.—The head of the Ad-  
8 ministration is the Administrator, who shall be  
9 appointed by the President, by and with the ad-  
10 vice and consent of the Senate.

11 “(B) QUALIFICATIONS.—The Adminis-  
12 trator shall—

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

14 “(ii) not be an active duty or retired  
15 member of an Armed Force; and

16 “(iii) have experience in organiza-  
17 tional management and a field directly re-  
18 lated to aviation.

19 “(C) FITNESS.—In appointing an indi-  
20 vidual as Administrator, the President shall  
21 consider the fitness of such individual to carry  
22 out efficiently the duties and powers of the of-  
23 fice.

1           “(D) TERM OF OFFICE.—The Term of of-  
2           fice for any individual appointed as Adminis-  
3           trator shall be 5 years.

4           “(E) REPORTING CHAIN.—Except as pro-  
5           vided in subsection (f) or in other provisions of  
6           law, the Administrator reports directly to the  
7           Secretary of Transportation.

8           “(2) DEPUTY ADMINISTRATOR FOR PROGRAMS  
9           AND MANAGEMENT.—

10           “(A) IN GENERAL.—The Administration  
11           has a Deputy Administrator for Programs and  
12           Management, who shall be a political appointee  
13           of the President.

14           “(B) QUALIFICATIONS.—The Deputy Ad-  
15           ministrator for Programs and Management  
16           shall—

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

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

21           “(C) FITNESS.—In appointing an indi-  
22           vidual as Deputy Administrator for Programs  
23           and Management, the President shall consider  
24           the fitness of the individual to carry out effi-  
25           ciently the duties and powers of the office, in-

1 including the duty to act for the Administrator  
2 under the circumstances described in subpara-  
3 graph (E).

4 “(D) REPORTING CHAIN.—The Deputy  
5 Administrator for Programs and Management  
6 reports directly to the Administrator.

7 “(E) DUTIES.—The Deputy Administrator  
8 for Programs and Management shall—

9 “(i) manage the Assistant Administra-  
10 tors and Chief Council established under  
11 subsection (d), except the Assistant Ad-  
12 ministrator for Rulemaking and Regu-  
13 latory Improvement; and

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

16 “(F) SUCCESSION PLAN.—The Deputy Ad-  
17 ministrator for Programs and Management acts  
18 for the Administrator when the Administrator  
19 is absent or unable to serve, or when the office  
20 of the Administrator is vacant.

21 “(G) COMPENSATION.—

22 “(i) ANNUAL RATE OF BASIC PAY.—  
23 The annual rate of basic pay of the Deputy  
24 Administrator for Programs and Manage-  
25 ment shall be set by the Secretary but



1 shall not exceed the annual rate of basic  
2 pay payable to the Administrator.

3 “(ii) EXCEPTION.—A retired regular  
4 officer of an Armed Force serving as the  
5 Deputy Administrator for Programs and  
6 Management is entitled to hold a rank and  
7 grade not lower than that held when ap-  
8 pointed as the Deputy Administrator for  
9 Programs and Management and may elect  
10 to receive—

11 “(I) the pay provided for the  
12 Deputy Administrator for Programs  
13 and Management under clause (i); or

14 “(II) the pay and allowances or  
15 the retired pay of the military grade  
16 held.

17 “(iii) REIMBURSEMENT OF EX-  
18 PENSES.—If the Deputy Administrator for  
19 Programs and Management elects to re-  
20 ceive compensation described in clause  
21 (ii)(II), the Administration shall reimburse  
22 the appropriate military department from  
23 funds available for the expenses of the Ad-  
24 ministration.

1           “(3) DEPUTY ADMINISTRATOR FOR SAFETY  
2           AND OPERATIONS.—

3           “(A) IN GENERAL.—The Administration  
4           has a Deputy Administrator for Safety and Op-  
5           erations, who—

6                   “(i) shall be appointed by the Admin-  
7                   istrator; and

8                   “(ii) shall not be a political appointee.

9           “(B) QUALIFICATIONS.—The Deputy Ad-  
10          ministrators for Safety and Operations shall—

11                   “(i) be a citizen of the United States;  
12                   and

13                   “(ii) have experience in organizational  
14                   management and a field directly related to  
15                   aviation.

16          “(C) FITNESS.—In appointing an indi-  
17          vidual as Deputy Administrator for Safety and  
18          Operations, the Administrator shall consider the  
19          fitness of the individual to carry out efficiently  
20          the duties and powers of the office, including  
21          the duty to act for the Administrator under the  
22          circumstances described in subparagraph (E).

23          “(D) REPORTING CHAIN.—The Deputy  
24          Administrator for Safety and Operations re-  
25          ports to the Administrator.

1                   “(E) DUTIES.—The Deputy Administrator  
2                   for Safety and Operations shall—

3                   “(i) manage the Associate Administra-  
4                   tors and Chief Operating Officer estab-  
5                   lished under subsection (c) and the Assist-  
6                   ant Administrator for Rulemaking and  
7                   Regulatory Improvement established under  
8                   subsection (d);

9                   “(ii) develop and maintain a long-term  
10                  strategic plan of the Administration; and

11                  “(iii) carry out other duties and pow-  
12                  ers prescribed by the Administrator.

13                  “(F) SUCCESSION PLAN.—The Deputy Ad-  
14                  ministrator for Safety and Operations acts for  
15                  the Administrator when the Administrator and  
16                  the Deputy Administrator for Programs and  
17                  Management are absent or unable to serve, or  
18                  when the office of the Administrator and the  
19                  Office of the Deputy Administrator for Pro-  
20                  grams and Management are vacant.

21                  “(G) COMPENSATION.—The annual rate of  
22                  basic pay of the Deputy Administrator for Safe-  
23                  ty and Operations shall be set by the Adminis-  
24                  trator but shall not exceed the annual rate of  
25                  basic pay payable to the Administrator.

1           “(4) LEADERSHIP OF THE ADMINISTRATION  
2       DEFINED.—In this section, the term ‘leadership of  
3       the Administration’ means—

4           “(A) the Administrator under paragraph  
5       (1);

6           “(B) the Deputy Administrator for Pro-  
7       grams and Management under paragraph (2);  
8       and

9           “(C) the Deputy Administrator for Safety  
10      and Operations under paragraph (3).”.

11 **SEC. 122. FAA MANAGEMENT BOARD.**

12       (a) FAA MANAGEMENT BOARD.—Section 106 of title  
13 49, United States Code, is amended by striking sub-  
14 sections (c) and (d) and inserting the following:

15       “(c) ASSOCIATE ADMINISTRATORS.—

16           “(1) IN GENERAL.—The Administration has  
17       Associate Administrators, as determined necessary  
18       by the Administrator, including—

19           “(A) appointed by the Administrator, an  
20       Associate Administrator for Aviation Safety, an  
21       Associate Administrator for Commercial Space  
22       Transportation, an Associate Administrator for  
23       Security and Hazardous Materials Safety, a  
24       Chief Operating Officer of the Air Traffic Con-  
25       trol System; and

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

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

5           “(3) DUTIES.—The Associate Administrators  
6           shall carry out duties and powers of their office de-  
7           scribed in this section and those prescribed by the  
8           Administrator.

9           “(d) CHIEF COUNSEL; ASSISTANT ADMINISTRA-  
10          TORS.—

11           “(1) IN GENERAL.—The Administration has  
12          Assistant Administrators and a Chief Counsel.

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

15                   “(i) advise the Administrator on legal  
16                   matters relating to the responsibilities,  
17                   functions, and management of the Admin-  
18                   istration;

19                   “(ii) at the request of the Adminis-  
20                   trator, provide guidance, counsel, and ad-  
21                   vice regarding, but shall not have final de-  
22                   cision-making authority with regards to,  
23                   the activities of the Administrator, includ-  
24                   ing—

25                           “(I) rulemaking activities;

1 “(II) policy and guidance docu-  
2 ment production;

3 “(III) exemption and waiver deci-  
4 sions; and

5 “(IV) certification and approval  
6 determinations;

7 “(iii) represent the Administration be-  
8 fore the National Transportation Safety  
9 Board, Department of Transportation law  
10 judges, the Equal Employment Oppor-  
11 tunity Commission, Federal Courts of the  
12 United States, and other bodies and courts  
13 as appropriate;

14 “(iv) pursue enforcement actions on  
15 behalf of the Administrator; and

16 “(v) perform other functions as deter-  
17 mined by the Administrator.

18 “(B) ASSISTANT ADMINISTRATOR FOR  
19 RULEMAKING AND REGULATORY IMPROVE-  
20 MENT.—The Assistant Administrator for Rule-  
21 making and Regulatory Improvement shall be  
22 appointed by the Administrator and shall—

23 “(i) be responsible for developing and  
24 managing the execution of a regulatory  
25 agenda for the Administration that meets

1 statutory and Administration deadlines, in-  
2 cluding by—

3 “(I) prioritizing rulemaking  
4 projects that are necessary to improve  
5 safety;

6 “(II) establishing the Adminis-  
7 tration’s regulatory agenda; and

8 “(III) coordinating with offices of  
9 the Administration, the Department,  
10 and other Federal entities as appro-  
11 priate to improve timely feedback gen-  
12 eration and approvals when required  
13 by law;

14 “(ii) not delegate overall responsibility  
15 for meeting internal timelines and final  
16 completion of the regulatory activities of  
17 the Administration outside the Office of  
18 the Assistant Administrator for Rule-  
19 making and Regulatory Improvement;

20 “(iii) on an ongoing basis—

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

23 “(II) reduce undue regulatory  
24 burden;

1 “(III) replace prescriptive regula-  
2 tions with performance-based regula-  
3 tions, as appropriate;

4 “(IV) prevent duplicative regula-  
5 tions; and

6 “(V) increase regulatory clarity  
7 and transparency whenever possible;

8 “(iv) make recommendations for the  
9 Administrator’s review under subsection  
10 (f)(3)(C)(ii);

11 “(v) receive, coordinate, and respond  
12 to petitions for rulemaking and for exemp-  
13 tion as provided for in subpart A of part  
14 11 of title 14, Code of Federal Regula-  
15 tions, and provide an initial response to a  
16 petitioner not later than 30 days after the  
17 receipt of such a petition that—

18 “(I) acknowledging receipt of  
19 such petition;

20 “(II) confirming completeness of  
21 such petition;

22 “(III) providing an initial indica-  
23 tion of the complexity of the request  
24 and how such complexity may impact  
25 the timeline for adjudication; and



1 “(IV) requesting any additional  
2 information, as appropriate, that  
3 would assist in the consideration of  
4 the petition;

5 “(vi) track the issuance of exemptions  
6 and waivers by the Administration to sec-  
7 tions of title 14 of the Federal Code of  
8 Regulations and establish a methodology  
9 by which to determine if it would be more  
10 efficient and in the public’s interest to  
11 amend a rule to reduce the future need of  
12 waivers and exemptions; and

13 “(vii) promulgate regulatory updates  
14 as determined more efficient or in the  
15 public’s best interest under clause (vi).

16 “(C) APPOINTMENT.—Additional Assistant  
17 Administrators, as determined necessary by the  
18 Administrator, may be appointed by the Admin-  
19 istrator.

20 “(2) QUALIFICATIONS.—The Assistant Admin-  
21 istrators shall be a citizen of the United States.

22 “(3) DUTIES.—The Assistant Administrators  
23 shall carry out duties and powers of their office de-  
24 scribed in this section and those prescribed by the  
25 Administrator.

1           “(4) MANAGEMENT BOARD OF THE ADMINIS-  
2           TRATION.—In this section, the term ‘Management  
3           Board of the Administration’ means—

4                   “(A) the Associate Administrators and  
5           Chief Operating Office established under sub-  
6           section (c); and

7                   “(B) the Assistant Administrators and  
8           Chief Counsel established under subsection  
9           (d).”.

10          (b) REPEAL.—Section 711 of the FAA Reauthoriza-  
11          tion Act of 2018 (49 U.S.C. 106 note) and the item relat-  
12          ing to such section in the table of contents in section 1(b)  
13          of such Act are repealed.

14          (c) SYSTEMICALLY ADDRESSING NEED FOR EXEMP-  
15          TIONS AND WAIVERS.—Not later than 30 months after  
16          the of the date of enactment of this Act, the Assistant  
17          Administrator for Rulemaking and Regulatory Improve-  
18          ment 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 the methodology developed pursuant to section  
22          106(d)(B)(vi) of title 49, United States Code (as added  
23          by this section).

1 **SEC. 123. PROHIBITION ON CONFLICTING PECUNIARY IN-**  
2 **TERESTS.**

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

5 “(e) PROHIBITION ON CONFLICTING PECUNIARY IN-  
6 TERESTS.—

7 “(1) IN GENERAL.—The leadership of the Ad-  
8 ministration and the Management Board of the Ad-  
9 ministration may not have a pecuniary interest in, or  
10 hold a financial interest in, an aeronautical enter-  
11 prise, or engage in another business, vocation, or  
12 employment.

13 “(2) TEACHING.—Notwithstanding paragraph  
14 (1), the Deputy Administrators and the Manage-  
15 ment Board of the Administration may not receive  
16 compensation for teaching without prior approval of  
17 the Administrator.

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

20 “(A) means—

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

23 “(ii) any indebtedness or compensated  
24 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 in-  
12 serting “paragraphs (2) and (3)”;

13 (B) by striking “Neither” and inserting  
14 “In exercising duties, powers, and authorities  
15 that are assigned to the Secretary or the Ad-  
16 ministrator 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  
23 to review the exercise of such duties, powers,  
24 and authorities by the Secretary or the Admin-  
25 istrator.”;

1 (2) in paragraph (2)—

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

11 (B) in subparagraph (A)(iii) by striking  
12 “paragraph (3)” and inserting “paragraph  
13 (4)”;

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

20 (D) in subparagraph (D)—

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

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

1 (3) in paragraph—

2 (A) in subparagraph (A)—

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

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

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

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

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

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

21 “(i) IN GENERAL.—The Administrator  
22 may not issue, unless the Secretary of  
23 Transportation approves the issuance of  
24 the regulation in advance, a proposed regu-  
25 lation 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  
4                   the private sector, of \$250,000,000 or  
5                   more (adjusted annually for inflation  
6                   beginning with the year following the  
7                   date of enactment of the Securing  
8                   Growth and Robust Leadership in  
9                   American Aviation Act) in any year;  
10                  or

11                  “(II) is significant.

12                  “(ii) SIGNIFICANT DEFINED.—For  
13                  purposes of this paragraph, a regulation is  
14                  significant if the Administrator, in con-  
15                  sultation with the Secretary (as appro-  
16                  priate), determines that the regulation—

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

24                         “(II) raises novel or serious legal  
25                         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 the 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  
20 Secretary may not require that the Admin-  
21 istrator submit a proposed or final regula-  
22 tion to the Secretary for approval, nor may  
23 the Administrator submit a proposed or  
24 final regulation to the Secretary for ap-  
25 proval, if 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  
18 been 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  
2 Administrator may review any regulation  
3 that has been in effect for more than 3  
4 years.

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

8 “(I) the cost assumptions were  
9 accurate;

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

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

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

19 “(iv) REVIEW MANAGEMENT.—Any  
20 periodic review of a regulation under this  
21 subparagraph shall be managed by the As-  
22 sistant Administrator for Rulemaking and  
23 Regulatory Improvement, who may task an  
24 advisory committee or the Management  
25 Advisory Council established under sub-

1 section (p) to assist in performing the re-  
2 view.”;

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

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

7 “(3) DUTIES AND POWERS OF THE ADMINIS-  
8 TRATOR.—

9 “(A) IN GENERAL.—The Administrator  
10 shall carry out—

11 “(i) the duties and powers of the Sec-  
12 retary under this subsection related to  
13 aviation safety (except those related to  
14 transportation, packaging, marking, or de-  
15 scription of hazardous material) and stated  
16 in—

17 “(I) subsections (c) and (d) of  
18 section 1132;

19 “(II) sections 40101(c),  
20 40103(b), 40106(a), 40108,  
21 40109(b), 40113(a), 40113(c),  
22 40113(d), 40113(e), 40114(a), and  
23 40117;

24 “(III) chapter 443;

1 “(IV) chapter 445, except sec-  
2 tions 44502(a)(3), 44503, and 44509;

3 “(V) chapter 447, except sections  
4 44721(b), and 44723;

5 “(VI) chapter 448;

6 “(VII) chapter 451;

7 “(VIII) chapter 453;

8 “(IX) section 46104;

9 “(X) subsections (d) and (h)(2)  
10 of section 46301, section 46303(c),  
11 sections 46304 through 46308, sec-  
12 tion 46310, section 46311, and sec-  
13 tions 46313 through 46320;

14 “(XI) chapter 465;

15 “(XII) chapter 471;

16 “(XIII) chapter 475; and

17 “(XIV) chapter 509 of title 51;

18 and

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

21 “(B) APPLICABILITY.—Section 40101(d)  
22 applies to the duties and powers specified in  
23 subparagraph (A).

24 “(C) TRANSFER.—Any of the duties and  
25 powers specified in subparagraph (A) may only

1 be transferred to another part of the Depart-  
2 ment if specifically provided by law or in a reor-  
3 ganization plan submitted under chapter 9 of  
4 title 5.

5 “(D) ADMINISTRATIVE FINALITY.—A deci-  
6 sion of the Administrator in carrying out the  
7 duties or powers specified in subparagraph (A)  
8 is administratively final.”.

9 (b) CONFORMING AMENDMENT.—Subsection (h) of  
10 section 106 of title 49, United States Code, is repealed.

11 (c) PRESERVATION OF EXISTING AUTHORITY.—  
12 Nothing in this section or the amendments made by this  
13 section shall be construed to restrict any authority vested  
14 in the Administrator of the Federal Aviation Administra-  
15 tion by statute or by delegation that was in effect on the  
16 day before the date of the enactment of this Act.

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

18 (a) IN GENERAL.—Not later than 30 months after  
19 the date of enactment of this Act, the Administrator of  
20 the Federal Aviation Administration shall enter into the  
21 appropriate arrangements with the National Academy of  
22 Public Administration to evaluate and make recommenda-  
23 tions to improve the Administration’s rulemaking proc-  
24 esses.

1 (b) CONTENT OF REVIEW.—In completing the eval-  
2 uation, the National Academy of Public Administration  
3 shall—

4 (1) review Administration and Department of  
5 Transportation policies and procedures for drafting,  
6 coordinating, reviewing, editing, and approving rule-  
7 making documents;

8 (2) review part 11 of title 14, Code of Federal  
9 Regulations and section 106 of title 49, United  
10 States Code—

11 (A) as such section was in effect the day  
12 before the date of enactment of this Act; and

13 (B) as amended by this Act; and

14 (3) include in the review—

15 (A) advanced notices of proposed  
16 rulemakings;

17 (B) notices of proposed rulemakings;

18 (C) supplemental proposed rulemakings;

19 (D) interim final rules; and

20 (E) final rules, including direct final rules.

21 (c) METHOD OF REVIEW.—As part of the evaluation  
22 under this section, the National Academy of Public Ad-  
23 ministration shall analyze the scoping, drafting, analysis,  
24 and approval processes, including examining incidents in  
25 which a rule was referred back to a program office for

1 revision, and the timeline associated with each review and  
2 step for—

3 (1) at least 7 rules completed by the Adminis-  
4 tration since 2012, including—

5 (A) at least 2 rules that leveraged the  
6 work of an aviation rulemaking committee;

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

10 (C) at least 1 rule promulgated through  
11 rules considered routine and frequent in the  
12 Department's Regulatory Agenda; and

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

16 (d) REPORT.—The National Academy of Public Ad-  
17 ministration shall provide to the Administrator, Secretary  
18 of Transportation, the Committee on Transportation and  
19 Infrastructure of the House of Representatives and the  
20 Committee on Commerce, Science, and Transportation of  
21 the Senate a report containing the results of the evalua-  
22 tion required under subsection (a). The contents of the  
23 report shall—

24 (1) identify procedural or resource constraints;

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

3           (3) provide recommendations for expediting  
4           rulemakings, including—

5                 (A) ways to improve the efficiency of the  
6                 scoping process for rulemaking;

7                 (B) the use of new routine and frequent  
8                 rulemakings to allow for the expediting of ac-  
9                 tivities that may be routinely needed or up-  
10                dated;

11                (C) the use of rules of applicability to pro-  
12                vide for the expediting of activities that may be  
13                routinely needed or updated;

14                (D) the use of frameworks or shell rules to  
15                improve the efficiency of drafting;

16                (E) the use of aviation rulemaking commit-  
17                tees; and

18                (F) internal process improvements; and

19           (4) not review the policy merits of the reviewed  
20           rulemakings, except to the extent that there are con-  
21           clusions that can be drawn from the processes used  
22           to develop such rules.

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



1           (1) the electronic management software the Ad-  
2           ministration uses to track internal processing of  
3           draft documents;

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

7           (3) such other documents and records, includ-  
8           ing predecisional documents and records, that will  
9           assist the National Academy of Public Administra-  
10          tion in completing the evaluation required under  
11          subsection (a).

12 **SEC. 126. OFFICE OF INNOVATION.**

13          Section 106 of title 49, United States Code, is further  
14          amended inserting after subsection (f) the following:

15          “(g) OFFICE OF INNOVATION.—

16                 “(1) IN GENERAL.—There is established within  
17                 the Federal Aviation Administration an Office of In-  
18                 novation (in this subsection referred to as the ‘Of-  
19                 fice’) comprised of employees of the Administration  
20                 who shall—

21                         “(A) have a diverse set of expertise;

22                         “(B) assist the leadership of the Adminis-  
23                 tration and the Management Board of the Ad-  
24                 ministration with—

1 “(i) scoping complex regulatory issues  
2 and drafting documents on topics that  
3 span multiple offices or lines of business of  
4 the Administration;

5 “(ii) evaluating internal processes;  
6 and

7 “(iii) positioning the Administration  
8 to support aerospace innovation; and

9 “(C) receive taskings from the leadership  
10 of the Administration and the Management  
11 Board of the Administration, as determined  
12 necessary by such individuals, and work collaboratively with relevant program offices of the Administration, as necessary, to respond to such taskings.

16 “(2) APPOINTMENT OF MEMBERS.—

17 “(A) APPOINTMENTS.—The Administrator  
18 shall appoint a maximum of 15 employees to  
19 serve a 2-year term as a member of the Office  
20 of Innovation with at least 1 employee appointed from each of the following offices:

22 “(i) Office of Aviation Safety.

23 “(ii) The Air Traffic Organization.

24 “(iii) Office of Airports.

1 “(iv) Office of Security and Haz-  
2 arduous Materials Safety.

3 “(v) Office of Commercial Space  
4 Transportation.

5 “(vi) Office of the Chief Counsel.

6 “(vii) Office of Policy, International  
7 Affairs, and Environment.

8 “(B) CONSULTATION.—The Office may  
9 consult, as necessary, with other personnel of  
10 the Administration.

11 “(3) SELECTION OF MEMBERS.—An employee  
12 appointed under paragraph (2)—

13 “(A) may be appointed from nominations  
14 made by Associate Administrators, Assistant  
15 Administrators, and the Chief Counsel of the  
16 Administration;

17 “(B) shall not be a senior executive of the  
18 Administration;

19 “(C) shall have been an employee of the  
20 Administration for at least 2 years; and

21 “(D) shall have expertise in the authorities  
22 and duties of the respective office of the em-  
23 ployee.

24 “(4) INNOVATION OFFICE LEAD.—The Admin-  
25 istrator shall appoint a lead of the Office who shall

1 report to the leadership of the Administration and  
2 who—

3 “(A) may have a set term, as determined  
4 by the Administrator;

5 “(B) shall manage the personnel and ac-  
6 tivities of such Office; and

7 “(C) may be a detailed employee of any of-  
8 fice of the Administration, notwithstanding the  
9 numerical limits placed on appointments in  
10 paragraph (2)(A).

11 “(5) STATUS.—An appointment of an employee  
12 to the Office established under this subsection shall  
13 not impact the status or position of such employee  
14 in the respective office of such employee and such  
15 employee shall be considered a detailed employee to  
16 the Office of Innovation.

17 “(6) RESOURCES.—The Administrator shall  
18 provide resources and staff, as necessary, to the Of-  
19 fice to support the activities of the Office described  
20 in paragraph (1), not to exceed more than 6 full-  
21 time equivalent positions, including any necessary  
22 project managers.”.

1 **SEC. 127. FRANK A. LOBIONDO NATIONAL AEROSPACE**  
2 **SAFETY AND SECURITY CAMPUS.**

3 (a) IN GENERAL.—The campus and grounds of the  
4 Federal Aviation Administration Technical Center located  
5 at the Atlantic City International Airport in Egg Harbor  
6 Township, New Jersey, shall be known and designated as  
7 the “Frank A. LoBiondo National Aerospace Safety and  
8 Security Campus”.

9 (b) REFERENCE.—Any reference in a law, map, regu-  
10 lation, document, paper, or other record of the United  
11 States to the campus and grounds at the Federal Aviation  
12 Administration Technical Center referred to in subsection  
13 (a) shall be deemed to be a reference to the “Frank A.  
14 LoBiondo National Aerospace Safety and Security Cam-  
15 pus”.

16 **SEC. 128. TECHNICAL CENTER FOR ADVANCED AERO-**  
17 **SPACE.**

18 (a) IN GENERAL.—Section 106 of title 49, United  
19 States Code, is further amended by inserting after sub-  
20 section (g) (as added by section 127) the following:

21 “(h) TECHNICAL CENTER FOR ADVANCED AERO-  
22 SPACE.—

23 “(1) IN GENERAL.—There is established within  
24 the Administration a technology center located at  
25 the Frank A. LoBiondo National Aerospace Safety  
26 and Security Campus to support the advancement of

1 aerospace safety and innovation which shall be  
2 known as the ‘William J. Hughes Technical Center  
3 for Advanced Aerospace’ (in this subsection referred  
4 to as the ‘Technical Center’) that shall be used by  
5 the Administrator and, as permitted by the Adminis-  
6 trator, other governmental entities, academia, and  
7 the aerospace industry.

8 “(2) MANAGEMENT.—The activities of the  
9 Technical Center shall be managed by a Director.

10 “(3) ACTIVITIES.—The activities of the Tech-  
11 nical Center shall include—

12 “(A) developing and stimulating technology  
13 partnerships with and between industry, aca-  
14 demia, and other government agencies and sup-  
15 porting such partnerships by—

16 “(i) liaising between external persons  
17 and offices of the Administration inter-  
18 ested in such work;

19 “(ii) providing technical expertise and  
20 input as appropriate; and

21 “(iii) providing access to the prop-  
22 erties, facilities, and systems of the Tech-  
23 nical Center through appropriate agree-  
24 ments;

1           “(B) managing technology demonstration  
2 grants awarded by the Administrator;

3           “(C) identifying software, systems, serv-  
4 ices, and technologies that could improve avia-  
5 tion safety and the operations and management  
6 of the air traffic control system, and working  
7 with relevant offices of the Administration to  
8 consider the use and integration of such soft-  
9 ware, systems, services, and technologies, as ap-  
10 propriate;

11           “(D) supporting the work of any collocated  
12 facilities and tenants of such facilities, and to  
13 the extent feasible, enter into agreements as  
14 necessary to utilize the facilities, systems, and  
15 technologies of such collocated facilities and  
16 tenants;

17           “(E) managing the facilities of the Tech-  
18 nical Center and the Frank A. LoBiondo Na-  
19 tional Aerospace Safety and Security Campus;  
20 and

21           “(F) any other duties as determined ap-  
22 propriate by the Administrator.”.

23       (b) CONFORMING AMENDMENT.—Section 44507 of  
24 title 49, United States Code, is amended—

1           (1) by striking “(a) CIVIL AEROMEDICAL INSTI-  
2       TUTE” and all that follows through “The Civil  
3       Aeromedical Institute established” and inserting  
4       “‘The Civil Aeromedical Institute established’”; and  
5           (2) by striking subsection (b).

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

7       (a) IN GENERAL.—Not later than 30 months after  
8       the date of enactment of this Act, the Administrator of  
9       the Federal Aviation Administration shall terminate the  
10      Office of NextGen.

11      (b) CLOSURE PROCESS.—In carrying out subsection  
12      (a), the Administrator shall transfer duties, authorities,  
13      activities, personnel, and assets managed by the Office of  
14      NextGen to other officials of the Administration, as appro-  
15      priate, including—

16           (1) transferring such duties, authorities, activi-  
17      ties, personnel, and assets to—

18           (A) the Director of the William J. Hughes  
19      Technical Center for Advanced Aerospace es-  
20      tablished under subsection 106(h) of title 49,  
21      United States Code;

22           (B) the Assistant Administrator for Fi-  
23      nance and Management;

24           (C) the Chief Operating Officer of the Air  
25      Traffic Control System; and



1 (D) other officials of the Administration,  
2 as determined by the Administrator; and  
3 (2) transferring management of the NextGen  
4 Advisory Committee to the Chief Operating Officer  
5 of the Air Traffic Control System.

6 **SEC. 130. FAA OMBUDSMAN.**

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

10 “(i) FAA OMBUDSMAN.—

11 “(1) ESTABLISHMENT.—There is established  
12 within the Federal Aviation Administration an Om-  
13 budsman who shall coordinate or facilitate the adju-  
14 dication of covered submissions.

15 “(2) OMBUDSMAN.—

16 “(A) IN GENERAL.—The Ombudsman shall  
17 be appointed by the Administrator and report  
18 to the Assistant Administrator for Government  
19 and Industry Affairs.

20 “(B) TERM.—The Ombudsman shall be  
21 appointed for a term of 5 years.

22 “(3) DUTIES.—The duties of the Ombudsman  
23 shall be as follows:

24 “(A) work with the relevant offices within  
25 the Administration to—

1 “(i) with respect to a covered submis-  
2 sion, resolve, provide a status update, or  
3 provide clarity on the status of such sub-  
4 missions;

5 “(ii) bring to the attention of the rel-  
6 evant office of the Administration con-  
7 cerns, as necessary, regarding Administra-  
8 tion processes or considerations discovered  
9 while coordinating an activity related to a  
10 covered submission under this subsection;  
11 and

12 “(iii) address any gaps and commu-  
13 nication lapses in Administration coordina-  
14 tion processes;

15 “(B) determine if, based on a coordinated  
16 activity carried out under this subsection, re-  
17 consideration with respect to covered submis-  
18 sions or administrative actions are necessary  
19 and report to the Administrator or the relevant  
20 office within the Administration with rec-  
21 ommendations relating to such reconsideration;

22 “(C) determine if trends materialize that  
23 could warrant process, procedural, or resource  
24 changes and report recommendations regarding

1 such changes to the Administrator and relevant  
2 offices within the Administration;

3 “(D) ensure that reporting, processing, or  
4 dispute resolution mechanisms within the Ad-  
5 ministration are transparent and accessible to  
6 the public, and facilitate the use of such report-  
7 ing, processing, or dispute resolution mecha-  
8 nisms, when appropriate; and

9 “(E) perform other duties as prescribed by  
10 the Assistant Administrator.

11 “(4) DISCRETION ON COORDINATION AND RE-  
12 VIEW.—

13 “(A) IN GENERAL.—The Ombudsman shall  
14 determine whether to coordinate a review of a  
15 covered submission in order to provide a re-  
16 sponse, coordinate the reconsideration of an ad-  
17 ministrative action, or take no additional action.  
18 In making a determination under this subpara-  
19 graph, the Ombudsman shall consider—

20 “(i) whether there are reporting, proc-  
21 essing, or dispute resolution mechanisms  
22 that have not been exhausted or that may  
23 be more appropriate for dealing with, in-  
24 vestigating, and responding to such cov-  
25 ered submission;

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

3 “(I) contrary to law or regula-  
4 tion;

5 “(II) arbitrary and capricious; or

6 “(III) performed in an unreason-  
7 ably inefficient or untimely manner;  
8 and

9 “(iii) such other factors as the Om-  
10 budsman considers appropriate.

11 “(B) EXCEPTION.—With regard to a cov-  
12 ered submission concerning an activity relating  
13 to an alleged violation of an order, a regulation,  
14 or any other provision of Federal law by the  
15 Administration or whistleblower retaliation, the  
16 Ombudsman shall refer such covered submis-  
17 sion to the appropriate Federal entity to adju-  
18 dicate or investigate the subject of such submis-  
19 sion.

20 “(C) COOPERATION.—The Administrator  
21 shall ensure that the officers and employees of  
22 the Administration fully cooperate with the ac-  
23 tivities of the Ombudsman and provide such in-  
24 formation, documents, or materials as may be  
25 requested by the Ombudsman.

1           “(5) RESPONSE REQUIREMENT.—The Ombuds-  
2           man shall ensure that the Administration provides  
3           an initial response to or status update on a covered  
4           submissions within 10 business days of the Ombuds-  
5           man receiving such submission.

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

7                   “(A) ADMINISTRATIVE ACTION.—The term  
8           ‘administrative action’ means—

9                           “(i) an action taken by the Adminis-  
10                           trator of the Federal Aviation Administra-  
11                           tion to issue, deny, modify, or revoke a cer-  
12                           tificate, registration, approval, waiver, li-  
13                           cense, exemption, determination, interpre-  
14                           tation, or any other authorizing action; or

15                           “(ii) the lack of any action (or activity  
16                           related to an action) described in clause (i)  
17                           necessary to be taken by the Adminis-  
18                           trator.

19                   “(B) COVERED SUBMISSION.—The term  
20           ‘covered submission’ means an inquiry or objec-  
21           tion relating to—

22                           “(i) an aircraft, aircraft engine, pro-  
23                           peller, or appliance certification;

1 “(ii) a pilot certificate, including  
2 scheduling an associated appointment with  
3 Administration personnel or designees;  
4 “(iii) a medical certificate;  
5 “(iv) an operator certificate;  
6 “(v) a commercial space transpor-  
7 tation license;  
8 “(vi) an aircraft registration;  
9 “(vii) an operational approval, waiver,  
10 or exemption;  
11 “(viii) a legal interpretation;  
12 “(ix) an outstanding determination;  
13 “(x) an application of agency guid-  
14 ance; and  
15 “(xi) any certificate not otherwise de-  
16 scribed in this subparagraph that is issued  
17 pursuant to chapter 447.”.

18 **SEC. 131. PROJECT DASHBOARDS.**

19 (a) IN GENERAL.—The Ombudsman of the Federal  
20 Aviation Administration shall, in reviewing Administration  
21 processes, receiving, reviewing, and responding to covered  
22 submissions, and through general due diligence, determine  
23 whether a publicly facing dashboard or portal that pro-  
24 vides applicants with the status of an application before  
25 the agency would be—

1 (1) beneficial to applicants;

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

4 (3) duplicative with other efforts within the Ad-  
5 ministration to streamline and digitize paperwork  
6 and certification processes to provide an applicant  
7 with a greater awareness of the status of an applica-  
8 tion before the Administration.

9 (b) RECOMMENDATION.—Not later than 30 months  
10 after the date of enactment of this Act, the Ombudsman  
11 shall provide a recommendation to the Administrator of  
12 the Federal Aviation Administration regarding the need  
13 or benefits of a dashboard or other means by which to  
14 track an application status.

15 (c) BRIEFING.—Not later than 45 days after receiv-  
16 ing recommendations under subsection (b), the Adminis-  
17 trator shall brief the Committee on Transportation and  
18 Infrastructure of the House of Representatives and the  
19 Committee on Commerce, Science, and Transportation of  
20 the Senate on—

21 (1) any recommendation received from the Om-  
22 budsman; and

23 (2) any activities the Administrator is taking in  
24 response to such recommendation.

1 (d) 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 great-  
11 est extent practicable, properly docketed ex-parte  
12 discussions during rulemaking activities in order  
13 to—

14 (A) inform the work of the Administrator;

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

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

19 (2) when it would reduce the time required for  
20 the Administrator to adjudicate public comments,  
21 the Administrator should publicly provide informa-  
22 tion describing the rationale behind a regulatory de-  
23 cision included in proposed regulations in order to  
24 better allow for the public to provide clear and in-  
25 formed comments on such regulations.



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

2       Section 106(j) is amended by striking “There is” and  
3   inserting “CIVIL AEROMEDICAL INSTITUTE.—There is”.

4   **SEC. 134. MANAGEMENT ADVISORY COUNCIL.**

5       Section 106 of title 49, United States Code, is  
6   amended—

7           (1) by redesignating paragraph (8) of sub-  
8   section (p) as paragraph (7) of subsection (r); and

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

11       “(p) MANAGEMENT ADVISORY COUNCIL.—

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

17           “(2) MEMBERSHIP.—The Council shall consist  
18   of 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 De-  
22   fense;

23           “(C) 5 members representing aerospace  
24   and technology interests, appointed by the Ad-  
25   ministrator;

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

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

8           “(3) QUALIFICATIONS.—No officer or employee  
9           of the United States Government may be appointed  
10          to the Council under subparagraphs (C) and (D) of  
11          paragraph (2).

12          “(4) FUNCTIONS.—

13               “(A) IN GENERAL.—

14                   “(i) ADVISE; COUNSEL.—The Council  
15                   shall provide advice and counsel to the Ad-  
16                   ministrators on issues which affect or are  
17                   affected by the activities of the Adminis-  
18                   trator.

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

24                   “(iii) SUBMISSIONS TO ADMINISTRATION.—With respect to Administration  
25

1 management, policy, spending, funding,  
2 data management and analysis, safety ini-  
3 tiatives, international agreements, activities  
4 of the International Civil Aviation Organi-  
5 zation, and regulatory matters affecting  
6 the aerospace industry and the national  
7 airspace system, the Council may—

8 “(I) regardless of whether solie-  
9 ited by the Administrator, submit  
10 comments, recommended modifica-  
11 tions, proposals, and supporting or  
12 dissenting views to the Administrator;  
13 and

14 “(II) request the Administrator  
15 include in any submission to Con-  
16 gress, the Secretary, or the general  
17 public, and in any submission for pub-  
18 lication in the Federal Register, a de-  
19 scription of the comments, rec-  
20 ommended modifications, and dis-  
21 senting or supporting views received  
22 from the Council under subclause (I).

23 “(iv) REASONING.—Together with a  
24 Council submission that is published or de-  
25 scribed under clause (iii)(II), the Adminis-

1           trator shall provide the reasons for any dif-  
2           ferences between the views of the Council  
3           and the views or actions of the Adminis-  
4           trator.

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

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

17          “(B) MEETINGS.—The Council shall meet  
18          on a regular and periodic basis or at the call of  
19          the chairman or of the Administrator.

20          “(C) ACCESS TO DOCUMENTS AND  
21          STAFF.—The Administration may give the  
22          Council appropriate access to relevant docu-  
23          ments and personnel of the Administration, and  
24          the Administrator shall make available, con-  
25          sistent with the authority to withhold commer-

1           cial and other proprietary information under  
2           section 552 of title 5 (commonly known as the  
3           ‘Freedom of Information Act’), cost data associ-  
4           ated with the acquisition and operation of air  
5           traffic service systems.

6           “(D) DISCLOSURE OF COMMERCIAL OR  
7           PROPRIETARY DATA.—Any member of the  
8           Council who receives commercial or other pro-  
9           prietary data as provided for in this paragraph  
10          from the Administrator shall be subject to the  
11          provisions of section 1905 of title 18, pertaining  
12          to unauthorized disclosure of such information.

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

15               “(A) the Council;

16               “(B) such aviation rulemaking committees  
17               as the Administrator shall designate; or

18               “(C) such aerospace rulemaking commit-  
19               tees as the Secretary shall designate.

20          “(6) ADMINISTRATIVE MATTERS.—

21               “(A) TERMS.—Members of the Council ap-  
22               pointed under paragraph (2)(C) shall be ap-  
23               pointed for a term of 3 years.

24               “(B) TERM FOR AIR TRAFFIC CONTROL  
25               REPRESENTATIVE.—The member appointed

1 under paragraph (2)(D) shall be appointed for  
2 a term of 3 years, except that the term of such  
3 individual shall end whenever the individual no  
4 longer meets the requirements of paragraph  
5 (2)(D).

6 “(C) VACANCY.—Any vacancy on the  
7 Council shall be filled in the same manner as  
8 the original appointment, except that any mem-  
9 ber appointed to fill a vacancy occurring before  
10 the expiration of the term for which the mem-  
11 ber’s predecessor was appointed shall be ap-  
12 pointed for the remainder of that term.

13 “(D) CONTINUATION IN OFFICE.—A mem-  
14 ber of the Council whose term expires shall con-  
15 tinue to serve until the date on which the mem-  
16 ber’s successor takes office.

17 “(E) REMOVAL.—Any member of the  
18 Council appointed under paragraph (2) may be  
19 removed for cause by whomever makes the ap-  
20 pointment.

21 “(F) CHAIRMAN; VICE CHAIRMAN.—The  
22 Council shall elect a chair and a vice chair from  
23 among the members appointed under subpara-  
24 graphs (C) and (D) of paragraph (2), each of  
25 whom shall serve for a term of 1 year. The vice

1 chair shall perform the duties of the chairman  
2 in the absence of the chairman.

3 “(G) TRAVEL AND PER DIEM.—Each  
4 member of the Council shall be paid actual  
5 travel expenses, and per diem in lieu of subsist-  
6 ence expenses when away from the usual place  
7 of residence of the member, in accordance with  
8 section 5703 of title 5.

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

16 **SEC. 135. AVIATION NOISE OFFICER.**

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

20 “(q) AVIATION NOISE OFFICER.—

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

24 “(2) DUTIES.—The Noise Officer shall—

1           “(A) serve as a liaison with the public, in-  
2           cluding community groups, on issues regarding  
3           aircraft noise;

4           “(B) make recommendations to the Ad-  
5           ministrator to address concerns raised by the  
6           public in decision making processes; and

7           “(C) be consulted when the Administration  
8           proposes changes in aircraft routes so as to  
9           minimize any increases in aircraft noise over  
10          populated areas.

11          “(3) NUMBER OF FULL-TIME EQUIVALENT EM-  
12          PLOYEES.—The appointment of an Aviation Noise  
13          Officer under this subsection shall not result in an  
14          increase in the number of full-time equivalent em-  
15          ployees in the Administration.”.

16          (b) CONFORMING AMENDMENTS.—Section 180 of the  
17          FAA Reauthorization Act of 2018 (49 U.S.C. 106 note)  
18          and the items relating to such section in the table of con-  
19          tents contained in section 1(b) of that Act, are repealed.

20      **SEC. 136. CHIEF OPERATING OFFICER.**

21          Subsection 106(r) of title 49, United States Code, is  
22          amended—

23              (1) in paragraph (1)—

24                  (A) by striking subparagraph (A) and in-  
25                  serting the following:



1           “(A) APPOINTMENT.—There shall be a  
2           Chief Operating Officer for the air traffic con-  
3           trol system that is appointed by the Adminis-  
4           trator and subject to the authority of the Ad-  
5           ministrators.”; and

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

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

12          (3) in paragraph (3)—

13           (A) by striking “, in consultation with the  
14           Air Traffic Services Committee,”; and

15           (B) by striking “annual basis.” and insert-  
16           ing— “annual basis and shall include responsi-  
17           bility for—

18           “(A) the state of good repair of the air traffic  
19           control system;

20           “(B) the continuous improvement of the safety  
21           and efficiency of the air traffic control system; and

22           “(C) identifying services and solutions to in-  
23           crease the safety and efficiency of airspace use and  
24           to support the safe integration of all airspace  
25           users.”;

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

9           (5) in paragraph (5)—

10           (A) by striking “Chief Operating Officer,  
11           or any other authority within the Administra-  
12           tion responsibilities, including” and inserting  
13           “Chief Operating Officer any authority of the  
14           Administrator and shall delegate, at a min-  
15           imum”;

16           (B) in subparagraph (A)—

17           (i) in clause (iii) by striking “and” at  
18           the end;

19           (ii) in clause (iv) by striking the pe-  
20           riod at the end and inserting “; and”; and

21           (iii) by adding at the end the fol-  
22           lowing:

23           “(v) plans to integrate new entrant  
24           operations into the national airspace sys-  
25           tem and associated action items.”; and

1 (C) in subparagraph (C)(ii) by striking  
2 “and the Committee”.

3 **SEC. 137. REPORT ON UNFUNDED CAPITAL INVESTMENT**  
4 **NEEDS OF AIR TRAFFIC CONTROL SYSTEM.**

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

7 “(6) UNFUNDED CAPITAL INVESTMENT NEEDS  
8 REPORT.—

9 “(A) IN GENERAL.—Not later than 10  
10 days after the date on which the budget of the  
11 President for a fiscal year is submitted to Con-  
12 gress pursuant to section 1150 of title 31, the  
13 Chief Operating Officer shall submit directly to  
14 the Administrator, the Secretary, the Com-  
15 mittee on Transportation and Infrastructure of  
16 the House of Representatives, and the Com-  
17 mittee on Commerce, Science, and Transpor-  
18 tation of the Senate a report on any unfunded  
19 capital investment needs of the air traffic con-  
20 trol system.

21 “(B) CONTENTS OF REPORT.—The report  
22 required under subparagraph (A) shall include,  
23 for each unfunded capital investment need, the  
24 following:

1 “(i) A summary description of such  
2 unfunded capital investment need.

3 “(ii) Objective to be achieved if such  
4 unfunded capital investment need is fund-  
5 ed in whole or in part.

6 “(iii) The additional amount of funds  
7 recommended in connection with such ob-  
8 jective.

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

13 “(v) Any statutory requirement asso-  
14 ciated with such unfunded capital invest-  
15 ment need, as applicable.

16 “(C) PRIORITIZATION OF REQUIRE-  
17 MENTS.—The report required under subpara-  
18 graph (A) shall present unfunded capital invest-  
19 ment needs in overall urgency of priority.

20 “(D) DEFINITION OF UNFUNDED CAPITAL  
21 INVESTMENT NEED.—In this paragraph the  
22 term ‘unfunded capital investment need’ means  
23 a program that—

24 “(i) is not funded in the budget of the  
25 President for the fiscal year as submitted

1 to Congress pursuant to section 1105 of  
2 title 31;

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

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

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

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

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

22 **SEC. 138. CHIEF TECHNOLOGY OFFICER.**

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

25 (1) in paragraph (1)—

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

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

10 (C) by striking subparagraph (D);

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

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

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

21 (2) in paragraph (2)—

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

24 (B) in subparagraph (F) by striking “air-  
25 craft operators” and inserting “the Administra-

1           tion, aircraft operators, or other private pro-  
2           viders of information and services related to air  
3           traffic management”; and

4           (3) in paragraph (3)—

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

11                (B) by redesignating subparagraph (B) as  
12          subparagraph (C); and

13                (C) by inserting after subparagraph (A)  
14          the following:

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

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

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

24                (1) in subparagraph (C) by striking “and” at  
25          the end;

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

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

4 “(E) systems, software, and hardware op-  
5 erated, owned, and maintained by third parties  
6 that support or directly provide air navigation  
7 information and air traffic management services  
8 with Administration approval.”.

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

12 Section 106(t) of title 49, United States Code, is  
13 amended—

14 (1) by striking paragraph (7);

15 (2) by inserting after paragraph (6) the fol-  
16 lowing:

17 “(7) DEPARTMENT OF TRANSPORTATION OF-  
18 FICE OF THE INSPECTOR GENERAL PEER REVIEW.—

19 “(A) IN GENERAL.—Not later than 2 years  
20 after the date of enactment of the Securing  
21 Growth and Robust Leadership in American  
22 Aviation Act, and every 5 years thereafter, the  
23 inspector general of the Department of Trans-  
24 portation shall perform a peer review of the Of-



1            fice of Whistleblower Protection and Aviation  
2            Safety Investigations.

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

10           “(C) REPORTS TO CONGRESS.—Not later  
11           than 90 days after the completion of a peer re-  
12           view required under this paragraph, the inspec-  
13           tor general shall submit to the Committee on  
14           Transportation and Infrastructure of the House  
15           of Representatives and the Committee on Com-  
16           merce, Science, and Transportation of the Sen-  
17           ate a description of any actions taken or to be  
18           taken to address the results of the peer re-  
19           view.”; 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  
24           the Administration to serve as the lead for the cybersecu-

1 rity of Administration systems and hardware (hereinafter  
2 referred 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  
6 B of title VI of the Securing Growth and Robust Leader-  
7 ship in American Aviation Act.

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

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

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

20 (1) by striking subsection (b);

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

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

1 (b) ANNUAL REPORT ON THE PURCHASE OF FOR-  
2 EIGN MANUFACTURED ARTICLES.—Section 40110(d) of  
3 title 49, United States Code, is amended by striking para-  
4 graph (5).

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

8 (1) by striking paragraph (4); and

9 (2) by redesignating paragraph (5) (as amend-  
10 ed by section 104(a)) as paragraph (4).

11 (d) AIP ANNUAL REPORT.—Section 47131 of title  
12 49, United States Code, and the item relating to such sec-  
13 tion in the analysis for chapter 471 of such title, are re-  
14 pealed.

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

18 (1) by redesignating subsection (d) as sub-  
19 section (e); and

20 (2) by inserting after subsection (c) the fol-  
21 lowing:

22 “(d) NON-COMPLIANT AIRPORTS.—

23 “(1) IN GENERAL.—The Secretary shall include  
24 in the plan a detailed statement listing airports the  
25 Secretary has reason to believe are not in compliance

1 with grant assurances or other requirements with re-  
2 spect to airport lands and shall include—

3 “(A) the circumstances of noncompliance;

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

6 “(C) any corrective action the Secretary  
7 intends to require to bring the airport sponsor  
8 into compliance.

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

13 (f) NOTICE TO AIRPORT SPONSORS REGARDING PUR-  
14 CHASE OF AMERICAN MADE EQUIPMENT AND PROD-  
15 UCTS.—Section 306 of the Federal Aviation Administra-  
16 tion Authorization Act of 1994 (49 U.S.C. 50101 note)  
17 is amended—

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

21 (2) by striking subsection (b).

22 (g) OBSOLETE AVIATION SECURITY REQUIRE-  
23 MENTS.—Sections 302, 307, 309, and 310 of the Federal  
24 Aviation Reauthorization Act of 1996 (Public Law 104—

1 264), and the items relating to such sections in the table  
2 of contents in section 1(b) of such Act, are repealed.

3 (h) REGULATION OF ALASKA GUIDE PILOTS.—Sec-  
4 tion 732 of the Wendell H. Ford Aviation Investment and  
5 Reform Act for the 21st Century (49 U.S.C. 44701 note)  
6 is amended—

7 (1) by striking subsection (b);

8 (2) by redesignating subsection (c) as sub-  
9 section (b); and

10 (3) in subsection (b), as so redesignated—

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

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

18 (i) NEXT GENERATION AIR TRANSPORTATION SEN-  
19 IOR POLICY COMMITTEE.—Section 710 of the Vision 100–  
20 Century of Aviation Reauthorization Act (49 U.S.C.  
21 40101 note), and the item relating to such section in the  
22 table of contents in section 1(b) of such Act, are repealed.

23 (j) IMPROVED PILOT LICENSES AND PILOT LICENSE  
24 RULEMAKING.—

1           (1) INTELLIGENCE REFORM AND TERRORISM  
2       PREVENTION ACT.—Section 4022 of the Intelligence  
3       Reform and Terrorism Prevention Act of 2004 (49  
4       U.S.C. 44703 note), and the item relating to such  
5       section in the table of contents in section 1(b) of  
6       such act are repealed.

7           (2) FAA MODERNIZATION AND REFORM ACT OF  
8       2012.—Section 321 of the FAA Modernization and  
9       Reform Act of 2012 (49 U.S.C. 44703 note), and  
10      the item relating to such section in the table of con-  
11      tents in section 1(b) of such Act, are repealed.

12      (k) TECHNICAL TRAINING AND STAFFING STUDY.—  
13      Section 605 of the FAA Modernization and Reform Act  
14      of 2012 (Public Law 112–95; 126 Stat. 113) is amend-  
15      ed—

16           (1) by striking subsection (a);

17           (2) in subsection (b)—

18               (A) by striking “(b) Workload of Systems  
19              Specialists.—”; and

20               (B) by redesignating paragraphs (1)  
21              through (3) as subsections (a) through (c); and

22              (3) in subsection (c) (as so redesignated) by  
23      striking “paragraph (1)” and inserting “subsection  
24      (c)”.

1           (l) FERRY FLIGHT DUTY PERIOD AND FLIGHT TIME  
2 RULEMAKINGS.—Section 345 of the FAA Modernization  
3 and Reform Act of 2012 (49 U.S.C. 44701 note), and the  
4 item relating to such section in the table of contents in  
5 section 1(b) of such Act, are repealed.

6           (m) LASER POINTER INCIDENT REPORTS.—Section  
7 2104 of FAA Extension, Safety, and Security Act of 2016  
8 (49 U.S.C. 46301 note) is amended—

9                   (1) in subsection (a) by striking “quarterly”  
10           and inserting “annually”; and

11                   (2) by adding at the end the following:

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

14           (n) COLD WEATHER PROJECTS BRIEFING.—Section  
15 156 of the FAA Reauthorization Act of 2018 (49 U.S.C.  
16 47112 note) is amended—

17                   (1) by striking subsection (b); and

18                   (2) by redesignating subsection (c) as sub-  
19           section (b).

1     **TITLE II—GENERAL AVIATION**  
2             **Subtitle A—Expanding Pilot**  
3             **Privileges and Protections**

4     **SEC. 201. REEXAMINATION OF PILOTS OR CERTIFICATE**  
5             **HOLDERS.**

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

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

9             “(a) IN GENERAL.—The Administrator shall provide  
10    timely, written notification to an individual subject to a  
11    reexamination of an airman certificate issued under chap-  
12    ter 447 of title 49, United States Code.

13            “(b) INFORMATION REQUIRED.—In providing notifi-  
14    cation under subsection (a), the Administrator shall in-  
15    form the individual—

16                “(1) of the nature of the reexamination and the  
17    specific activity on which the reexamination is neces-  
18    sitated;

19                “(2) that the reexamination shall occur within  
20    1 year from the date of the notice provided by the  
21    Administrator, after which, if the reexamination is  
22    not conducted, the airman certificate may be sus-  
23    pended or revoked; and



1           “(3) when, as determined by the Administrator,  
2           an oral or written response to the notification from  
3           the Administrator is not required.

4           “(c) EXCEPTION.—Nothing in this section prohibits  
5           the Administrator from reexamining a certificate holder  
6           if the Administrator has reasonable grounds—

7           “(1) to establish that an airman may not be  
8           qualified to exercise the privileges of a certificate or  
9           rating based upon an act or omission committed by  
10          the airman while exercising such privileges or per-  
11          forming ancillary duties associated with the exercise  
12          of such privileges; or

13          “(2) to demonstrate that the airman obtained  
14          such a certificate or rating through fraudulent  
15          means or through an examination that was substan-  
16          tially and inadequate to establish the qualifications  
17          of an airman.

18          “(d) STANDARD OF REVIEW.—An order issued by the  
19          Administrator to amend, modify, suspend, or revoke an  
20          airman certificate after reexamination of the airman is  
21          subject to the standard of review provided for under sec-  
22          tion 2 of this Act.”.

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

24          (a) IN GENERAL.—Not later than 2 years after the  
25          date of enactment of this Act, the Comptroller General

1 of the United States shall submit to the Committee on  
2 Transportation and Infrastructure of the House of Rep-  
3 resentatives and the Committee on Commerce, Science,  
4 and Transportation of the Senate a study of the imple-  
5 mentation of the Pilot’s Bill of Rights (Public Law 112–  
6 153).

7 (b) CONTENTS.—In conducting the study under sub-  
8 section (a), the Comptroller General shall review—

9 (1) the implementation and application of the  
10 Pilot’s Bill of Rights;

11 (2) the application of the Federal Rules of Civil  
12 Procedure and the Federal Rules of Evidence to cov-  
13 ered proceedings by the National Transportation  
14 Safety Board, as required by section 2 of the Pilot’s  
15 Bill of Rights (49 U.S.C. 44703 note);

16 (3) the appeal process and the typical length of  
17 time associated with a final determination in a cov-  
18 ered proceeding; and

19 (4) any impacts of the implementation of the  
20 Pilot’s Bill of Rights.

21 (c) COVERED PROCEEDINGS.—In this section, the  
22 term “covered proceeding” means a proceeding conducted  
23 under subpart C, D, or F of part 821 of title 49, Code  
24 of Federal Regulations, relating to denial, amendment,

1 modification, suspension, or revocation of an airman cer-  
2 tificate.

3 **SEC. 203. EXPANSION OF BASICMED.**

4 (a) IN GENERAL.—Section 2307 of the FAA Exten-  
5 sion, Safety, and Security Act of 2016 (49 U.S.C. 44703  
6 note) is amended—

7 (1) in subsection (a)—

8 (A) by striking paragraph (2) and insert-  
9 ing the following:

10 “(2) the individual holds a medical certificate  
11 issued by the Federal Aviation Administration or  
12 has held such a certificate at any time after July 14,  
13 2006;”;

14 (B) in paragraph (7) by inserting “cal-  
15 endar” before “months”; and

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

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

20 (3) by striking subsection (h) and inserting the  
21 following:

22 “(h) REPORT REQUIRED.—Not later than 4 years  
23 after the date of enactment of the Securing Growth and  
24 Robust Leadership in American Aviation Act, the Admin-  
25 istrator, in coordination with the National Transportation

1 Safety Board, shall submit to the appropriate committees  
2 of Congress a report that describes the effect of the regu-  
3 lations issued or revised under subsection (a) and includes  
4 statistics with respect to changes in small aircraft activity  
5 and safety incidents.”; and

6 (4) in subsection (j)—

7 (A) in paragraph (1) by striking “6” and  
8 inserting “7”; and

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

11 (b) RULEMAKING.—The Administrator of the Fed-  
12 eral Aviation Administration shall update regulations in  
13 parts 61 and 68 of title 14, Code of Federal Regulations,  
14 as necessary, to implement the amendments made by this  
15 section.

16 (c) APPLICABILITY.—Beginning on the date that is  
17 120 days after the date of enactment of this Act, the Ad-  
18 ministrator shall apply part 68, Code of Federal Regula-  
19 tions, in a manner reflecting the amendments made by  
20 this section.

21 **SEC. 204. DATA PRIVACY.**

22 (a) IN GENERAL.—Chapter 441 of title 49, United  
23 States Code, is amended by adding at the end the fol-  
24 lowing:

1   **“§ 44114. Privacy**

2           “(a) IN GENERAL.—Notwithstanding any other pro-  
3 vision of law, the Administrator of the Federal Aviation  
4 Administration shall establish and continuously improve a  
5 process by which, upon request of a private aircraft owner  
6 or operator, the Administrator blocks the registration  
7 number and other similar identifiable data or information,  
8 except for physical markings required by law, of the air-  
9 craft of the owner or operator from any public dissemina-  
10 tion or display (except in furnished data or information  
11 made available to or from a Government agency pursuant  
12 to a government contract, subcontract, or agreement) for  
13 the noncommercial flights of the owner or operator.

14           “(b) WITHHOLDING PERSONALLY IDENTIFIABLE IN-  
15 FORMATION ON THE AIRCRAFT REGISTRY.—Not later  
16 than 1 year after the enactment of this Act and notwith-  
17 standing any other provision of law, the Administrator  
18 shall establish a procedure by which, upon request of a  
19 private aircraft owner or operator, the Administrator shall  
20 withhold from public disclosure (except in furnished data  
21 or information made available to or from a Government  
22 agency pursuant to a government contract, subcontract,  
23 or agreement) the personally identifiable information of  
24 such individual on the Civil Aviation Registry website.

25           “(c) ICAO AIRCRAFT IDENTIFICATION CODE.—

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

4           “(2) LIMITATIONS.—In carrying out the pro-  
5           gram described in paragraph (1), the Administrator  
6           shall require—

7                   “(A) each applicant to substantiate the  
8                   safety or security need in applying for a new  
9                   ICAO aircraft identification code; and

10                   “(B) each approved applicant who obtains  
11                   a new ICAO aircraft identification code to com-  
12                   ply with all applicable aspects of, or related to,  
13                   part 45 of title 14, Code of Federal Regula-  
14                   tions, including updating an aircraft’s registra-  
15                   tion number and N-Number to reflect such air-  
16                   craft’s new ICAO aircraft identification code.

17           “(d) DECOUPLING MODE S CODES.—The Adminis-  
18           trator shall develop a plan for which the Administrator  
19           could allow for a process to disassociate an assigned Mode  
20           S code with the number assigned to an aircraft that is  
21           registered pursuant to section 44103.

22           “(e) DEFINITIONS.—In this section:

23                   “(1) ADS-B.—The term ‘ADS-B’ means auto-  
24                   matic dependent surveillance-broadcast.

1           “(2) ICAO.—The term ‘ICAO’ means the  
2       International Civil Aviation Organization.

3           “(3) PERSONALLY IDENTIFIABLE INFORMA-  
4       TION.—The term ‘personally identifiable informa-  
5       tion’ means—

6           “(A) the mailing address or registration  
7       address of an individual;

8           “(B) an electronic address (including an e-  
9       mail address) of an individual; or

10          “(C) the telephone number of an indi-  
11       vidual.”.

12       (b) STUDY ON ENCRYPTING ADS-B.—

13           (1) IN GENERAL.—Not later than 1 year after  
14       the date of enactment of this Act, the Administrator  
15       of the Federal Aviation Administration shall seek to  
16       enter into an agreement with a qualified organiza-  
17       tion to conduct a study assessing the technical chal-  
18       lenges, impact to international aviation operations,  
19       benefits, and costs of encrypting ADS-B signals to  
20       provide for a safer and more secure environment for  
21       national airspace system users.

22           (2) CONSULTATION.—In carrying out the study  
23       under paragraph (1), a qualified organization shall  
24       consult with representatives of—

25           (A) air carriers;

1 (B) collective bargaining representatives of  
2 the Federal Aviation Administration aero-  
3 nautical information specialists;

4 (C) original equipment manufacturers of  
5 ADS-B equipment;

6 (D) general aviation;

7 (E) business aviation; and

8 (F) aviation safety experts with specific  
9 knowledge of aircraft cybersecurity.

10 (3) CONSIDERATIONS.—In carrying out the  
11 study under paragraph (1), a qualified organization  
12 shall consider—

13 (A) the technical requirements for  
14 encrypting ADS-B signals for both the 978  
15 Mhz and 1090 Mhz frequencies;

16 (B) the advantages of encrypting ADS-B  
17 signals for both the 978 Mhz and 1090 Mhz  
18 frequencies, including those related to cyberse-  
19 curity protections, safety, and privacy of na-  
20 tional airspace system users;

21 (C) the disadvantages of encrypting ADS-  
22 B signals for both the 978 Mhz and 1090 Mhz  
23 frequencies, including those related to cyberse-  
24 curity protections, safety, and privacy of na-  
25 tional airspace system users;



1 (D) the challenges of encrypting ADS-B  
2 signals for both the 978 Mhz and 1090 Mhz  
3 frequencies, including coordination consider-  
4 ations with the International Civil Aviation Or-  
5 ganization and foreign civil aviation authorities;

6 (E) potential new aircraft equipage re-  
7 quirements and estimated costs;

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

10 (G) the estimated costs to—

11 (i) the Federal Aviation Administra-  
12 tion;

13 (ii) aircraft owners required to equip  
14 with ADS-B equipment for aviation oper-  
15 ations; and

16 (iii) other relevant persons the Admin-  
17 istrators determines necessary; and

18 (H) the impact to national airspace system  
19 operations during implementation and post-im-  
20 plementation.

21 (4) REPORT.—In any agreement entered into  
22 under paragraph (1), the Administrator shall ensure  
23 that, not later than 1 year after the completion of  
24 the study required under paragraph (1), the quali-  
25 fied organization that has entered into such agree-

1       ment shall submit to the Administrator, the Com-  
2       mittee on Transportation and Infrastructure of the  
3       House of Representatives, and the Committee on  
4       Commerce, Science, and Transportation of the Sen-  
5       ate a report on the results of the study described in  
6       paragraph (1), including the findings and rec-  
7       ommendations related to each item specified under  
8       paragraph (3).

9           (5) DEFINITION OF QUALIFIED ORGANIZA-  
10       TION.—In this subsection, the term “qualified orga-  
11       nization” means an independent nonprofit organiza-  
12       tion, described in section 501(c)(3) of the Internal  
13       Revenue Code of 1986 and exempt from taxation  
14       under section 501(a) of such Code.

15       (c) CLERICAL AMENDMENT.—The analysis for chap-  
16       ter 441 of title 49, United States Code, is amended by  
17       adding at the end the following:

“44114. Privacy.”.

18       (d) CONFORMING AMENDMENT.—Section 566 of the  
19       FAA Reauthorization Act of 2018 (49 U.S.C. 44103 note)  
20       and the item relating to such section in the table of con-  
21       tents under section 1(b) of that Act are repealed.

22       **SEC. 205. PROHIBITION ON USING ADS-B DATA TO INITIATE**  
23       **AN INVESTIGATION.**

24       Section 46101 of title 49, United States Code, is  
25       amended by adding at the end the following:

1 “(c) PROHIBITION ON USING ADS-B DATA TO INI-  
2 TIATE AN INVESTIGATION.—

3 “(1) IN GENERAL.—Notwithstanding any provi-  
4 sion of this section, the Administrator of the Federal  
5 Aviation Administration may not initiate an inves-  
6 tigation (excluding a criminal investigation) of a per-  
7 son based exclusively on automatic dependent sur-  
8 veillance-broadcast data.

9 “(2) RULE OF CONSTRUCTION.—Nothing in  
10 this subsection shall prohibit the use of automatic  
11 dependent surveillance-broadcast data in an inves-  
12 tigation that was initiated for any reason other than  
13 the review of automatic dependent surveillance-  
14 broadcast data, including if such investigation was  
15 initiated as a result of a report or complaint sub-  
16 mitted to the Administrator.”.

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

18 Section 44103 of title 49, United States Code, is  
19 amended by adding at the end the following:

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

21 “(1) IN GENERAL.—No person may reserve an  
22 aircraft registration number without certifying that  
23 such person intends to use such registration num-  
24 ber—

25 “(A) immediately on a specific aircraft; or

1 “(B) for future use on an aircraft owned  
2 or controlled, or intended to be owned or con-  
3 trolled, by such person.

4 “(2) TRANSFERS.—A person may transfer a re-  
5 served aircraft registration number to another per-  
6 son if—

7 “(A) the transferor certifies that the air-  
8 craft registration number is relinquished will-  
9 ingly and at a cost to the transferee that does  
10 not otherwise exceed the amount paid by the  
11 transferor to reserve such number; and

12 “(B) the transferee—

13 “(i) certifies that the transferor did  
14 not impose a dollar cost on the transfer  
15 that exceeds the amount provided for in  
16 subparagraph (A); and

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

19 **SEC. 207. ACCOUNTABILITY FOR AIRCRAFT REGISTRATION**  
20 **NUMBERS.**

21 (a) IN GENERAL.—Not later than 180 days after the  
22 date of enactment of this Act, the Administrator of the  
23 Federal Aviation Administration shall initiate a review of  
24 the process for reserving aircraft registration numbers to  
25 ensure that such process offers an equal opportunity for

1 members of the general public to obtain specific aircraft  
2 registration numbers.

3 (b) ASSESSMENT.—In conducting the review under  
4 subsection (a), the Administrator shall assess the fol-  
5 lowing:

6 (1) Whether the use of readily available soft-  
7 ware to prevent computer or web-based auto-fill sys-  
8 tems from reserving aircraft registration numbers in  
9 bulk would improve participation in the reservation  
10 process by the general public.

11 (2) Whether a limit should be imposed on the  
12 number of consecutive years a person may reserve  
13 an aircraft registration number.

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

16 (c) BRIEFING.—Not later than 18 months after the  
17 date of enactment of this Act, the Administrator shall  
18 brief the Committee on Transportation and Infrastructure  
19 of the House of Representatives and the Committee on  
20 Commerce, Science, and Transportation of the Senate on  
21 the review conducted under subsection (a), including any  
22 recommendations of the Administrator to improve equal  
23 participation in the process for reserving aircraft registra-  
24 tion numbers by the general public.

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

2 (a) IN GENERAL.—Not later than 2 years after the  
3 date of issuance of a letter of investigation to any person,  
4 the Administrator of the Federal Aviation Administration  
5 shall—

6 (1) make a determination regarding such inves-  
7 tigation and pursue subsequent action; or

8 (2) close such investigation.

9 (b) EXTENSION.—

10 (1) IN GENERAL.—If, upon review the facts and  
11 status of an investigation described in subsection  
12 (a), the Administrator determines that the time pro-  
13 vided to make a final determination or close such in-  
14 vestigation is insufficient, the Administrator may ap-  
15 prove an extension of such investigation for 2 years.

16 (2) ADDITIONAL EXTENSIONS.—The Adminis-  
17 trator may approve consecutive extensions under  
18 paragraph (1).

19 (c) DELEGATION.—The Administrator may not dele-  
20 gate the authority to approve an extension described in  
21 subsection (b) to anyone other than the leadership of the  
22 Administration as described in section 106(b) of title 49,  
23 United States Code.

1 **SEC. 209. EXPANSION OF VOLUNTEER PILOT ORGANIZA-**  
2 **TION DEFINITION.**

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

5 (1) in subsection (a)—

6 (A) by striking “for the fuel costs associ-  
7 ated with” and inserting “for the fuel costs and  
8 airport fees attributed to”; and

9 (B) by striking “for an individual or organ  
10 for medical purposes (and for other associated  
11 individuals)” and inserting “for the purposes  
12 described in subsection (c)(2)”; and

13 (2) in subsection (c)(2) by striking “charitable  
14 medical transportation.” and inserting the following:  
15 “charitable transportation for the following pur-  
16 poses:

17 “(A) Assisting individuals in accessing  
18 medical care or treatment (and for other associ-  
19 ated individuals).

20 “(B) Delivering human blood, tissues, or  
21 organs.

22 “(C) Aiding disaster relief efforts pursuant  
23 to a—

24 “(i) presidential declaration of a  
25 major disaster or an emergency under the  
26 Robert T. Stafford Disaster Relief and

1                   Emergency Assistance Act (42 U.S.C.  
2                   5121 et seq.); or  
3                   “(ii) declaration of a major disaster or  
4                   an emergency by a Governor of a State.”.

5 **SEC. 210. CHARITABLE FLIGHT FUEL REIMBURSEMENT EX-**  
6 **EMPTIONS.**

7           (a) IN GENERAL.—

8               (1) VALIDITY OF EXEMPTION.—Except as oth-  
9               erwise provided in this subsection, an exemption  
10              from section 61.113(c) of title 14, Code of Federal  
11              Regulations, that is granted by the Administrator of  
12              the Federal Aviation Administration for the purpose  
13              of allowing a volunteer pilot to accept reimburse-  
14              ment from a volunteer pilot organization for the fuel  
15              costs and airport fees attributed to a flight operation  
16              to provide charitable transportation pursuant to sec-  
17              tion 821 of the FAA Modernization and Reform Act  
18              of 2012 (49 U.S.C. 40101 note) shall be valid for  
19              5 years.

20             (2) FAILING TO ADHERE.—If the Administrator  
21             finds an exemption holder under paragraph (1) or a  
22             volunteer pilot fails to adhere to the conditions and  
23             limitations of the exemption described under such  
24             paragraph, the Administrator may rescind or sus-  
25             pend the exemption.



1           (3) NO LONGER QUALIFYING.—If the Adminis-  
2           trator finds that such exemption holder no longer  
3           qualifies as a volunteer pilot organization, the Ad-  
4           ministrator shall rescind such exemption.

5           (4) FORGOING EXEMPTION.—If such exemption  
6           holder informs the Administrator that such holder  
7           no longer plans to exercise the authority granted by  
8           such exemption, the Administrator may rescind such  
9           exemption.

10          (b) ADDITIONAL REQUIREMENTS.—

11           (1) IN GENERAL.—A volunteer pilot organiza-  
12           tion may impose additional safety requirements on a  
13           volunteer pilot without—

14                   (A) being considered—

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

18                           (ii) a commercial operator (as such  
19                           term is defined in section 1.1 of title 14,  
20                           Code of Federal Regulations); or

21                   (B) constituting common carriage.

22           (2) SAVINGS CLAUSE.—Nothing in this sub-  
23           section may be construed to limit or otherwise affect  
24           the authority of the Administrator to regulate, as  
25           appropriate, a flight operation associated with a vol-

1       unteer pilot organization that constitutes a commer-  
2       cial operation or common carriage.

3       (c) REISSUANCE OF EXISTING EXEMPTIONS.—In re-  
4       issuing an expiring exemption described in subsection (a)  
5       that was originally issued prior to the date of enactment  
6       of this Act, the Administrator shall ensure that the re-  
7       issued exemption—

8               (1) accounts for the provisions of this section  
9       and section 821 of the FAA Modernization and Re-  
10      form Act of 2012 (49 U.S.C. 40101 note), as  
11      amended by this Act; and

12             (2) is otherwise substantially similar to the pre-  
13      viously issued exemption.

14      (d) STATUTORY CONSTRUCTION.—Nothing in this  
15      section shall be construed to—

16             (1) affect the authority of the Administrator to  
17      exempt a pilot (exercising the private pilot privi-  
18      leges) from any restriction on receiving reimburse-  
19      ment for the fuel costs and airport fees attributed  
20      to a flight operation to provide charitable transpor-  
21      tation; or

22             (2) impose or authorize the imposition of any  
23      additional requirements by the Administrator on a  
24      flight that is arranged by a volunteer pilot organiza-  
25      tion in which the volunteer pilot—

1 (A) is not reimbursed the fuel costs and  
2 airport fees attributed to a flight operation to  
3 provide charitable flights; or

4 (B) pays a pro rata share of expenses as  
5 described in section 61.113(c) of title 14, Code  
6 of Federal Regulations.

7 (e) DEFINITIONS.—In this section:

8 (1) VOLUNTEER PILOT.—The term “volunteer  
9 pilot” means a person who—

10 (A) acts as a pilot in command of a flight  
11 operation to provide charitable transportation  
12 pursuant to section 821 of the FAA Moderniza-  
13 tion and Reform Act of 2012 (49 U.S.C. 40101  
14 note); and

15 (B) holds a private pilot certificate, com-  
16 mercial pilot certificate, or an airline transpor-  
17 tation pilot certificate issued under part 61 of  
18 title 14, Code of Federal Regulations.

19 (2) VOLUNTEER PILOT ORGANIZATION.—The  
20 term “volunteer pilot organization” has the meaning  
21 given such term in section 821(c) of the FAA Mod-  
22 ernization and Reform Act of 2012 (49 U.S.C.  
23 40101 note).

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

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

5 (1) Applicable laws, regulations, policies, legal  
6 opinions, and guidance pertaining to charitable  
7 flights and the operations of such flights, including  
8 reimbursement of fuel costs.

9 (2) Petitions for exemption from the require-  
10 ments of section 61.113(c) of title 14, Code of Fed-  
11 eral Regulation, for the purpose of allowing a pilot  
12 to accept reimbursement for the fuel costs associated  
13 with a flight operation to provide charitable trans-  
14 portation pursuant to section 821 of the FAA Mod-  
15 ernization and Reform Act of 2012 (49 U.S.C.  
16 40101 note), as amended by this Act, including as-  
17 sessment of—

18 (A) the conditions and limitations a peti-  
19 tioner must comply with if the exemption is  
20 granted and whether such conditions and limi-  
21 tations are—

22 (i) applied to petitioners in a con-  
23 sistent manner; and

24 (ii) commensurate with the types of  
25 flight operations exemption holders propose  
26 to conduct under any such exemptions;

1 (B) denied petitions for such an exemption  
2 and the reasons for the denial of such petitions;  
3 and

4 (C) the processing time of a petition for  
5 such an exemption.

6 (3) Charitable flights conducted without an ex-  
7 emption from section 61.113(c) of title 14, Code of  
8 Federal Regulations, including an analysis of the  
9 certificates, qualifications, and aeronautical experi-  
10 ence of the operators of such flights.

11 (b) CONSULTATION.—In carrying out the review initi-  
12 ated under subsection (a), the Comptroller General shall  
13 consult with charitable organizations, including volunteer  
14 pilot organizations, aircraft owners and pilots who volun-  
15 teer to provide transportation for or on behalf of a chari-  
16 table organization, flight safety experts, and employees of  
17 the Federal Aviation Administration.

18 (c) RECOMMENDATIONS.—As part of the review initi-  
19 ated under subsection (a), the Comptroller General shall  
20 make recommendations, as determined appropriate, to the  
21 Administrator of the Federal Aviation Administration to  
22 improve the rules, policies, and guidance pertaining to  
23 charitable flight operations.

24 (d) REPORT.—Upon completion of the review initi-  
25 ated under subsection (a), the Comptroller General shall

1 submit to the Committee on Transportation and Infra-  
2 structure of the House of Representatives and the Com-  
3 mittee on Commerce, Science, and Transportation of the  
4 Senate a report describing the findings of such review and  
5 recommendations developed under subsection (c).

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

7 (a) IN GENERAL.—

8 (1) UNLIMITED LETTER OF AUTHORIZATION.—

9 Not later than 180 days after the date of enactment  
10 of this Act, the Administrator of the Federal Avia-  
11 tion Administration shall take such action as may be  
12 necessary to allow for the issuance of letters of au-  
13 thorizations to airmen with the authorization for—

14 (A) all types and makes of experimental  
15 high-performance single engine piston powered  
16 aircraft; and

17 (B) all types and makes of experimental  
18 high-performance multiengine piston powered  
19 aircraft.

20 (2) REQUIREMENTS.—An individual who holds  
21 a letter of authorization and applies for an author-  
22 ization described in paragraph (1)(A) or (1)(B)—

23 (A) shall be given an all-makes and models  
24 authorization of—

1 (i) experimental single-engine piston  
2 powered authorized aircraft; or

3 (ii) experimental multiengine piston  
4 powered authorized aircraft;

5 (B) shall hold the appropriate category  
6 and class rating for the authorized aircraft;

7 (C) shall hold 3 experimental aircraft au-  
8 thorizations in aircraft of the same category  
9 and class rating for the authorization sought;  
10 and

11 (D) may become qualified in additional ex-  
12 perimental aircraft by completing aircraft spe-  
13 cific training.

14 (b) RULE OF CONSTRUCTION.—Nothing in this sec-  
15 tion may be construed to disallow an individual from being  
16 given both an authorization described in paragraph (1)(A)  
17 and an authorization described in paragraph (1)(B).

18 (c) FAILURE TO COMPLY.—

19 (1) IN GENERAL.—If the Administrator fails to  
20 implement subsection (a) within the time period pre-  
21 scribed in such subsection, the Administrator shall  
22 brief the Committee on Transportation and Infra-  
23 structure of the House of Representatives and the  
24 Committee on Commerce, Science, and Transpor-  
25 tation of the Senate on the status of the implemen-

1       tation of such subsection on a monthly basis until  
2       the implementation is complete.

3               (2) NO DELEGATION.—The Administrator may  
4       not delegate the briefing described in paragraph (1).

5               **Subtitle B—General Aviation**  
6               **Safety**

7       **SEC. 221. ADS-B SAFETY ENHANCEMENT INCENTIVE PRO-**  
8               **GRAM.**

9               (a) ESTABLISHMENT.—Not later than 120 days after  
10      the date of enactment of this Act, the Administrator of  
11      the Federal Aviation Administration shall establish a pro-  
12      gram to provide rebates to owners of covered general avia-  
13      tion aircraft for the purchase of covered ADS-B equip-  
14      ment.

15              (b) APPLICATION.—To be eligible to receive a rebate  
16      under this section, an owner of a covered general aviation  
17      aircraft shall submit to the Administrator an application  
18      in such form, at such time, and containing such informa-  
19      tion as the Administrator may require, including proof of  
20      successful installation of covered ADS-B equipment.

21              (c) AUTHORIZED REBATE.—

22                      (1) AMOUNT.—A rebate approved by the Ad-  
23      ministrator to be issued to an owner of a covered  
24      general aviation aircraft shall be equal to the lesser  
25      of—



1 (A) the cost of purchasing the covered  
2 ADS-B equipment; or

3 (B) \$2,000.

4 (2) TIME.—A rebate issued under the program  
5 under this section shall be redeemed or presented for  
6 payment not later than 180 days after issuance,  
7 after which time the rebate shall be deemed void.

8 (d) SUNSET.—The program established in subsection  
9 (a) shall terminate on October 1, 2027.

10 (e) RESTRICTION.—The Administrator may not offer  
11 rebates for—

12 (1) a software upgrade for covered ADS-B  
13 equipment;

14 (2) covered ADS-B equipment installed prior to  
15 the date of enactment of this Act;

16 (3) covered general aviation aircraft manufac-  
17 tured after January 1, 2020; or

18 (4) covered general aviation aircraft for which  
19 the Administrator has previously issued a rebate re-  
20 lated to the purchase and installation of covered  
21 ADS-B equipment.

22 (f) DEFINITIONS.—In this section:

23 (1) ADS-B.—The term “ADS-B” means auto-  
24 matic dependent surveillance-broadcast.

1           (2) COVERED ADS-B EQUIPMENT.—The term  
2           “covered ADS-B equipment” means ADS-B equip-  
3           ment that—

4                   (A) meets the performance requirements  
5                   described in section 91.227 of title 14, Code of  
6                   Federal Regulations (or any successor regula-  
7                   tion); and

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

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

15          (g) AUTHORIZATION OF APPROPRIATIONS.—Out of  
16          amounts made available under section 106(k) of title 49,  
17          United States Code, there is authorized to be expended  
18          to carry out this section and pay administrative costs  
19          \$25,000,000 for fiscal year 2024 to remain available until  
20          expended.

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

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

1 (b) CONTENTS.—In conducting the study described  
2 in subsection (a), the Comptroller General shall, at a min-  
3 imum—

4 (1) analyze the reasons why aircraft owners  
5 choose not to equip or use an aircraft with auto-  
6 matic dependent surveillance-broadcast technology;

7 (2) examine and substantiate any benefits and  
8 drawbacks of using automatic dependent surveil-  
9 lance-broadcast technology, including safety and  
10 operational benefits and drawbacks;

11 (3) survey ways to further incentivize aircraft  
12 owners to equip and use aircraft with automatic de-  
13 pendent surveillance-broadcast technology; and

14 (4) the benefits, costs, and feasibility of requir-  
15 ing equipage of automatic dependent surveillance-  
16 broadcast technology on all newly manufactured air-  
17 craft other than aircraft issued a special airworthi-  
18 ness certificate.

19 (c) REPORT.—Not later than 18 months after the  
20 date of enactment of this Act, the Comptroller General  
21 shall submit to the Committee on Transportation and In-  
22 frastructure of the House of Representatives and the Com-  
23 mittee on Commerce, Science, and Transportation of the  
24 Senate a report on automatic dependent surveillance-  
25 broadcast described in subsection (b) and make rec-

1 ommendations to incentivize equipage and usage rates  
2 across the active general aviation fleet in the United  
3 States.

4 **SEC. 223. PROTECTING GENERAL AVIATION AIRPORTS**  
5 **FROM FAA CLOSURE.**

6 (a) NON-SURPLUS PROPERTY.—Section 47125 of  
7 title 49, United States Code, is amended by adding at the  
8 end the following:

9 “(c) WAIVING RESTRICTIONS.—

10 “(1) IN GENERAL.—Subject to paragraph (2),  
11 the Secretary may grant to an airport, city, or coun-  
12 ty a waiver of any of the terms, conditions, reserva-  
13 tions, or restrictions contained in a deed under  
14 which the United States conveyed to the airport,  
15 city, or county an interest in real property for air-  
16 port purposes pursuant to section 16 of the Federal  
17 Airport Act (60 Stat. 179), section 23 of the Airport  
18 and Airway Development Act of 1970 (84 Stat.  
19 232), or this section.

20 “(2) CONDITIONS.—Any waiver granted by the  
21 Secretary pursuant to paragraph (1) shall be subject  
22 to the following conditions:

23 “(A) The applicable airport, city, county,  
24 or other political subdivision shall agree that in  
25 conveying any interest in the real property

1           which the United States conveyed to the air-  
2           port, city, or county, the airport, city, or county  
3           will receive consideration for such interest that  
4           is equal to its current fair market value.

5           “(B) Any consideration received by the air-  
6           port, city, or county under subparagraph (A)  
7           shall be used exclusively for the development,  
8           improvement, operation, or maintenance of a  
9           public airport by the airport, city, or county.

10          “(C) Such waiver—

11               “(i) will not significantly impair the  
12               aeronautical purpose of an airport;

13               “(ii) will not result in the permanent  
14               closure of an airport (unless the Secretary  
15               determines that the waiver will directly fa-  
16               cilitate the construction of a replacement  
17               airport); or

18               “(iii) is necessary to protect or ad-  
19               vance the civil aviation interests of the  
20               United States.

21          “(D) Any other conditions required by the  
22          Secretary.

23          “(3) ANNUAL REPORTING.—The Secretary shall  
24          include a list and description of each waiver granted

1       pursuant to paragraph (1) in the report required  
2       under section 47131.”.

3       (b) SURPLUS PROPERTY.—

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

6           (A) by striking subsection (d) and insert-  
7       ing the following:

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

14           “(1) will not significantly impair the aero-  
15      nautical purpose of an airport;

16           “(2) will not result in the permanent closure of  
17      an airport (unless the Secretary determines that the  
18      waiver will directly facilitate the construction of a  
19      replacement airport); or

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

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

23       “(f) REVERSIONS OF PROPERTY.—The Secretary  
24      shall take all necessary action to revert surplus property

1 conveyed under this subchapter back to the United States  
2 if—

3 “(1) the Secretary determines that an instru-  
4 ment conveying an interest in surplus property  
5 under this subchapter incorporates a provision pro-  
6 viding for the reversion of such property in the event  
7 the property is not used for aeronautical purposes;

8 “(2) other efforts by the Secretary to ensure  
9 that the property is used by the relevant airport  
10 sponsor is used for aeronautical purposes are unsuc-  
11 cessful; and

12 “(3) the Secretary determines that a rever-  
13 sion—

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

16 “(B) will not transfer liabilities, including  
17 environmental liabilities, greater than the fair  
18 market value of the property to the Govern-  
19 ment.”; and

20 (2) WAIVING AND ADDING TERMS.—Section  
21 47153(c) of title 49, United States Code, is amend-  
22 ed to read as follows:

23 “(c) RESTRICTIONS ON WAIVER.—Notwithstanding  
24 subsections (a) and (b), the Secretary may not waive any

1 term under this section that an interest in land be used  
2 for an aeronautical purpose unless—

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

6 “(2) the Secretary determines that such waiver—  
7

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

10 “(B) will not result in the permanent clo-  
11 sure of an airport (unless the Secretary deter-  
12 mines that the waiver will directly facilitate the  
13 construction of a replacement airport); or

14 “(C) is necessary to protect or advance the  
15 civil aviation interests of the United States.”.

16 (c) REPEALS.—

17 (1) AIRPORTS NEAR CLOSED OR REALIGNED  
18 BASES.—Section 1203 of the Federal Aviation Reau-  
19 thorization Act of 1996 (49 U.S.C. 47101 note) and  
20 the item relating to such section in the table of con-  
21 tents under section 1(b) of such Act are repealed.

22 (2) RELEASE FROM RESTRICTIONS.—Section  
23 817 of the FAA Modernization and Reform Act of  
24 2012 (49 U.S.C. 47125 note) and the item relating



1 to such section in the table of contents under section  
2 1(b) of such Act are repealed.

3 **SEC. 224. ENSURING SAFE LANDINGS DURING OFF-AIR-**  
4 **PORT OPERATIONS.**

5 The Administrator of the Federal Aviation Adminis-  
6 tration shall not apply section 91.119 of title 14, Code  
7 of Federal Regulations, in any manner that requires a  
8 pilot to continue a landing that is unsafe.

9 **SEC. 225. AIRPORT DIAGRAM TERMINOLOGY.**

10 (a) IN GENERAL.—The Administrator of the Federal  
11 Aviation Administration shall update Airport Diagram  
12 Order JO 7910.4 and any related advisory circulars, pol-  
13 icy, and guidance to ensure the clear and consistent use  
14 of terms to delineate the types of parking available to gen-  
15 eral aviation pilots.

16 (b) COLLABORATION.—In carrying out subsection  
17 (a), the Administrator shall collaborate with industry  
18 stakeholders and general aviation airports in—

19 (1) facilitating basic standardization of general  
20 aviation parking terms;

21 (2) accounting for the majority of uses of gen-  
22 eral aviation parking terms; and

23 (3) providing clarity for chart users.

24 (c) IAC SPECIFICATIONS.—The Administrator shall  
25 encourage the Interagency Air Committee to incorporate

1 the terms developed under subsection (a) in publications  
2 produced by the Committee.

3 **SEC. 226. ALTERNATIVE ADS-B TECHNOLOGIES FOR USE IN**  
4 **CERTAIN SMALL AIRCRAFT.**

5 (a) IN GENERAL.—Not later than 3 years after the  
6 date of enactment of this Act, the Administrator of the  
7 Federal Aviation Administration shall publish an approved  
8 list of effective alternatives to automatic dependent sur-  
9 veillance–broadcast equipment (in this section referred to  
10 as “alternative ADS–B equipment”) for covered aircraft  
11 operating outside of Mode C veil airspace so that such air-  
12 craft may voluntarily broadcast positioning to other air-  
13 craft.

14 (b) REVIEW; APPROVAL.—

15 (1) REVIEW.—In carrying out subsection (a),  
16 the Administrator shall, to the maximum extent  
17 practicable, review available commercial–off–the–  
18 shelf alternative ADS–B equipment that are used  
19 outside of the United States for purposes of allowing  
20 a pilot to voluntarily utilize such equipment while  
21 operating outside of Mode C veil airspace and within  
22 the national airspace system.

23 (2) APPROVAL.—The Administrator shall work  
24 with manufacturers of such equipment to expedite  
25 technical standard order authorization, or other ap-

1       provals, required by the Administrator for such  
2       equipment for use in covered aircraft.

3       (c) DEFINITIONS.—In this section:

4           (1) ALTERNATIVE ADS-B EQUIPMENT.—The  
5       term “alternative ADS-B equipment” means a posi-  
6       tioning technology that—

7           (A) does not otherwise meet the perform-  
8       ance requirements prescribed in section 91.227  
9       of title 14, Code of Federal Regulations;

10          (B) may be affixed to, or portable within,  
11       a covered aircraft; and

12          (C) can broadcast positioning of a covered  
13       aircraft to other aircraft operating outside of  
14       Mode C veil airspace.

15       (2) COVERED AIRCRAFT.—The term “covered  
16       aircraft” means—

17           (A) a single-engine piston aircraft;

18           (B) an ultralight aircraft; or

19           (C) an aircraft not equipped with an elec-  
20       trical system.

21       (d) RULE OF CONSTRUCTION.—Nothing in this sec-  
22       tion may be construed by the Administrator to require cov-  
23       ered aircraft to install—

24           (1) alternative ADS-B equipment; or

1 (2) automatic dependent surveillance-broadcast  
2 equipment.

3 **SEC. 227. AIRSHOW SAFETY TEAM.**

4 (a) IN GENERAL.—Not later than 180 days after the  
5 date of enactment of this Act, the Administrator of the  
6 Federal Aviation Administration shall coordinate with the  
7 General Aviation Joint Safety Committee to establish an  
8 Airshow Safety Team focused on airshow and aerial event  
9 safety.

10 (b) OBJECTIVE.—The objective of the Airshow Safety  
11 Team described in subsection (a) shall be to—

12 (1) serve as a mechanism for Federal Govern-  
13 ment and industry cooperation, communication, and  
14 coordination on airshow and aerial event safety; and

15 (2) reduce airshow and aerial event accidents  
16 and incidents through non-regulatory, proactive safe-  
17 ty strategies.

18 (c) ACTIVITIES.—In carrying out the objectives pur-  
19 suant to subsection (b), the Airshow Safety Team shall,  
20 at a minimum—

21 (1) perform an analysis of airshow and aerial  
22 event accidents and incidents in conjunction with the  
23 Safety Analysis Team;

24 (2) publish and update every 2 years after ini-  
25 tial publication an Airshow Safety Plan that incor-

1 porates consensus based and data driven mitigation  
2 measures and non-regulatory safety strategies to im-  
3 prove and promote safety of the public, performers,  
4 and airport personnel; and

5 (3) engage the airshow and aerial event commu-  
6 nity to—

7 (A) communicate non-regulatory, proactive  
8 safety strategies identified by the Airshow Safe-  
9 ty Plan to mitigate incidents; and

10 (B) discuss best practices to uphold and  
11 maintain safety at events.

12 (d) MEMBERSHIP.—The Administrator may request  
13 the Airshow Safety Team be comprised of at least 10 indi-  
14 viduals, each of whom shall have knowledge or a back-  
15 ground in the planning, execution, operation, or manage-  
16 ment of an airshow or aerial event.

17 (e) MEETINGS.—The Airshow Safety Team shall  
18 meet at least twice a year at the direction of the co-chairs  
19 of the General Aviation Joint Safety Committee.

20 (f) CONSTRUCTION.—The Administrator shall not  
21 initiate a regulatory action based on any—

22 (1) discussion or sharing of information and  
23 data that occurs as part of an official meeting of the  
24 Airshow Safety Team; or

1           (2) safety strategies or best practices identified  
2       by the Airshow Safety Plan that are not intended to  
3       be used by the Administrator for regulatory pur-  
4       poses.

5 **SEC. 228. TOWER MARKING NOTICE OF PROPOSED RULE-**  
6 **MAKING.**

7       (a) IN GENERAL.—Not later than 1 year after the  
8       date of enactment of this Act, the Administrator of the  
9       Federal Aviation Administration shall issue a notice of  
10      proposed rulemaking to implement section 2110 of the  
11      FAA Extension, Safety, and Security Act of 2016 (49  
12      U.S.C. 44718 note).

13      (b) REPORT.—If the Administrator fails to issue the  
14      notice of proposed rulemaking pursuant to subsection (a),  
15      the Administrator shall submit to the Committee on  
16      Transportation and Infrastructure of the House of Rep-  
17      resentatives and the Committee on Commerce, Science,  
18      and Transportation of the Senate an annual report on the  
19      status of such rulemaking, including—

20           (1) the reasons that the Administrator has  
21      failed to issue the rulemaking; and

22           (2) a list of fatal aircraft accidents associated  
23      with unmarked towers that have occurred over the  
24      5 years previous to the date of submission of the re-  
25      port.

## **Subtitle C—Improving FAA Services**

### **SEC. 241. AIRCRAFT REGISTRATION VALIDITY DURING RE- NEWAL.**

(a) IN GENERAL.—Section 44103 of title 49, United States Code, is further amended by adding at the end the following:

“(f) VALIDITY OF AIRCRAFT REGISTRATION DURING  
RENEWAL.—

“(1) IN GENERAL.—An aircraft may be operated on or after the expiration date found on the certificate of registration issued for such aircraft under this section as if it were not expired if the operator of such aircraft has aboard the aircraft—

“(A) documentation validating that—

“(i) an aircraft registration renewal application form (AC Form 8050–1B, or a succeeding form) has been submitted to the Administrator for such aircraft but not yet approved or denied; and

“(ii) such aircraft is compliant with maintenance, inspections, and any other requirements for the aircraft’s airworthiness certificate issued under section 44704(d); and

1 “(B) the most recent aircraft registration.

2 “(2) PROOF OF PENDING RENEWAL APPLICA-  
3 TION.—The Administrator shall provide an applicant  
4 for renewal of registration under this section with  
5 documentation described in paragraph (1)(A). Such  
6 documentation shall—

7 “(A) be made electronically available to the  
8 applicant immediately upon submitting an air-  
9 craft registration renewal application to the  
10 Civil Aviation Registry for an aircraft;

11 “(B) notify the applicant of the operational  
12 allowance described in paragraph (1);

13 “(C) deems an aircraft’s airworthiness cer-  
14 tificate issued under section 44704(d) as valid  
15 provided that the applicant confirms acknowl-  
16 edgment of the requirements of paragraph  
17 (1)(A)(ii);

18 “(D) confirm the applicant acknowledged  
19 the limitations described in paragraph (3)(A)  
20 and (3)(B); and

21 “(E) include identifying information per-  
22 taining to such aircraft and to the registered  
23 owner.



1           “(3) RULE OF CONSTRUCTION.—Nothing in  
2           this subsection shall be construed to permit any per-  
3           son to operate an aircraft—

4                   “(A) with an expired registration, except  
5                   as specifically provided for under this sub-  
6                   section; or

7                   “(B) if the Administrator has denied an  
8                   application to renew the registration of such  
9                   aircraft.”.

10          (b) RULEMAKING; GUIDANCE.—Not later than 18  
11          months after the enactment of this Act, the Administrator  
12          of the Federal Aviation Administration shall issue a final  
13          rule, if necessary, and update all applicable guidance and  
14          policies to implement the amendment made by this section.

15      **SEC. 242. TEMPORARY AIRMAN CERTIFICATES.**

16          Section 44703 of title 49, United States Code, is  
17          amended by adding at the end the following:

18          “(1) TEMPORARY AIRMAN CERTIFICATE.—An indi-  
19          vidual may obtain a temporary airman certificate from the  
20          Administrator after requesting a permanent replacement  
21          airman certificate issued under this section. A temporary  
22          airman certificate shall be—

23                   “(1) made available—

24                           “(A) electronically to the individual imme-  
25                           diately upon submitting an online application

1 for a replacement certificate to the Adminis-  
2 trator; or

3 “(B) physically to the individual at a flight  
4 standards district office—

5 “(i) if the individual submits an online  
6 application for a replacement certificate; or

7 “(ii) if the individual applies for a  
8 permanent replacement certificate other  
9 than by online application and such appli-  
10 cation has been received by the Federal  
11 Aviation Administration; and

12 “(2) destroyed upon receipt of the permanent  
13 replacement airman certificate from the Adminis-  
14 trator.”.

15 **SEC. 243. FLIGHT INSTRUCTION OR TESTING.**

16 (a) IN GENERAL.—An authorized flight instructor  
17 providing student instruction, flight instruction, or flight  
18 training shall not be deemed to be operating an aircraft  
19 carrying persons or property for compensation or hire.

20 (b) AUTHORIZED ADDITIONAL PILOTS.—An indi-  
21 vidual acting as an authorized additional pilot during  
22 Phase I flight testing of aircraft holding an experimental  
23 airworthiness certificate, in accordance with section  
24 21.191 of title 14, Code of Federal Regulations, and meet-  
25 ing the requirements set forth in Federal Aviation Admin-

1   istration regulations and policy in effect as of the date  
2   of enactment of this section, shall not be deemed to be  
3   operating an aircraft carrying persons or property for  
4   compensation or hire.

5       (c) USE OF AIRCRAFT.—An individual who uses,  
6   causes to use, or authorizes to use aircraft for flights con-  
7   ducted under subsection (a) or (b) shall not be deemed  
8   to be operating an aircraft carrying persons or property  
9   for compensation or hire.

10       (d) REVISION OF RULES.—

11           (1) IN GENERAL.—The requirements of this  
12   section shall become effective upon the date of enact-  
13   ment.

14           (2) REVISION.—The Administrator of the Fed-  
15   eral Aviation Administration shall issue, revise, or  
16   repeal the rules, regulations, guidance, or procedures  
17   of the Federal Aviation Administration to conform  
18   to the requirements of this section.

19   **SEC. 244. LETTER OF DEVIATION AUTHORITY.**

20       (a) IN GENERAL.—A flight instructor, registered  
21   owner, lessor, or lessee of a covered aircraft shall not be  
22   required to obtain a letter of deviation authority from the  
23   Administrator of the Federal Aviation Administration to  
24   allow, conduct, or receive flight training, checking, and  
25   testing in such aircraft if—

1 (1) the flight instructor is not providing both  
2 the training and the aircraft;

3 (2) no person advertises or broadly offers the  
4 aircraft as available for flight training, checking, or  
5 testing; and

6 (3) no person receives compensation for use of  
7 the aircraft for a specific flight during which flight  
8 training, checking, or testing was received, other  
9 than expenses for owning, operating, and maintain-  
10 ing the aircraft.

11 (b) COVERED AIRCRAFT DEFINED.—In this section,  
12 the term “covered aircraft” means—

13 (1) an experimental category aircraft;

14 (2) a limited category aircraft; and

15 (3) a primary category aircraft.

16 **SEC. 245. NATIONAL COORDINATION AND OVERSIGHT OF**  
17 **DESIGNATED PILOT EXAMINERS.**

18 (a) IN GENERAL.—Not later than 16 months after  
19 the date of enactment of this Act, the Administrator of  
20 the Federal Aviation Administration shall establish a pro-  
21 gram or office to provide national coordination and over-  
22 sight of designated pilot examiners appointed under sec-  
23 tion 183.23 of title 14, Code of Federal Regulations.

1 (b) RESPONSIBILITIES.—The program or office es-  
2 tablished under subsection (a) shall be responsible for the  
3 following:

4 (1) Oversight of designated pilot examiners ap-  
5 pointed under section 183.23 of title 14, Code of  
6 Federal Regulations, including the selection, train-  
7 ing, duties, and deployment of such examiners.

8 (2) Supporting the standardization of policy,  
9 guidance, and regulations across the Administration  
10 pertaining to the selection, training, duties, and de-  
11 ployment of designated pilot examiners appointed  
12 under section 183.23 of title 14, Code of Federal  
13 Regulations, including evaluating the consistency by  
14 which such examiners apply Administration policies,  
15 orders, and guidance.

16 (3) Coordinating placement and deployment of  
17 such examiners across regions based on demand for  
18 examinations from the pilot community.

19 (4) Developing a code of conduct for such ex-  
20 aminers.

21 (5) Deploying a survey system to track the per-  
22 formance and merit of such examiners.

23 (6) Facilitating an industry partnership to cre-  
24 ate a formal mentorship program for such exam-  
25 iners.

1 (c) COORDINATION.—In carrying out the responsibil-  
2 ities listed in subsection (b), the Administrator shall en-  
3 sure the program—

4 (1) coordinates on an ongoing basis with flight  
5 standards district offices, designated pilot examiner  
6 managing specialists, and aviation industry stake-  
7 holders, including representatives of the general  
8 aviation community; and

9 (2) considers (or reconsiders) implementing the  
10 final recommendations report issued by the Des-  
11 ignated Pilot Examiner Reforms Working Group  
12 and accepted by the Aviation Rulemaking Advisory  
13 Committee on June 17, 2021.

14 (d) BRIEFING.—The Administrator shall brief the  
15 Committee on Transportation and Infrastructure of the  
16 House of Representatives and the Committee on Com-  
17 merce, Science, and Transportation of the Senate in each  
18 fiscal year beginning after the date of enactment of this  
19 Act through fiscal year 2028 detailing—

20 (1) the methodology by which designated pilot  
21 examiners appointed under section 183.23 of title  
22 14, Code of Federal Regulations, are deployed and  
23 any subsequent changes to the methodology to fulfill  
24 the demand for examinations;

- 1           (2) a review of the previous fiscal year detailing  
2           the average time an individual in each region must  
3           wait to schedule an appointment with such an exam-  
4           iner; and
- 5           (3) the turnover rates and resource costs associ-  
6           ated with such examiners.

7   **SEC. 246. BASICMED FOR EXAMINERS ADMINISTERING**  
8                   **TESTS OR PROFICIENCY CHECKS.**

9           (a) EQUIVALENT PILOT-IN-COMMAND MEDICAL RE-  
10   QUIREMENTS.—Notwithstanding section 61.23(a)(3)(iv)  
11   of title 14, Code of Federal Regulations, an examiner may  
12   administer a practical test or proficiency check if such ex-  
13   aminer meets the medical qualification requirements  
14   under part 68 of title 14, Code of Federal Regulations,  
15   if the operation being conducted is in a covered aircraft,  
16   as defined in section 2307(j) of the FAA Extension, Safe-  
17   ty, and Security Act of 2016 (49 U.S.C. 44703 note).

18          (b) RULEMAKING.—Not later than 18 months after  
19   the date of enactment of this Act, the Administrator of  
20   the Federal Aviation Administration shall issue a final  
21   rule to update part 61 of title 14, Code of Federal Regula-  
22   tions, to implement the requirements under subsection (a),  
23   in addition to any related requirements the Administrator  
24   finds are in the interest of aviation safety.

1 **SEC. 247. DESIGNEE LOCATOR TOOL IMPROVEMENTS.**

2 Not later than 2 years after the date of enactment  
3 of this Act, the Administrator of the Federal Aviation Ad-  
4 ministration shall ensure that the designee locator search  
5 function of the public website of the Designee Manage-  
6 ment System of the Administration has the functionality  
7 to—

8 (1) filter a search for an Aviation Medical Ex-  
9 aminer (as described in section 183.21 of title 14,  
10 Code of Federal Regulations) by sex, if such infor-  
11 mation is available;

12 (2) display credentials and aircraft qualifica-  
13 tions of a designated pilot examiner (as described in  
14 section 183.23 of such title); and

15 (3) display the scheduling availability of a des-  
16 ignated pilot examiner (as described in section  
17 183.23 of such title) to administer a test or pro-  
18 ficiency check to an airman.

19 **SEC. 248. DEADLINE TO ELIMINATE AIRCRAFT REGISTRA-**  
20 **TION BACKLOG.**

21 Not later than 120 days after the date of enactment  
22 of this Act, the Administrator of the Federal Aviation Ad-  
23 ministration shall take such actions as may be necessary  
24 to reduce and maintain the aircraft registration and rec-  
25 ordation backlog at the Civil Aviation Registry so that,



1 on average, applications are processed not later than 10  
2 business days after receipt.

3 **SEC. 249. PART 135 AIR CARRIER CERTIFICATE BACKLOG.**

4 (a) IN GENERAL.—The Administrator of the Federal  
5 Aviation Administration shall take such actions as may  
6 be necessary to achieve the goal of reducing the backlog  
7 of air carrier certificate applications under part 135 of  
8 title 14, Code of Federal Regulations, to—

9 (1) not later than 1 year after the date of en-  
10 actment of this Act, maintain an average certificate  
11 decision time of less than 60 days; and

12 (2) not later than 2 years after the date of en-  
13 actment of this Act, maintain an average certificate  
14 decision time of less than 30 days.

15 (b) MEASURES.—In meeting the goal under sub-  
16 section (a), the Administrator may—

17 (1) assign, as appropriate, additional personnel  
18 or support staff, including on a temporary basis, to  
19 review, adjudicate, and approve applications;

20 (2) improve and expand promotion of existing  
21 applicant resources which could improve the quality  
22 of applications submitted to decrease the need for  
23 Administration applicant coordination and commu-  
24 nications; and

1           (3) take into consideration any third-party enti-  
2           ty that assisted in the preparation of an application  
3           for an air carrier certificate under part 135 of title  
4           14, Code of Federal Regulations.

5           (c) REVIEW.—Not later than 2 years after of the date  
6           of enactment of this Act, the Administrator shall convene  
7           a working group comprised of industry stakeholders and  
8           aviation experts to study and review methods to modernize  
9           and improve the air carrier certification process under  
10          part 135 of title 14, Code of Federal Regulations, and to  
11          recommend long-term solutions for effective management  
12          of Administration resources dedicated to approving air  
13          carrier certificate applications under part 135 of title 14,  
14          Code of Federal Regulations.

15          (d) CONGRESSIONAL BRIEFING.—Beginning 6  
16          months after the date of enactment of this Act, and not  
17          less than every 6 months thereafter until the Adminis-  
18          trator complies with the requirements under subsection  
19          (a)(2), the Administrator shall provide a briefing to the  
20          Committee on Transportation and Infrastructure of the  
21          House of Representatives and the Committee on Com-  
22          merce, Science, and Transportation of the Senate on the  
23          status of the backlog of air carrier certificate applications  
24          under part 135 of title 14, Code of Federal Regulations,  
25          any measures the Administrator has put in place under

1 subsection (b), and any recommendations received from  
2 the review under subsection (c).

3 **SEC. 250. LOGGING FLIGHT TIME ACCRUED IN CERTAIN**  
4 **PUBLIC AIRCRAFT.**

5 (a) COMPLETION OF RULEMAKING.—Not later than  
6 18 months after the date of enactment of this Act, the  
7 Administrator of the Federal Aviation Administration  
8 shall issue a final rule modifying section 61.51(j)(4) of  
9 title 14, Code of Federal Regulations, to include aircraft  
10 under the direct operational control of forestry and fire  
11 protection agencies, as required by section 517 of the FAA  
12 Reauthorization Act of 2018 (49 U.S.C. 44703 note).

13 (b) FAILURE TO COMPLETE RULEMAKING.—If the  
14 Administrator fails to issue a final rule pursuant to sub-  
15 section (a) by the deadline described in such subsection,  
16 beginning on the date that is 18 months after the date  
17 of enactment of this Act—

18 (1) notwithstanding section 61.51(j)(4) of title  
19 14, Code of Federal Regulations, a pilot, while en-  
20 gaged on an official flight for a Federal, State,  
21 county, or municipal forestry or fire protection agen-  
22 cy, may log flight time so long as the time acquired  
23 is in an aircraft that—

24 (A) is identified as an aircraft under sec-  
25 tion 61.5(b) of such title; and

1 (B) is a public aircraft under the direct  
2 operational control of a forestry or fire protec-  
3 tion agency; and

4 (2) the Administrator may not take an enforce-  
5 ment action against the pilot for logging such flight  
6 time as described in paragraph (1).

7 (c) SUNSET.—Subsection (b) shall cease to be effec-  
8 tive on the date on which the final rule required under  
9 subsection (a) is effective.

10 **SEC. 251. FLIGHT INSTRUCTOR CERTIFICATES.**

11 (a) COMPLETION OF RULEMAKING.—Not later than  
12 36 months after the date of enactment of this Act, the  
13 Administrator of the Federal Aviation Administration  
14 shall issue a final rule for the rulemaking activity titled  
15 “Removal of the Expiration Date on a Flight Instructor  
16 Certificate”, published in Fall 2022 in the Unified Agenda  
17 of Federal Regulatory and Deregulatory Actions (RIN  
18 2120–AL25) to, at a minimum, update part 61 of title  
19 14, Code of Federal Regulations, to—

20 (1) remove the expiration date on a flight in-  
21 structor certificate; and

22 (2) replace the requirement that a flight in-  
23 structor renews their flight instructor certificate  
24 with appropriate recent experience requirements for

1 the holder of a flight instructor certificate to exer-  
2 cise the privileges of such certificate.

3 (b) FAILURE TO COMPLETE RULEMAKING.—If the  
4 Administrator fails to issue a final rule pursuant to sub-  
5 section (a) before the deadline prescribed in that sub-  
6 section, beginning on the date that is 36 months after the  
7 date of enactment of this Act—

8 (1) notwithstanding sections 61.19(d) and  
9 61.197 of title 14, Code of Federal Regulations, an  
10 individual holding a flight instructor certificate that  
11 is not expired as of the date that is 36 months after  
12 the date of enactment of this Act may exercise the  
13 privileges of the certificate regardless of whether the  
14 certificate subsequently expires, provided that the in-  
15 dividual meets eligibility requirements in accordance  
16 with section 61.183 of title 14, Code of Federal Reg-  
17 ulations; and

18 (2) the Administrator—

19 (A) shall consider a flight instructor cer-  
20 tificate described in paragraph (1) as having no  
21 expiration date; and

22 (B) may not enforce any regulation attrib-  
23 uted to the renewal of a flight instructor certifi-  
24 cate of an individual.

1 (c) SUNSET.—Subsection (b) shall cease to be effective on the effective date of a final rule issued pursuant to subsection (a).

4 **SEC. 252. CONSISTENCY OF POLICY APPLICATION IN**  
5 **FLIGHT STANDARDS AND AIRCRAFT CERTIFICATION.**  
6

7 (a) IN GENERAL.—The inspector general of the Department of Transportation shall initiate audits, as described in subsection (d), of the Flight Standards and Aircraft Certification Services of the Federal Aviation Administration, and the personnel of such offices, on the consistency of—

13 (1) the interpretation of policies, orders, guidance, and regulations; and

15 (2) the application of policies, orders, guidance, and regulations.

17 (b) COMPONENTS.—In completing the audits required under this section, the inspector general shall interview stakeholders, including at a minimum, individuals or entities that—

21 (1) hold a certificate or authorization related to the issue being audited under subsection (d);

23 (2) are from different regions of the country with matters before different flight standards dis-

1        trict offices or aircraft certification offices of the Ad-  
2        ministration;

3            (3) work with multiple flight standards district  
4        offices or aircraft certification offices of the Admin-  
5        istration; or

6            (4) hold a single or multiple relevant certifi-  
7        cates or authorizations.

8        (c) REPORTS.—The inspector general of the Depart-  
9        ment of Transportation shall submit to the Committee on  
10       Transportation and Infrastructure of the House of Rep-  
11       resentatives, the Committee on Commerce, Science, and  
12       Transportation of the Senate, the Secretary of Transpor-  
13       tation, and the Administrator of the Federal Aviation Ad-  
14       ministration a report for each audit required in this sec-  
15       tion, containing the results of the audit, including findings  
16       and recommendations to the Administrator to improve the  
17       consistency of decision-making by Flight Standards and  
18       Aircraft Certification Services offices of the Administra-  
19       tion.

20        (d) AUDITS.—The inspector general shall complete  
21       an audit and issue the associated report required under  
22       subsection (c) not later than—

23            (1) 18 months after the date of enactment of  
24        this Act, with regard to supplemental type certifi-  
25        cates;

1           (2) 34 months after the date of enactment of  
2       this Act, with regard to repair stations certificated  
3       under part 145 of title 14, Code of Federal Regula-  
4       tions; and

5           (3) 50 months after the date of enactment of  
6       this Act, with regard to technical standards orders.

7       (e) IMPLEMENTATION.—In addressing any rec-  
8       ommendations from the inspector general contained in the  
9       reports required under subsection (c), the Administrator  
10      shall—

11           (1) maintain an implementation plan; and

12           (2) broadly adopt any best practices to improve  
13      the consistency of interpretation and application of  
14      policies, orders, guidance, and regulations by other  
15      offices of the Administration and with regard to  
16      other activities of the Administration.

17      (f) BRIEFING.—Not later than 6 months after receiv-  
18      ing a report required under subsection (c), the Adminis-  
19      trator shall brief the Committee on Transportation and  
20      Infrastructure of the House of Representatives and the  
21      Committee on Commerce, Science, and Transportation of  
22      the Senate on the implementation plan required under  
23      subsection (d), the status of any recommendation received  
24      pursuant to this section, and any best practices that are  
25      being implemented 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  
22 officials 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 be-  
2 fore making such changes.

3 “(3) AUTHORITIES AND REGULATIONS.—The  
4 Administrator shall issue policies, orders, and guid-  
5 ance documents that are related to a law or regula-  
6 tion or clarify the intent of or compliance with spe-  
7 cific laws 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 Ma-  
20 terials 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  
2 “anonymous regulatory interpretation ques-  
3 tions” and inserting “regulatory interpretation  
4 questions, including anonymously,”;

5 (B) in subparagraph (C) by striking  
6 “anonymous regulatory interpretation ques-  
7 tions” and inserting “regulatory interpretation  
8 questions, including anonymously”; and

9 (C) by adding at the end the following:

10 “(6) Submit recommendations, as needed, to  
11 the Assistant Administrator for Rulemaking and  
12 Regulatory Improvement for consideration.”.

13 **SEC. 255. EXEMPTION OF FEES FOR AIR TRAFFIC SERV-**  
14 **ICES.**

15 (a) IN GENERAL.—Chapter 453 of title 49, United  
16 States Code, is amended by adding at the end the fol-  
17 lowing:

18 **“§ 45307. Exemption of fees for air traffic services**

19 **“(a) REQUIREMENT TO PROVIDE SERVICES AND RE-**  
20 **LATED SUPPORT.—**The Administrator shall provide or en-  
21 sure the provisioning of air traffic services and aviation  
22 safety support for large, multiday aviation events, includ-  
23 ing airshows and fly-ins, where the average daily number  
24 of manned operations were 1,000 or greater in at least  
25 1 of the preceding 3 years, without the imposition or col-

1 lection of any fee, tax, or other charge for that purpose.  
2 Amounts for the provision of such services and support  
3 shall be derived from amounts appropriated or otherwise  
4 available for the Administration.

5 “(b) DETERMINATION OF SERVICES AND SUPPORT  
6 TO BE PROVIDED.—In determining the services and sup-  
7 port to be provided for an aviation event for purposes of  
8 subsection (a), the Administrator shall take into account  
9 the following:

10 “(1) The services and support required to meet  
11 levels of activity at prior events, if any, similar to  
12 the event.

13 “(2) The anticipated need for services and sup-  
14 port at the event.”.

15 (b) CLERICAL AMENDMENT.—The analysis of chap-  
16 ter 453 of title 49, United States Code, is amended by  
17 adding at the end the following:

“Sec. 45307. Exemption of fees for air traffic services.”.

18 (c) CONFORMING REPEAL.—Section 530 of the FAA  
19 Reauthorization of 2018 (49 U.S.C. 40103 note) and the  
20 item relating to that section in the table of contents in  
21 section 1(b) of such Act are repealed.

22 **SEC. 256. MODERNIZATION OF SPECIAL AIRWORTHINESS**  
23 **CERTIFICATION RULEMAKING DEADLINE.**

24 Not later than 24 months after the date of enactment  
25 of this Act, the Administrator of the Federal Aviation Ad-

1   ministration shall issue a final rule for the rulemaking ac-  
2   tivity titled “Modernization of Special Airworthiness Cer-  
3   tification”, published in Fall 2022 in the long-term actions  
4   of the Unified Agenda of Federal Regulatory and Deregula-  
5   tory Actions (RIN 2120–AL50).

6   **SEC. 257. TERMINATION OF DESIGNEES.**

7       (a) IN GENERAL.—Not later than 1 year after the  
8   date of enactment of this Act, the Administrator of the  
9   Federal Aviation Administration shall update the Admin-  
10   istration’s Designee Management Policy (FAA Order  
11   8000.95B), or any successor order, to ensure due process  
12   and increase transparency in Federal Aviation Adminis-  
13   tration-initiated terminations of designees.

14       (b) UPDATES TO THE DESIGNEE MANAGEMENT POL-  
15   ICY.—In updating the Administration’s Designee Manage-  
16   ment Policy under subsection (a), the Administrator shall,  
17   at a minimum, provide for the following:

18           (1) A process by which a designee—

19               (A) is notified of the root causes and rea-  
20               sons for a termination initiated by the Adminis-  
21               trator;

22               (B) is notified of the change in a delegated  
23               authority to “suspended” or “terminated” dur-  
24               ing a Federal Aviation Administration-initiated  
25               termination;

1 (C) is provided a point of contact, who is  
2 independent of any investigation or termination  
3 action involving the designee, within the Admin-  
4 istration, to correspond with for purposes of  
5 discussing the termination process and the des-  
6 ignee's status, including the handling of cor-  
7 respondence during the investigation process  
8 described in paragraph (2), if applicable, and  
9 the review panel described in paragraph (3);

10 (D) is notified of the results of the inves-  
11 tigation described in paragraph (2) in a reason-  
12 able and timely manner, which shall include no-  
13 tice of additional action by the Administrator,  
14 if required; and

15 (E) may respond within 30 calendar days  
16 to the Administrator if the Administrator deter-  
17 mines that a termination for cause is the appro-  
18 priate course of action and initiates such action.

19 (2) An investigation process to determine the  
20 appropriate outcome in situations in which termi-  
21 nation is being considered by the Administrator,  
22 which shall include the following elements:

23 (A) The root causes and reasons for the  
24 investigation, including any complaints or alle-  
25 gations.

1 (B) Collection of evidence related to the in-  
2 vestigation.

3 (C) A review of the facts and cir-  
4 cumstances surrounding the case.

5 (D) A review of the designee's record in  
6 the designee management system and any rel-  
7 evant background information in the appro-  
8 priate Federal Aviation Administration data-  
9 bases to determine if there is a pattern of inap-  
10 propriate behavior or misconduct.

11 (E) A review of the designee's response to  
12 the investigation, if provided, to include any  
13 documentation provided by the designee.

14 (F) A decision on the appropriate course of  
15 action based on the results of the investigation.

16 (G) Recording the results of the investiga-  
17 tion in the Federal Aviation Administration's  
18 designee management system.

19 (H) A notification to the designee that an  
20 investigation has been initiated, but only after  
21 it is determined through an established process  
22 that such notification would not adversely im-  
23 pact the investigation or safety.

24 (3) A review panel to determine whether a ter-  
25 mination is appropriate when termination for cause

1 is a possible outcome upon the completion of the in-  
2 vestigation described in paragraph (2), of which  
3 such review panel shall—

4 (A) consider the elements of the investiga-  
5 tion process provided for under paragraph (2),  
6 including the designee's response to the inves-  
7 tigation and any associated documents, if pro-  
8 vided; and

9 (B) complete the review process within 45  
10 calendar days of the Administrator initiating a  
11 for cause termination decision of a designee.

12 (c) SUBSEQUENT REVIEW FOR DESIGNATED PILOT  
13 EXAMINERS.—

14 (1) IN GENERAL.—The Administrator shall set  
15 up a process through which a Designated Pilot Ex-  
16 aminer terminated for cause may request a subse-  
17 quent review by the Executive Director of the Flight  
18 Standards Service.

19 (2) REQUEST.—A Designated Pilot Examiner  
20 terminated for cause may request a subsequent re-  
21 view described in paragraph (1) not later than 15  
22 calendar days after termination,

23 (3) REVIEW.—The Executive Director shall re-  
24 view all relevant information and facts by which the  
25 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 volved in the selection, appointment, or management of  
9 a designee the Administrator is investigating or termi-  
10 nating 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  
19 as the “Committee”) the task of reviewing all regulations  
20 and policies related to check airmen for air carrier oper-  
21 ations conducted under part 135 of title 14, Code of Fed-  
22 eral Regulations.

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  
3 policy changes necessary to ensure efficient training  
4 and 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  
14 Act.

15 (c) ACTION BASED ON RECOMMENDATIONS.—Not  
16 later than 1 year after receiving recommendations under  
17 subsection (a), the Administrator shall take such action  
18 as the Administrator considers appropriate with respect  
19 to such recommendations.

20 (d) DEFINITION OF AUTHORIZED CHECK AIRMAN.—  
21 In this section, the term “authorized check airman”  
22 means an individual employed by an air carrier that meets  
23 the qualifications and training requirements of sections  
24 135.337 and 135.339 of title 14, Code of Federal Regula-

1 tions, and is approved to evaluate and certify the knowl-  
2 edge and skills of pilots employed by such air carrier.

### 3 **Subtitle D—Other Provisions**

#### 4 **SEC. 261. REQUIRED CONSULTATION WITH NATIONAL** 5 **PARKS OVERFLIGHTS ADVISORY GROUP.**

6 Section 40128(b)(4) of title 49, United States Code,  
7 is amended—

8 (1) in subparagraph (C) by striking “and” at  
9 the end;

10 (2) in subparagraph (D) by striking the period  
11 at the end and inserting “; and”; and

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

13 “(E) consult with the advisory group es-  
14 tablished under section 805 of the National  
15 Parks Air Tour Management Act of 2000 (49  
16 U.S.C. 40128 note) and consider all advice, in-  
17 formation, and recommendations provided by  
18 the advisory group to the Administrator and the  
19 Director.”.

#### 20 **SEC. 262. SUPPLEMENTAL OXYGEN REGULATORY REFORM.**

21 (a) IN GENERAL.—Beginning on the date that is 30  
22 days after the date of enactment of this Act, the following  
23 regulations shall cease to apply to any aircraft operating  
24 below 41,000 feet above mean sea level:

1 (1) Paragraphs (3) and (4) of section 135.89(b)  
2 of title 14, Code of Federal Regulations (or any suc-  
3 cessor regulations).

4 (2) Paragraphs (1)(ii) and (2) of section  
5 91.211(b) of title 14, Code of Federal Regulations  
6 (or any successor regulations).

7 (b) CONFORMING AMENDMENT.—Not later than 1  
8 year after the date of enactment of this Act, the Adminis-  
9 trator of the Federal Aviation Administration shall issue  
10 a final regulation revising the provisions of title 14, Code  
11 of Federal Regulations, described in paragraphs (1) and  
12 (2) of subsection (a) to conform to the limitation in appli-  
13 cability pursuant to subsection (a).

14 **SEC. 263. EXCLUSION OF GYROPLANES FROM FUEL SYSTEM**  
15 **REQUIREMENTS.**

16 Section 44737 of title 49, United States Code, is  
17 amended—

18 (1) by striking “rotorcraft” and inserting “heli-  
19 copter” each place it appears; and

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

21 “(d) EXEMPTION.—A helicopter issued an experi-  
22 mental certificate under section 21.191 of title 14, Code  
23 of Federal Regulations (or any successor regulations), or  
24 operating under a Special Flight Permit issued under sec-  
25 tion 21.197 of title 14, Code of Federal Regulations (or

1 any successor regulations), is exempt from the require-  
2 ments of this section.”.

3 **SEC. 264. AIRSHOW VENUE INFORMATION, AWARENESS,**  
4 **TRAINING, AND EDUCATION PROGRAM.**

5 (a) IN GENERAL.—Not later than 4 years after the  
6 date of enactment of this Act, the Administrator of the  
7 Federal Aviation Administration shall establish a pro-  
8 gram, in cooperation with the National Center for the Ad-  
9 vancement of Aerospace, to be known as the “Airshow  
10 Venue Information, Awareness, Training, and Education  
11 Program” (in this section referred to as the “AVIATE  
12 Program”).

13 (b) OBJECTIVE.—The objectives of the AVIATE Pro-  
14 gram shall be—

15 (1) to make information available to general  
16 aviation airport managers, local government officials,  
17 and other relevant stakeholders about how to host  
18 an airshow;

19 (2) to provide guidance and resources to help  
20 organizers plan and execute airshows and aerial  
21 events, including—

22 (A) compliance with all applicable regula-  
23 tions;

24 (B) providing technical assistance in estab-  
25 lishing—

1 (i) emergency response plans; and  
2 (ii) communication plans between rel-  
3 evant event stakeholders, including local  
4 enforcement and emergency first respond-  
5 ers; and

6 (C) ensuring protection of the public, per-  
7 formers, and airport personnel;  
8 (3) to promote public awareness and engage-  
9 ment with airshows and aerial events, including op-  
10 portunities for community education, outreach, and  
11 involvement; and

12 (4) to provide access to tools and resources that  
13 enable general aviation airport managers, local gov-  
14 ernment officials, and other relevant stakeholders to  
15 understand the impact of airshows and aerial events  
16 on local economies and communities.

17 (c) ADMINISTRATION.—In carrying out the AVIATE  
18 Program, the Administrator shall consult and coordinate,  
19 as appropriate, with relevant stakeholders, including—

20 (1) airshow safety experts;  
21 (2) general aviation aircraft owners and opera-  
22 tors, including experimental aircraft owners and op-  
23 erators;  
24 (3) general aviation airports, including airport  
25 officials;

1 (4) air traffic control specialists with knowledge  
2 of coordinating airshows and aerial events, including  
3 experts from the exclusive bargaining representative  
4 of air traffic controllers certified under section 7111  
5 of title 5, United States Code; and

6 (5) experts from the exclusive bargaining rep-  
7 resentative of air traffic controllers certified under  
8 section 7111 of title 5, United States Code.

9 **SEC. 265. LOW ALTITUDE ROTORCRAFT AND POWERED-**  
10 **LIFT OPERATIONS.**

11 (a) IN GENERAL.—Not later than 3 years after the  
12 date of enactment of this Act, the Administrator of the  
13 Federal Aviation Administration shall, as appropriate, es-  
14 tablish or update low altitude routes and flight procedures  
15 to ensure safe rotorcraft and powered-lift aircraft oper-  
16 ations within Class B airspace of the national airspace sys-  
17 tem.

18 (b) FLIGHT PROCEDURES.—In carrying out sub-  
19 section (a), the Administrator shall, as appropriate, estab-  
20 lish or update approach and departure procedures at pub-  
21 lic-use airports and heliports within Class B airspace for  
22 rotorcraft and powered-lift aircraft operations.

23 (c) FLIGHT ROUTES.—

24 (1) IN GENERAL.—In carrying out this section,  
25 the Administrator shall revise part 71 of title 14,

1 Code of Federal Regulations, as necessary, to estab-  
2 lish or update low altitude routes related to Class B  
3 airspace operations for rotorcraft and powered-lift  
4 aircraft.

5 (2) CONSIDERATIONS.—In carrying out this  
6 section, the Administrator shall consider the impact  
7 of such low altitude flight routes described in para-  
8 graph (1) on other airspace users and impacted  
9 communities to ensure that such routes are designed  
10 to minimize—

11 (A) the potential for conflict with existing  
12 national airspace system operations;

13 (B) the workload of air traffic controllers;  
14 and

15 (C) negative effects to impacted commu-  
16 nities.

17 (d) CONSULTATION.—In carrying out this section,  
18 the Administrator shall develop the procedures and routes  
19 required under subsection (b) and (c) in consultation  
20 with—

21 (1) rotorcraft operators, including air ambu-  
22 lance operators;

23 (2) powered-lift operators;



1 (3) exclusive bargaining representatives of air  
2 traffic controllers certified under section 7111 of  
3 title 5, United States Code; and

4 (4) any other relevant stakeholders as deter-  
5 mined by the Administrator.

6 **SEC. 266. BASICMED IN NORTH AMERICA.**

7 The Administrator of the Federal Aviation Adminis-  
8 tration shall seek to facilitate the recognition of medical  
9 qualifications under part 68 of title 14, Code of Federal  
10 Regulations, with civil aviation authorities in Canada and  
11 such other foreign countries that the Administrator deter-  
12 mines are appropriate.

13 **SEC. 267. ELIMINATE AVIATION GASOLINE LEAD EMIS-**  
14 **SIONS.**

15 (a) EAGLE INITIATIVE.—

16 (1) IN GENERAL.—The Administrator of the  
17 Federal Aviation Administration shall continue to  
18 partner with industry and other Federal Government  
19 stakeholders in carrying out the Eliminate Aviation  
20 Gasoline Lead Emissions Initiative (in this section  
21 referred to as the “EAGLE Initiative”).

22 (2) FAA RESPONSIBILITIES.—In collaborating  
23 with industry and other Government stakeholders to  
24 carry out the EAGLE Initiative, the Administrator

1       shall take such actions as may be necessary under  
2       the Administrator's authority to facilitate—

3               (A) the safe elimination of the use of lead-  
4               ed aviation gasoline by piston-engine aircraft by  
5               the end of 2030 without adversely affecting the  
6               piston-engine aircraft fleet;

7               (B) the approval of unleaded alternatives  
8               to leaded aviation gasoline for use in all piston-  
9               engine aircraft types and piston-engine types;

10              (C) the implementation of the require-  
11              ments of section 431 as they relate to the con-  
12              tinued availability of aviation gasoline;

13              (D) efforts to make approved unleaded  
14              aviation gasoline widely available at airports;  
15              and

16              (E) the development and implementation  
17              of a transition plan to safely expedite the tran-  
18              sition of the piston-engine general aviation air-  
19              craft fleet to unleaded fuels by 2030.

20              (3) ACTIVITIES.—In carrying out the Adminis-  
21              tration's responsibilities pursuant to paragraph (2),  
22              the Administrator, at a minimum, shall—

23                      (A) develop and publish, as soon as prac-  
24                      ticable, a fleet authorization process for the ef-

1           ficient approval or authorization of unleaded  
2           aviation gasolines;

3           (B) review, update, and prioritize, as soon  
4           as practicable, certification processes and  
5           projects for aircraft engines and modifications  
6           to such engines to operate with unleaded avia-  
7           tion gasoline;

8           (C) evaluate and support programs that  
9           accelerate the creation, evaluation, qualification,  
10          deployment, and use of unleaded aviation gaso-  
11          lines;

12          (D) carry out, in partnership with the gen-  
13          eral aviation community, an ongoing campaign  
14          for training and educating aircraft owners and  
15          operators on how to safely transition to un-  
16          leaded aviation gasoline;

17          (E) evaluate aircraft and aircraft engines  
18          to ensure that such aircraft and aircraft en-  
19          gines can operate with unleaded aviation gaso-  
20          line candidates during cold weather conditions;  
21          and

22          (F) facilitate Government policy, regu-  
23          latory proposals, and voluntary consensus  
24          standards with the objective of achieving the  
25          following:

1 (i) Establishing a commercially viable  
2 supply chain for unleaded aviation gaso-  
3 lines.

4 (ii) Facilitating market-based produc-  
5 tion and distribution of unleaded aviation  
6 gasolines.

7 (iii) Encouraging procurement of  
8 equipment required for the deployment,  
9 storage, and dispensing of unleaded avia-  
10 tion gasolines.

11 (4) CONSULTATION AND COORDINATION WITH  
12 RELEVANT STAKEHOLDERS.—In carrying out the  
13 EAGLE Initiative, the Administrator shall continue  
14 to consult and coordinate, as appropriate, with rel-  
15 evant stakeholders, including—

16 (A) general aviation aircraft engine, air-  
17 craft propulsion, and aircraft airframe manu-  
18 facturers;

19 (B) general aviation aircraft users, aircraft  
20 owners, aircraft pilots, and aircraft operators;

21 (C) airports, heliports, and fixed-base oper-  
22 ators;

23 (D) State, local, and Tribal airport offi-  
24 cials or public agencies, with representation  
25 from both urban and rural areas;

1 (E) representatives of the petroleum indus-  
2 try, including developers, refiners, producers,  
3 and distributors of unleaded aviation gasolines;  
4 and

5 (F) air carriers and commercial operators  
6 operating under part 135 of title 14, Code of  
7 Federal Regulations.

8 (5) REPORTS TO CONGRESS.—

9 (A) INITIAL REPORT.—Not later than 1  
10 year after the date of enactment of this Act, the  
11 Administrator shall submit to the Committee on  
12 Transportation and Infrastructure of the House  
13 of Representatives and the Committee on Com-  
14 merce, Science, and Transportation of the Sen-  
15 ate a report that—

16 (i) contains an updated strategic plan  
17 for developing a fleet authorization process  
18 for efficient approval and use of unleaded  
19 aviation gasolines;

20 (ii) describes the structure and in-  
21 volvement of all Federal Aviation Adminis-  
22 tration offices that have responsibilities de-  
23 scribed in paragraph (2); and

24 (iii) identifies cost-effective policy ini-  
25 tiatives, regulatory initiatives, or legislative

1 initiatives needed to improve and enhance  
2 the timely transition to unleaded aviation  
3 gasoline for the piston-engine aircraft fleet.

4 (B) ANNUAL REPORTING.—Not later than  
5 1 year after the date on which the Adminis-  
6 trator submits the initial report under subpara-  
7 graph (A), and annually thereafter, the Admin-  
8 istrator shall submit to the Committee on  
9 Transportation and Infrastructure of the House  
10 of Representatives and the Committee on Com-  
11 merce, Science, and Transportation of the Sen-  
12 ate an annual report on activities and progress  
13 of the EAGLE Initiative.

14 (C) SUNSET.—Subparagraph (B) shall  
15 cease to be effective after December 31, 2030.

16 (b) TRANSITION PLAN TO UNLEADED FUELS.—

17 (1) IN GENERAL.—In developing the transition  
18 plan under subsection (a)(2)(E), the Administrator  
19 shall, at a minimum, assess the following:

20 (A) Efforts undertaken by the EAGLE  
21 Initiative, including progress towards—

22 (i) safely eliminating the use of leaded  
23 aviation gasoline by piston-engine aircraft  
24 by the end of 2030 without adversely af-  
25 fecting the piston-engine aircraft fleet;

1 (ii) approving unleaded alternatives to  
2 leaded aviation gasoline for use in all pis-  
3 ton-engine aircraft types and piston-engine  
4 types; and

5 (iii) facilitating efforts to make ap-  
6 proved unleaded aviation gasoline widely  
7 available at airports.

8 (B) The evaluation and development of  
9 necessary airport infrastructure, including fuel  
10 storage and dispensing facilities, to support the  
11 distribution and storage of unleaded aviation  
12 gasoline.

13 (C) The establishment of best practices for  
14 piston-engine aircraft owners and operators,  
15 airport managers and personnel, aircraft main-  
16 tenance technicians, and other appropriate per-  
17 sonnel for protecting against exposure to lead  
18 containment when—

19 (i) conducting fueling operations;

20 (ii) disposing of inspected gasoline  
21 samples;

22 (iii) performing aircraft maintenance;

23 and

24 (iii) conducting engine run-ups.

1 (D) Efforts to address supply chain and  
2 other logistical barriers inhibiting the timely  
3 distribution of unleaded aviation gasoline to air-  
4 ports.

5 (E) Outreach efforts to educate and up-  
6 date piston-engine aircraft owners and opera-  
7 tors, airport operators, and other members of  
8 the general aviation community on the potential  
9 benefits, availability, and safety of unleaded  
10 aviation gasoline.

11 (2) CONSULTATION.—In developing such transi-  
12 tion plan, the Administrator shall consult, at a min-  
13 imum, with representatives of entities described in  
14 subsection (a)(4).

15 (3) PUBLICATION; GUIDANCE.—Upon comple-  
16 tion of developing such transition plan, the Adminis-  
17 trator shall—

18 (A) make the plan available to the public  
19 on an appropriate webpage of the Administra-  
20 tion; and

21 (B) provide guidance supporting the imple-  
22 mentation of the transition plan.

23 (4) COORDINATION WITH EAGLE INITIATIVE.—  
24 In developing such transition plan and associated  
25 guidance pertaining to the implementation of such



1 transition plan, the Administrator shall consult and  
2 coordinate with individuals carrying out the EAGLE  
3 Initiative.

4 (5) MAPPING UNLEADED AVIATION GASO-  
5 LINE.—The Administrator shall develop and con-  
6 tinuously update websites, brochures, and other com-  
7 munication materials associated with such transition  
8 plan to clearly convey the availability of unleaded  
9 aviation gasoline at airports.

10 (6) BRIEFING TO CONGRESS.—Not later than  
11 60 days after the publication of such transition plan,  
12 the Administrator shall brief the Committee on  
13 Transportation and Infrastructure of the House of  
14 Representatives and the Committee on Commerce,  
15 Science, and Technology of the Senate on such tran-  
16 sition plan and any efforts or actions pertaining to  
17 the implementation of such transition plan.

18 **TITLE III—AEROSPACE**  
19 **WORKFORCE**  
20 **Subtitle A—Growing the Talent**  
21 **Pool**

22 **SEC. 301. EXTENSION OF AVIATION WORKFORCE DEVELOP-**  
23 **MENT PROGRAMS.**

24 Section 625(b)(1) of the FAA Reauthorization Act of  
25 2018 (49 U.S.C. 40101 note) is amended by striking “sec-

tion 48105” and all that follows through the period at the end and inserting the following: “section 48105 of title 49, United States Code, not more than—

“(A) \$15,000,000 for each of fiscal years 2024 through 2026 is authorized to be expended to provide grants under the program established under subsection (a)(1); and

“(B) \$15,000,000 for each of fiscal years 2024 through 2026 is authorized to provide grants under the program established under subsection (a)(2).

“(C) \$15,000,000 for each of fiscal years 2024 through 2026 is authorized to be expended to provide grants under the program established under subsection (a)(3).”.

**SEC. 302. IMPROVING AVIATION WORKFORCE DEVELOPMENT PROGRAMS.**

(a) MANUFACTURING PROGRAM.—Section 625(a) of the FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note) is amended—

(1) in paragraph (1) by striking “and” at the end;

(2) in paragraph (2) by striking the period and inserting “; and”; and

(3) by adding at the end the following:

1           “(3) a program to provide grants for eligible  
2           projects to support the education and recruitment of  
3           aviation manufacturing workers and the development  
4           of the aviation manufacturing workforce.”.

5           (b) PROJECT GRANTS.—Section 625(b) of the FAA  
6           Reauthorization Act of 2018 (49 U.S.C. 40101 note) is  
7           amended—

8           (1) in paragraph (2) by striking “\$500,000”  
9           and inserting “\$750,000”; and

10          (2) by adding at the end the following:

11          “(3) EDUCATION PROJECTS.—The Secretary  
12          shall ensure that not less than 20 percent of the  
13          amounts authorized to be expended under this sub-  
14          section shall be used to carry out a grant program  
15          which shall be referred to as the ‘Willa Brown Avia-  
16          tion Education Program’ (in this paragraph referred  
17          to as the ‘Program’) under which the Secretary shall  
18          provide grants for eligible projects described in sub-  
19          section (d) that are carried out in communities in  
20          counties containing at least 1 qualified opportunity  
21          zone (as such term is defined in section 1400Z–1(a)  
22          of the Internal Revenue Code of 1986).”.

23          (c) ELIGIBLE APPLICATIONS.—Section 625(c) of the  
24          FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note)

1 is amended by striking paragraphs (1) and (2) and insert-  
2 ing the following:

3 “(1) APPLICATION FOR AIRCRAFT PILOT PRO-  
4 GRAM.—An application for a grant under the pro-  
5 gram established under subsection (a)(1) may be  
6 submitted, in such form as the Secretary may speci-  
7 fy, by—

8 “(A) an air carrier, as defined in section  
9 40102 of title 49, United States Code;

10 “(B) an entity that holds management  
11 specifications under subpart K of title 91 of  
12 title 14, Code of Federal Regulations;

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  
18 (20 U.S.C. 1002)), or a high school or sec-  
19 ondary school (as such terms are defined in sec-  
20 tion 8101 of the Elementary and Secondary  
21 Education Act of 1965 (20 U.S.C. 7801));

22 “(D) a flight school that provides flight  
23 training, as defined in part 61 of title 14, Code  
24 of Federal Regulations, or that holds a pilot

1 school certificate under part 141 of title 14,  
2 Code of Federal Regulations;

3 “(E) a labor organization representing pro-  
4 fessional pilots;

5 “(F) an aviation-related nonprofit organi-  
6 zation described in section 501(c)(3) of the In-  
7 ternal Revenue Code of 1986 that is exempt  
8 from taxation under section 501(a) of such  
9 Code; or

10 “(G) a State, local, territorial, or Tribal  
11 governmental entity.

12 “(2) APPLICATION FOR AVIATION MAINTENANCE PROGRAM.—An application for a grant under  
13 the program established under subsection (a)(2) may  
14 be submitted, in such form as the Secretary may  
15 specify, by—

17 “(A) a holder of a certificate issued under  
18 part 21, 121, 135, 145, or 147 of title 14, Code  
19 of Federal Regulations;

20 “(B) a labor organization representing  
21 aviation maintenance workers;

22 “(C) an institution of higher education (as  
23 defined in section 101 of the Higher Education  
24 Act of 1965 (20 U.S.C. 1001)), a postsecondary  
25 vocational institution (as defined in section

1           102(c) of the Higher Education Act of 1965  
2           (20 U.S.C. 1002)), or a high school or sec-  
3           ondary school (as such terms are defined in sec-  
4           tion 8101 of the Elementary and Secondary  
5           Education Act of 1965 (20 U.S.C. 7801));

6           “(D) an aviation-related nonprofit organi-  
7           zation described in section 501(c)(3) of the In-  
8           ternal Revenue Code of 1986 that is exempt  
9           from taxation under section 501(a) of such  
10          Code; or

11          “(E) a State, local, territorial, or Tribal  
12          governmental entity.

13          “(3) APPLICATION FOR AVIATION MANUFAC-  
14          TURING PROGRAM.—An application for a grant  
15          under the program established under subsection  
16          (a)(3) may be submitted, in such form as the Sec-  
17          retary may specify, by—

18                 “(A) an entity that—

19                         “(i) actively designs or manufactures  
20                         any aircraft, aircraft engine, propeller, or  
21                         appliance, or a component, part, or system  
22                         thereof, covered under a type or production  
23                         certificate issued under section 44704; and

24                         “(ii) has significant operations in the  
25                         United States and a majority of the em-

1            ployees of such entity that are engaged in  
2            aviation manufacturing or development ac-  
3            tivities and services are based in the  
4            United States;

5            “(B) an institution of higher education (as  
6            defined in section 101 of the Higher Education  
7            Act of 1965 (20 U.S.C. 1001)), a postsecondary  
8            vocational institution (as defined in section  
9            102(c) of the Higher Education Act of 1965  
10           (20 U.S.C. 1002)), or a high school or sec-  
11           ondary school (as such terms are defined in sec-  
12           tion 8101 of the Elementary and Secondary  
13           Education Act of 1965 (20 U.S.C. 7801));

14           “(C) an aviation-related nonprofit organi-  
15           zation described in section 501(c)(3) of the In-  
16           ternal Revenue Code of 1986 that is exempt  
17           from taxation under section 501(a) of such  
18           Code; or

19           “(D) a State, local, territorial, or Tribal  
20           governmental entity.”.

21           (d) ELIGIBLE PROJECTS.—Section 625(d) of the  
22           FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note)  
23           is amended by striking paragraphs (1) and (2) and insert-  
24           ing the following:

1           “(1) AIRCRAFT PILOT PROGRAM.—For purposes  
2           of the program established under subsection (a)(1),  
3           an eligible project is a project—

4                   “(A) to create and deliver curriculum that  
5                   provides high school or secondary school stu-  
6                   dents with meaningful aviation education to be-  
7                   come aircraft pilots, aerospace engineers, or un-  
8                   manned aircraft systems operators, including  
9                   purchasing and operating a computer-based  
10                  simulator associated with such curriculum;

11                  “(B) to support the professional develop-  
12                  ment of teachers using the curriculum described  
13                  in subparagraph (A);

14                  “(C) to create and deliver curriculum that  
15                  provides certified flight instructors with the  
16                  necessary instructional, leadership, and commu-  
17                  nication skills to better educate student pilots;

18                  “(D) to support transition to professional  
19                  pilot careers, including for members of the  
20                  Armed Forces; or

21                  “(E) to support robust outreach about ca-  
22                  reers in the commercial aviation as a profes-  
23                  sional pilot, including outreach to primary, sec-  
24                  ondary, and post-secondary school students.



1           “(2) AVIATION MAINTENANCE PROGRAM.—For  
2       purposes of the program established under sub-  
3       section (a)(2), an eligible project is a project—

4           “(A) to create and deliver curriculum that  
5       provides high school and secondary school stu-  
6       dents with meaningful aviation maintenance  
7       education to become an aviation mechanic or  
8       aviation maintenance technician, including pur-  
9       chasing and operating equipment associated  
10      with such curriculum;

11          “(B) to support the professional develop-  
12      ment of teachers using the curriculum described  
13      in subparagraph (A);

14          “(C) to establish or improve apprentice-  
15      ship, internship, or scholarship programs for in-  
16      dividuals pursuing employment in the aviation  
17      maintenance industry;

18          “(D) to support transition to aviation  
19      maintenance careers, including for members of  
20      the Armed Forces; or

21          “(E) to support robust outreach about ca-  
22      reers in the aviation maintenance industry, in-  
23      cluding outreach to primary, secondary, and  
24      post-secondary school students.

1 “(3) AVIATION MANUFACTURING PROGRAM.—

2 For purposes of the program established under sub-  
3 section (a)(3), and eligible project is a project—

4 “(A) to create and deliver curriculum that  
5 provides high school and secondary school stu-  
6 dents with meaningful aviation manufacturing  
7 education, including teaching the technical  
8 skills used in the production of components,  
9 parts, or systems thereof for inclusion in an air-  
10 craft, aircraft engine, propeller, or appliance;

11 “(B) to support the professional develop-  
12 ment of teachers using the curriculum described  
13 in subparagraph (A);

14 “(C) to establish apprenticeship, intern-  
15 ship, or scholarship programs for individuals  
16 pursuing employment in the aviation manufac-  
17 turing industry;

18 “(D) to support transition to aviation  
19 manufacturing careers, including for members  
20 of the Armed Forces; or

21 “(E) to support robust outreach about ca-  
22 reers in the aviation manufacturing industry,  
23 including outreach to primary, secondary, and  
24 post-secondary school students.”.

1 (e) REPORTING AND MONITORING REQUIRE-  
2 MENTS.—Section 625 of the FAA Reauthorization Act of  
3 2018 (49 U.S.C. 40101 note) is amended by adding at  
4 the end the following:

5 “(f) REPORTING AND MONITORING REQUIRE-  
6 MENTS.—The Secretary shall establish reasonable report-  
7 ing and monitoring requirements for grant recipients  
8 under this section to measure relevant outcomes for the  
9 grant programs established under paragraphs (1), (2),  
10 and (3) of subsection (a).

11 “(g) NOTICE OF GRANTS.—

12 “(1) TIMELY PUBLIC NOTICE.—The Secretary  
13 shall provide public notice of any grant awarded  
14 under this section in a timely fashion after the Sec-  
15 retary awards such grant.

16 “(2) NOTICE TO CONGRESS.—The Secretary  
17 shall provide to the Committee on Transportation  
18 and Infrastructure of the House of Representatives  
19 and the Committee on Commerce, Science, and  
20 Transportation of the Senate advance notice of a  
21 grant to be made under this section.

22 “(h) TERMINATION.—The authority of the Secretary  
23 to issue grants under this section shall terminate on Sep-  
24 tember 30, 2026.”.

1 **SEC. 303. NATIONAL CENTER FOR THE ADVANCEMENT OF**  
2 **AEROSPACE.**

3 (a) IN GENERAL.—Chapter 1 of title 49, United  
4 States Code, is amended by adding at the end the fol-  
5 lowing:

6 **“§ 120. National Center for the Advancement of Aero-**  
7 **space**

8 “(a) FEDERAL CHARTER AND STATUS.—

9 “(1) IN GENERAL.—The National Center for  
10 the Advancement of Aerospace (in this section re-  
11 ferred to as the ‘Center’) is a federally chartered en-  
12 tity which shall be incorporated in the District of  
13 Columbia. The Center is a private independent enti-  
14 ty, not a department, agency, or instrumentality of  
15 the United States Government or a component  
16 thereof. Except as provided in subsection (f)(1), an  
17 officer or employee of the Center is not an officer or  
18 employee of the Federal Government.

19 “(2) PERPETUAL EXISTENCE.—Except as oth-  
20 erwise provided, the Center shall have perpetual ex-  
21 istence.

22 “(b) GOVERNING BODY.—

23 “(1) IN GENERAL.—The Board of Directors (in  
24 this section referred to as the ‘Board’) is the gov-  
25 erning body of the Center.

26 “(2) AUTHORITY.—

1           “(A) IN GENERAL.—The Board shall adopt  
2           bylaws, policies, and procedures to carry out the  
3           purpose of the Center and may take any other  
4           action that it considers necessary (in accord-  
5           ance with the duties and powers of the Center)  
6           for the management and operation of the Cen-  
7           ter. The Board is responsible for the general  
8           policies and management of the Center and for  
9           the control of all funds of the Center.

10           “(B) POWERS OF BOARD.—The Board  
11           shall have the power to do the following:

12                   “(i) Adopt and alter a corporate seal.

13                   “(ii) Establish and maintain offices to  
14                   conduct its activities.

15                   “(iii) Enter into contracts or agree-  
16                   ments as a private entity not subject to the  
17                   requirements of title 41.

18                   “(iv) Acquire, own, lease, encumber,  
19                   transfer, and dispose of property as nec-  
20                   essary and appropriate to carry out the  
21                   purposes of the Center.

22                   “(v) Publish documents and other  
23                   publications in a publicly accessible man-  
24                   ner.

1 “(vi) Incur and pay obligations as a  
2 private entity not subject to the require-  
3 ments of title 31.

4 “(vii) Perform any other act necessary  
5 and proper to carry out the purposes of  
6 the Center as described in its bylaws or  
7 duties outlined in this section.

8 “(3) MEMBERSHIP OF THE BOARD.—

9 “(A) IN GENERAL.—The Board shall have  
10 10 Directors as follows:

11 “(i) EX-OFFICIO MEMBERSHIP.—The  
12 following individuals, or their designees,  
13 shall be considered ex-officio members of  
14 the Board:

15 “(I) The Administrator of the  
16 Federal Aviation Administration.

17 “(II) The Executive Director,  
18 pursuant to paragraph (5)(D).

19 “(ii) APPOINTMENTS.—

20 “(I) IN GENERAL.—From among  
21 those members of the public who are  
22 highly respected and have expert  
23 knowledge and experience in the fields  
24 of aviation, finance, or academia—

1 “(aa) the Secretary of  
2 Transportation shall appoint 5  
3 members to the Board;

4 “(bb) the Secretary of De-  
5 fense shall appoint 1 member to  
6 the Board;

7 “(cc) the Secretary of Vet-  
8 erans Affairs shall appoint 1  
9 member to the Board; and

10 “(dd) the Secretary of Edu-  
11 cation shall appoint 1 member to  
12 the Board.

13 “(II) TERMS.—

14 “(aa) IN GENERAL.—The  
15 members appointed under sub-  
16 clause (I) shall serve for a term  
17 of 3 years and may be re-  
18 appointed.

19 “(bb) STAGGERING  
20 TERMS.—The Board shall stag-  
21 ger the duration of the terms of  
22 the initial members appointed to  
23 promote the stability of the  
24 Board.

1           “(B) VACANCIES.—A vacancy on the  
2           Board shall be filled in the same manner as the  
3           initial appointment.

4           “(C) STATUS.—All Members of the Board  
5           shall have equal voting powers, regardless if  
6           they are ex-officio members or appointed.

7           “(4) CHAIR OF THE BOARD.—The Board shall  
8           choose a Chair of the Board from among the mem-  
9           bers of the Board that are not ex-officio members  
10          under paragraph (3)(A)(i).

11          “(5) ADMINISTRATIVE MATTERS.—

12           “(A) MEETINGS.—

13           “(i) IN GENERAL.—The Board shall  
14           meet at the call of the Chair but not less  
15           than 2 times each year and may, as appro-  
16           priate, conduct business by telephone or  
17           other electronic means.

18           “(ii) OPEN.—

19           “(I) IN GENERAL.—Except as  
20           provided in subclause (II), a meeting  
21           of the Board shall be open to the pub-  
22           lic.

23           “(II) EXCEPTION.—A meeting,  
24           or any portion of a meeting, may be  
25           closed if the Board, in public session,



1 votes to close the meeting because the  
2 matters to be discussed—

3 “(aa) relate solely to the in-  
4 ternal personnel rules, practices,  
5 and matters of the Center;

6 “(bb) may result in disclo-  
7 sure of commercial or financial  
8 information obtained from a per-  
9 son that is privileged or confiden-  
10 tial;

11 “(cc) may disclose informa-  
12 tion of a personal nature where  
13 disclosure would constitute an  
14 unwarranted invasion of personal  
15 privacy; or

16 “(dd) are matters that are  
17 specifically exempted from disclo-  
18 sure by Federal or District of Co-  
19 lumbia law.

20 “(iii) PUBLIC ANNOUNCEMENT.—At  
21 least 1 week before a meeting of the  
22 Board, and as soon as practicable there-  
23 after if there are any changes to the infor-  
24 mation described in subclauses (I) through  
25 (III), the Board shall make a public an-

1 nouncement of the meeting that de-  
2 scribes—

3 “(I) the time, place, and subject  
4 matter of the meeting;

5 “(II) whether the meeting is to  
6 be open or closed to the public; and

7 “(III) the name and appropriate  
8 contact information of a person who  
9 can respond to requests for informa-  
10 tion about the meeting.

11 “(iv) RECORD.—The Board shall keep  
12 minutes from each Board meeting. Such  
13 minutes shall be made available to the pub-  
14 lic in an accessible format, except for por-  
15 tions of the meeting that are closed pursu-  
16 ant to subparagraph (A)(ii)(II).

17 “(B) QUORUM.—A majority of members of  
18 the Board shall constitute a quorum.

19 “(C) CODE OF ETHICS.—The Board shall  
20 adopt a code of ethics for Directors, officers,  
21 agents, and employees of the Center to—

22 “(i) prevent inappropriate conflicts of  
23 interest and promote good employee con-  
24 duct; and

1           “(ii) at a minimum, prohibit any  
2           member of the Board from participating in  
3           any proceeding, application, ruling, or  
4           other determination, contract claim, award,  
5           controversy, or other matter in which the  
6           member, the member’s employer or pro-  
7           spective employer, or the member’s imme-  
8           diate family member has a direct financial  
9           interest.

10           “(D) EXECUTIVE DIRECTOR.—The Board  
11           shall appoint and fix the pay of an Executive  
12           Director of the Center (in this section referred  
13           to as the ‘Executive Director’) who shall—

14           “(i) serve as an ex officio Member of  
15           the Board;

16           “(ii) serve at the pleasure of the  
17           Board, under such terms and conditions as  
18           the Board shall establish;

19           “(iii) is subject to removal by the  
20           Board at the discretion of the Board; and

21           “(iv) be responsible for the daily man-  
22           agement and operation of the Center and  
23           for carrying out the purposes and duties of  
24           the Center.

1                   “(E) APPOINTMENT OF PERSONNEL.—The  
2                   Board shall delegate to the Executive Director  
3                   the authority to appoint additional personnel as  
4                   the Board considers appropriate and necessary  
5                   to carry out the purposes and duties of the  
6                   Center.

7                   “(6) RECORDS.—The Board shall keep correct  
8                   and complete records of accounts.

9                   “(7) PUBLIC INFORMATION.—With the excep-  
10                  tion of the matters described in subsection  
11                  (b)(5)(A)(ii)(II), nothing in this section may be con-  
12                  strued to withhold disclosure of information or  
13                  records that are subject to disclosure under section  
14                  552 of title 5.

15                  “(c) PURPOSE.—The purpose of the Center is to—

16                         “(1) develop a skilled and robust aerospace  
17                         workforce in the United States;

18                         “(2) provide a forum to support collaboration  
19                         and cooperation between governmental, nongovern-  
20                         mental, and private aerospace sector stakeholders re-  
21                         garding the advancement of the aerospace workforce,  
22                         including general, business, and commercial aviation,  
23                         education, labor, manufacturing, international orga-  
24                         nizations, and commercial space transportation orga-  
25                         nizations;

1           “(3) serve as a repository for research con-  
2           ducted by institutions of higher education, research  
3           institutions, or other stakeholders regarding the  
4           aerospace workforce and related technical and skill  
5           development.

6           “(4) serve as a centralized resource that pro-  
7           vides comprehensive and relevant information  
8           sources on the following:

9                   “(A) Aviation pathway programs and pro-  
10                  fessional development opportunities.

11                  “(B) Aviation apprenticeship, scholarship,  
12                  and internship programs.

13                  “(C) Aviation-related curricula and re-  
14                  sources about aviation occupations and career  
15                  pathways developed for students, teachers, and  
16                  guidance counselors at all levels of education.

17                  “(D) Aviation industry organizations.

18           “(d) DUTIES.—In order to accomplish the purpose  
19           described in subsection (c), the Center shall perform the  
20           following duties:

21                  “(1) Improve access to aerospace education and  
22                  related skills training to help grow the U.S. aero-  
23                  space workforce, including by—

1           “(A) assessing the state of the aerospace  
2 workforce, including challenges and identifying  
3 actions to address such challenges;

4           “(B) developing a comprehensive workforce  
5 strategy to help coordinate workforce develop-  
6 ment initiatives;

7           “(C) establishing or supporting apprentice-  
8 ship, scholarship, internship, and mentorship  
9 programs that assist individuals who wish to  
10 pursue a career in an aerospace-related field;

11           “(D) supporting the development of aero-  
12 space education curricula, including syllabi,  
13 training materials, and lesson plans, for use by  
14 an institution of higher education (as defined in  
15 section 101 of the Higher Education Act of  
16 1965 (20 U.S.C. 1001)), a postsecondary voca-  
17 tional institution (as defined in section 102(c)  
18 of the Higher Education Act of 1965 (20  
19 U.S.C. 1002)), or a high school or secondary  
20 school (as such terms are defined in section  
21 8101 of the Elementary and Secondary Edu-  
22 cation Act of 1965 (20 U.S.C. 7801)); and

23           “(E) building awareness of youth-oriented  
24 aerospace programs and other robust outreach

1 programs, including for primary, secondary,  
2 and post-secondary school students.

3 “(F) supporting the professional develop-  
4 ment of teachers using the curricula, syllabi,  
5 training materials, and lesson plans described  
6 in subparagraph (D); and

7 “(G) developing an array of educational  
8 and informative aviation-related educational ac-  
9 tivities and materials for students of varying  
10 ages and levels of education to use in the class-  
11 room and at home.

12 “(2) Support personnel or veterans of the  
13 Armed Forces seeking to transition to a career in  
14 aerospace through outreach, training, scholarships,  
15 apprenticeships, or other means.

16 “(3) Amplify and support the work carried out  
17 at the Centers of Excellence and Technical Centers  
18 of the Federal Aviation Administration regarding  
19 the aerospace workforce, or related technical and  
20 skills advancement, including organizing and hosting  
21 symposiums, conferences, and other forums as ap-  
22 propriate.

23 “(4) Administer on behalf of the Secretary of  
24 the Department of Transportation the Cooperative  
25 Aviation Recruitment, Enrichment, and Employment

1       Readiness Program established by subsection (a) of  
2       40131.

3       “(e) DUTY TO MAINTAIN TAX-EXEMPT STATUS.—  
4       The Center shall be operated in a manner and for pur-  
5       poses that qualify the Center for exemption from taxation  
6       under the Internal Revenue Code as an organization de-  
7       scribed in section 501(c)(3) of such Code.

8       “(f) ADMINISTRATIVE MATTERS OF CENTER.—

9               “(1) DETAILEES.—

10                   “(A) IN GENERAL.—At the request of the  
11                   Center, the head of any Federal agency or de-  
12                   partment may, at the discretion of such agency  
13                   or department, detail to the Center, on a reim-  
14                   bursable basis, an employee of the agency or  
15                   department.

16                   “(B) CIVIL SERVANT STATUS.—The detail  
17                   of an employee under subparagraph (A) shall be  
18                   without interruption or loss of civil service sta-  
19                   tus or privilege.

20                   “(2) NAMES AND SYMBOLS.—The Center may  
21                   accept, retain, and use proceeds derived from the  
22                   Center’s use of the exclusive right to use its name  
23                   and seal, emblems, and badges incorporating such  
24                   name as lawfully adopted by the Board in further-  
25                   ance of the purpose and duties of the Center.



1           “(3) GIFTS, GRANTS, BEQUESTS, AND DE-  
2       VISES.—The Center may accept, retain, use, and  
3       dispose of gifts, grants, bequests, or devises of  
4       money, services, or property from any public or pri-  
5       vate source for the purpose of covering the costs in-  
6       curred by the Center in furtherance of the purpose  
7       and duties of the Center.

8           “(4) VOLUNTARY SERVICES.—The Center may  
9       accept voluntary services from any person that are  
10      provided in furtherance of the purpose and duties of  
11      the Center.

12      “(g) RESTRICTIONS.—

13           “(1) PROFIT.—The Center may not engage in  
14      business activity for profit.

15           “(2) STOCKS AND DIVIDENDS.—The Center  
16      may not issue any shares of stock or declare or pay  
17      any dividends.

18           “(3) POLITICAL ACTIVITIES.—The Center shall  
19      be nonpolitical and may not provide financial aid or  
20      assistance to, or otherwise contribute to or promote  
21      the candidacy of, any individual seeking elective pub-  
22      lic office or political party. The Center may not en-  
23      gage in activities that are, directly, or indirectly, in-  
24      tended to be or likely to be perceived as advocating  
25      or influencing the legislative process.

1           “(4) DISTRIBUTION OF INCOME OR ASSETS.—

2           The assets of the Center may not inure to the ben-  
3           efit of any member of the Board, or any officer or  
4           employee of the Center or be distributed to any per-  
5           son. This paragraph does not prevent the payment  
6           of reasonable compensation to any officer, employee,  
7           or other person or reimbursement for actual and  
8           necessary expenses in amounts approved by the  
9           Board.

10           “(5) LOANS.—The Center may not make a loan  
11           to any member of the Board or any officer or em-  
12           ployee of the Center.

13           “(6) NO CLAIM OF GOVERNMENTAL APPROVAL  
14           OR AUTHORITY.—Except as otherwise provided by  
15           section 40131, the Center may not claim approval of  
16           Congress or of the authority of the United States for  
17           any of its activities.

18           “(h) ADVISORY COMMITTEE.—

19           “(1) IN GENERAL.—The Executive Director  
20           shall appoint members to an advisory committee  
21           subject to approval by the Board. Members of the  
22           Board may not sit on the advisory committee.

23           “(2) MEMBERSHIP.—The advisory committee  
24           shall consist of not more than 15 members who rep-  
25           resent various aviation industry and labor stake-

1 holders, stakeholder associations, and others as de-  
2 termined appropriate by the Board. The advisory  
3 committee shall select a Chair and Vice Chair from  
4 among its members by majority vote.

5 “(3) DUTIES.—The advisory committee shall—

6 “(A) provide recommendations to the  
7 Board on an annual basis regarding the prior-  
8 ities for the activities of the Center;

9 “(B) consult with the Board on an ongoing  
10 basis regarding the appropriate powers of the  
11 Board to accomplish the purposes and duties of  
12 the Center; and

13 “(C) provide relevant data and information  
14 to the Center in order to carry out the duties  
15 set forth in subsection (d).

16 “(4) MEETINGS.—The provisions for meetings  
17 of the Board under subsection (b)(5) shall apply as  
18 similarly as is practicable to meetings of the advi-  
19 sory committee.

20 “(i) WORKING GROUPS.—

21 “(1) IN GENERAL.—The Board may establish  
22 working groups as determined necessary and appro-  
23 priate to achieve the purpose of the Center under  
24 subsection (c).

1           “(2) MEMBERSHIP.—Any working group estab-  
2           lished by the Board shall be composed of private sec-  
3           tor representatives, stakeholder associations, mem-  
4           bers of the public, labor representatives, and other  
5           relevant parties, as determined appropriate by the  
6           Board. Once established, the membership of such  
7           working group shall choose a Chair from among the  
8           members 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 coordi-  
12           nation with the Secretary, shall establish a council  
13           (in this section referred to as the ‘CAREER Coun-  
14           cil’) for the CAREER Program established under  
15           section 40131.

16           “(2) DUTIES.—The CAREER Council shall aid  
17           the Secretary and the Center in carrying out the  
18           CAREER Program by reviewing grant applications  
19           and 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  
23           the 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  
17               subsection (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,

1 including activities of the CAREER Council estab-  
2 lished under subsection (j).

3 “(l) AUDIT BY DEPARTMENT OF TRANSPORTATION  
4 INSPECTOR GENERAL.—

5 “(1) IN GENERAL.—Not later than 2 years  
6 after the date on which the Center is established  
7 under subsection (a), the inspector general of the  
8 Department of Transportation shall conduct a re-  
9 view of the Center.

10 “(2) CONTENTS.—The review shall—

11 “(A) include, at a minimum, an evaluation  
12 of the efforts taken at the Center to achieve the  
13 purpose set forth in subsection (c); and

14 “(B) provide any other information that  
15 the inspector general determines is appropriate.

16 “(3) REPORT ON AUDIT.—

17 “(A) REPORT TO SECRETARY.—Not later  
18 than 30 days after the date of completion of the  
19 audit, the inspector general shall submit to the  
20 Secretary a report on the results of the audit.

21 “(B) REPORT TO CONGRESS.—Not later  
22 than 60 days after the date of receipt of the re-  
23 port under subparagraph (A), the Secretary  
24 shall submit to the appropriate committees of  
25 Congress a copy of the report, together with, if

1 appropriate, a description of any actions taken  
2 or to be taken to address the results of the  
3 audit.

4 “(m) AUTHORIZATION OF APPROPRIATIONS.—There  
5 is authorized to be appropriated to the National Center  
6 for the Advancement of Aerospace out of the Airport and  
7 Airway Trust Fund to carry out this section—

8 “(1) \$10,000,000 for fiscal year 2024;  
9 “(2) \$10,000,000 for fiscal year 2025;  
10 “(3) \$10,000,000 for fiscal year 2026;  
11 “(4) \$11,000,000 for fiscal year 2027; and  
12 “(5) \$11,000,000 for fiscal year 2028.”.

13 (b) CLERICAL AMENDMENT.—The analysis for chap-  
14 ter 1 of title 49, United States Code, is amended by insert-  
15 ing after the item relating to section 119 the following:  
“120. National Center for the Advancement of Aerospace.”.

16 **SEC. 304. COOPERATIVE AVIATION RECRUITMENT, ENRICH-**  
17 **MENT, AND EMPLOYMENT READINESS PRO-**  
18 **GRAM.**

19 (a) IN GENERAL.—Chapter 401 of title 49, United  
20 States Code, is amended by adding at the end the fol-  
21 lowing:

1   **“§ 40131. Cooperative Aviation Recruitment, Enrich-**  
2                   **ment, and Employment Readiness Pro-**  
3                   **gram**

4       “(a) ESTABLISHMENT.—Not later than September  
5 30, 2026, the Secretary of Transportation, through the  
6 National Center for the Advancement of Aerospace (in  
7 this section referred to as the ‘Center’), shall establish an  
8 aviation workforce cooperative development program to be  
9 known as the Cooperative Aviation Recruitment, Enrich-  
10 ment, and Employment Readiness Program (in this sec-  
11 tion referred to as the ‘CAREER Program’) to support  
12 the education, recruitment, training, and retention of fu-  
13 ture aviation professionals and the development of a ro-  
14 bust United States aviation workforce by—

15               “(1) using relevant workforce forecasts to pre-  
16 dict and identify aviation-related workforce chal-  
17 lenges; and

18               “(2) funding projects that address such chal-  
19 lenges and help to sustain the long-term growth of  
20 civil aviation.

21       “(b) IMPLEMENTATION.—

22               “(1) PARTNERSHIP WITH NCAA.—In imple-  
23 menting the CAREER Program established under  
24 subsection (a), the Secretary shall partner with the  
25 CAREER Council established in subsection (j) of  
26 section 120.



1           “(2) NONDELEGATION.—Except as provided in  
2           paragraph (3), the Secretary may not delegate any  
3           of the authorities or responsibilities under this sec-  
4           tion to the Administrator of the Federal Aviation  
5           Administration.

6           “(3) SUPPORT.—To support the administration  
7           of the CAREER Program, the Secretary may assign  
8           employees of the Department of Transportation, in-  
9           cluding employees of the Federal Aviation Adminis-  
10          tration, on detail to the Center.

11          “(c) SOLICITATION, REVIEW, AND EVALUATION  
12          PROCESS.—In carrying out the CAREER Program, the  
13          Secretary shall establish a solicitation, review, and evalua-  
14          tion process that ensures funds made available to carry  
15          out this section are awarded to eligible entities with pro-  
16          posals that have adequate merit and relevancy to the mis-  
17          sion of the program.

18          “(d) ELIGIBLE ENTITIES.—An eligible entity under  
19          this section is—

20                 “(1) an air carrier;

21                 “(2) an entity that holds management specifica-  
22          tions under subpart K of title 91 of title 14, Code  
23          of Federal Regulations;

1           “(3) a holder of a certificate issued under parts  
2       139, 145, or 147 of title 14, Code of Federal Regu-  
3       lations;

4           “(4) an institution of higher education (as de-  
5       fined in section 101 of the Higher Education Act of  
6       1965 (20 U.S.C. 1001)), a postsecondary vocational  
7       institution (as defined in section 102(c) of the High-  
8       er Education Act of 1965 (20 U.S.C. 1002)), or a  
9       high school or secondary school (as such terms are  
10      defined in section 8101 of the Elementary and Sec-  
11      ondary Education Act of 1965 (20 U.S.C. 7801));

12          “(5) a flight school that provides flight training,  
13      as defined in part 61 of title 14, Code of Federal  
14      Regulations, or that holds a pilot school certificate  
15      under part 141 of title 14, Code of Federal Regula-  
16      tions;

17          “(6) an aviation labor organization;

18          “(7) a State, local, territorial, or Tribal govern-  
19      ment, including a political subdivision thereof;

20          “(8) an aviation-related nonprofit organization  
21      described in section 501(c)(3) of the Internal Rev-  
22      enue Code of 1986 that is exempt from taxation  
23      under section 501(a) of such Code; or

24          “(9) an entity that—

1           “(A) actively designs or manufactures any  
2           aircraft, aircraft engine, propeller, or appliance,  
3           or a component, part, or system thereof, cov-  
4           ered under a type or production certificate  
5           issued under section 44704; and

6           “(B) has significant operations in the  
7           United States and a majority of the employees  
8           of such entity that are engaged in aviation  
9           manufacturing or development activities and  
10          services are based in the United States.

11       “(e) REPORTING AND MONITORING REQUIRE-  
12       MENTS.—The Secretary shall establish reasonable report-  
13       ing and monitoring requirements for grant recipients  
14       under this section to measure relevant outcomes of the  
15       program maintained pursuant to subsection (a).

16       “(f) REPORT.—Not later than September 30, 2027,  
17       and annually through fiscal year 2028, the Secretary shall  
18       submit to the Committee on Transportation and Infra-  
19       structure of the House of Representatives and the Com-  
20       mittee on Commerce, Science, and Transportation of the  
21       Senate a report on the program that includes—

22           “(1) a summary of projects awarded grants  
23           under this section and the progress of each recipient  
24           towards fulfilling program expectations;

1           “(2) an evaluation of how such projects cumula-  
2           tively impact the future supply of individuals in the  
3           U.S. aviation workforce, including best practices or  
4           programs to incentivize, recruit, and retain individ-  
5           uals in aviation professions; and

6           “(3) recommendations for better coordinating  
7           actions by governmental entities, educational institu-  
8           tions, and businesses, aviation labor organizations,  
9           or other stakeholders to support aviation workforce  
10          growth.

11         “(g) NOTICE OF GRANTS.—

12           “(1) TIMELY PUBLIC NOTICE.—The Secretary  
13           shall provide public notice of any grant awarded  
14           under the CAREER Program in a timely fashion  
15           after the Secretary awards such grant.

16           “(2) NOTICE TO CONGRESS.—The Secretary  
17           shall provide advance notice of a grant to be made  
18           under the CAREER Program to the Committee on  
19           Transportation and Infrastructure of the House of  
20           Representatives and the Committee on Commerce,  
21           Science, and Transportation of the Senate.

22         “(h) AUTHORIZATION OF APPROPRIATIONS.—Of the  
23         amounts made available under section 48105,  
24         \$50,000,000 for each of fiscal years 2027 and 2028 is

1 authorized to be expended to provide grants under the pro-  
2 gram established under subsection (a).”.

3 (b) CLERICAL AMENDMENT.—The analysis for chap-  
4 ter 401 of title 49, United States Code, is amended by  
5 adding at the end the following:

“40131. Cooperative Aviation Recruitment, Enrichment, and Employment Read-  
iness Program.”.

6 **SEC. 305. REPEAL OF DUPLICATIVE OR OBSOLETE WORK-**  
7 **FORCE PROGRAMS.**

8 (a) REPEAL.—Sections 44510 and 44515 of title 49,  
9 United States Code, are repealed.

10 (b) CLERICAL AMENDMENTS.—The analysis for  
11 chapter 445 of title 49, United States Code, is amended  
12 by striking the items relating to sections 44510 and  
13 44515.

14 **SEC. 306. CIVIL AIRMEN STATISTICS.**

15 (a) PUBLICATION FREQUENCY.—The Administrator  
16 of the Federal Aviation Administration shall publish the  
17 study commonly referred to as the “U.S. Civil Airmen Sta-  
18 tistics” on a monthly basis.

19 (b) PRESENTATION OF DATA.—

20 (1) IN GENERAL.—Not later than 1 year after  
21 the date of enactment of this Act, the Administrator  
22 of the Federal Aviation Administration shall estab-  
23 lish a web-based dashboard for purposes of pre-



1 (b) PURPOSE.—The Committee shall advise the Sec-  
2 retary and the Administrator of the Federal Aviation Ad-  
3 ministration on matters and policies related to the recruit-  
4 ment, retention, employment, education, training, well-  
5 being, and treatment of women in the aviation industry  
6 and aviation-focused Federal civil service positions.

7 (c) FORM OF DIRECTIVES.—All activities carried out  
8 by the Committee, including special committees, shall be  
9 in response to written terms of reference or taskings from  
10 the Secretary.

11 (d) FUNCTIONS.—In carrying out the directives de-  
12 scribed in subsection (c), the functions of the Committee  
13 are as follows:

14 (1) Foster industry collaboration in an open  
15 and transparent manner by engaging, as prescribed  
16 by this section, representatives of the private sector  
17 associated with an entity described in subsection  
18 (e)(1)(B).

19 (2) Make recommendations for strategic objec-  
20 tives, priorities, and policies that would improve the  
21 recruitment, retention, and training of women in  
22 aviation professions.

23 (3) Evaluate opportunities for the Administra-  
24 tion to improve the recruitment and retention of  
25 women in the Administration.

1 (e) MEMBERSHIP.—

2 (1) VOTING MEMBERS.—The Advisory Com-  
3 mittee shall be composed of the following members:

4 (A) The Administrator, or the designee of  
5 the Administrator.

6 (B) At least 25 individuals, appointed by  
7 the Secretary, representing the following:

8 (i) Transport aircraft and engine  
9 manufacturers.

10 (ii) General aviation aircraft and en-  
11 gine manufacturers.

12 (iii) Avionics and equipment manufac-  
13 turers.

14 (iv) Aviation labor organizations, in-  
15 cluding collective bargaining representa-  
16 tives of FAA aviation safety inspectors,  
17 aviation safety engineers, and air traffic  
18 controllers.

19 (v) General aviation operators.

20 (vi) Air carriers.

21 (vii) Business aviation operators.

22 (viii) Unmanned aircraft systems  
23 manufacturers and operators.

24 (ix) Aviation safety management ex-  
25 perts.



1 (x) Aviation maintenance, repair, and  
2 overhaul entities.

3 (xi) Airport owners and operators.

4 (xii) Advanced air mobility manufac-  
5 turers and operators.

6 (xiii) Institutions of higher education  
7 (as defined in section 101 of the Higher  
8 Education Act of 1965 (20 U.S.C. 1001)),  
9 a postsecondary vocational institution (as  
10 defined in section 102(c) of the Higher  
11 Education Act of 1965 (20 U.S.C. 1002)),  
12 or a high school or secondary school (as  
13 such terms are defined in section 8101 of  
14 the Elementary and Secondary Education  
15 Act of 1965 (20 U.S.C. 7801)).

16 (xiv) A flight school that provides  
17 flight training, as defined in part 61 of  
18 title 14, Code of Federal Regulations, or  
19 that holds a pilot school certificate under  
20 part 141 of title 14, Code of Federal Regu-  
21 lations.

22 (xv) Aviation maintenance technician  
23 schools governed under part 147 of title  
24 14, Code of Federal Regulations.

25 (2) NONVOTING MEMBERS.—

1 (A) IN GENERAL.—In addition to the  
2 members appointed under paragraph (1), the  
3 Committee shall be composed of not more than  
4 5 nonvoting members appointed by the Sec-  
5 retary from among officers or employees of the  
6 FAA.

7 (B) DUTIES.—The nonvoting members  
8 may—

9 (i) take part in deliberations of the  
10 Committee; and

11 (ii) provide subject matter expertise  
12 with respect to reports and recommenda-  
13 tions of the Committee.

14 (C) LIMITATION.—The nonvoting members  
15 may not represent any stakeholder interest  
16 other than that of the FAA.

17 (3) TERMS.—Each voting member and non-  
18 voting member of the Committee appointed by the  
19 Secretary shall be appointed for a term of 4 years.

20 (4) COMMITTEE CHARACTERISTICS.—The Com-  
21 mittee shall have the following characteristics:

22 (A) The ability to obtain necessary infor-  
23 mation from additional experts in the aviation  
24 and aerospace communities.

1 (B) A membership size that enables the  
2 Committee to have substantive discussions and  
3 reach consensus on issues in a timely manner.

4 (C) Appropriate expertise, including exper-  
5 tise in human resources, human capital man-  
6 agement, policy, labor relations, employment  
7 training, workforce development, and youth out-  
8 reach.

9 (f) CHAIRPERSON.—

10 (1) IN GENERAL.—The Chairperson of the  
11 Committee shall be appointed by the Secretary from  
12 among the voting members of the Committee under  
13 subsection (e)(1)(B).

14 (2) TERM.—The Chairperson shall serve a 2-  
15 year term.

16 (g) MEETINGS.—

17 (1) FREQUENCY.—The Committee shall meet at  
18 least twice each year at the call of the Chairperson  
19 or the Secretary.

20 (2) PUBLIC ATTENDANCE.—The meetings of  
21 the Committee shall be open and accessible to the  
22 public.

23 (h) SPECIAL COMMITTEES.—

24 (1) ESTABLISHMENT.—The Committee may es-  
25 tablish special committees composed of private sec-

1       tor representatives, members of the public, labor  
2       representatives, and other relevant parties in com-  
3       plying with the consultation and participation re-  
4       quirements under subsection (d).

5           (2) AUTHORITIES.—A special committee estab-  
6       lished by the Committee may provide rulemaking ad-  
7       vice, recommendations, and additional opportunities  
8       to obtain firsthand information to the Committee  
9       with respect to issues regarding the advancement of  
10      women in aviation.

11          (3) APPLICABLE LAW.—Public Law 92–463  
12      shall not apply to a special committee established by  
13      the Committee.

14      (i) PERSONNEL MATTERS.—

15          (1) NO COMPENSATION OF MEMBERS.—

16            (A) NON-FEDERAL EMPLOYEES.—A mem-  
17      ber of the Committee who is not an officer or  
18      employee of the Federal Government shall serve  
19      without compensation.

20            (B) FEDERAL EMPLOYEES.—A member of  
21      the Committee who is an officer or employee of  
22      the Federal Government shall serve without  
23      compensation in addition to the compensation  
24      received for the services of the member as an  
25      officer or employee of the Federal Government.

1           (2) TRAVEL EXPENSES.—The members of the  
2       Committee shall be allowed travel expenses, includ-  
3       ing per diem in lieu of subsistence, at rates author-  
4       ized for employees of agencies under subchapter I of  
5       chapter 57 of title 5, United States Code, while  
6       away from their homes or regular places of business  
7       in the performance of services for the Committee.

8       (j) REPORTS.—The Committee shall submit to the  
9       Secretary, the Committee on Transportation and Infra-  
10      structure of the House of Representatives, and the Com-  
11      mittee on Commerce, Science, and Transportation of the  
12      Senate a report upon completion of each tasking summa-  
13      rizing the Committee’s—

14           (1) findings and associated recommendations to  
15      improve the advancement of women in aviation; and

16           (2) planned activities of the Committee, as  
17      tasked by the Secretary, and proposed terms of work  
18      to fulfill each activity.

19      (k) SUNSET.—The Committee shall terminate on the  
20      last day of the 8-year period beginning on the date of the  
21      initial appointment of the members of the Committee.

22      (l) FAA DEFINED.—In this section, the term “FAA”  
23      means the Federal Aviation Administration.

1 **SEC. 308. ESTABLISHING A COMPREHENSIVE WEB-BASED**  
2 **AVIATION RESOURCE CENTER.**

3 (a) IN GENERAL.—Not later than 1 year after the  
4 date of enactment of this Act, the Administrator of the  
5 Federal Aviation Administration shall partner with the  
6 National Center for the Advancement of Aerospace (in  
7 this section referred to as the “Center”) to establish a  
8 high-quality, web-based resource center that provides  
9 stream-lined public access to information sources on the  
10 following:

11 (1) Aviation pathway programs and professional  
12 development opportunities.

13 (2) Aviation apprenticeship, scholarship, and in-  
14 ternship programs.

15 (3) Aviation-related curricula and resources  
16 about aviation occupations and career pathways de-  
17 veloped for students, teachers, and guidance coun-  
18 selors at all levels of education.

19 (4) Aviation industry organizations.

20 (b) LEVERAGING FAA EDUCATION, RESEARCH, AND  
21 PARTNERSHIP PROGRAMS.—In carrying out subsection  
22 (a)(3), the Administrator and the Executive Director of  
23 the Center, in partnership with museums, nonprofit orga-  
24 nizations, and commercial entities, shall, to the maximum  
25 extent practicable, leverage field and regional offices of the  
26 Federal Aviation Administration, the Mike Monroney

1 Aeronautical Center, the William J. Hughes Technical  
2 Center for Advanced Aerospace, Air Transportation Cen-  
3 ters of Excellence, and the Aviation and Space Education  
4 program of the Federal Aviation Administration to develop  
5 an array of educational and informative aviation-related  
6 educational activities and materials for students of varying  
7 ages and levels of education to use in the classroom, for  
8 after-school programs and at home.

9 (c) BRIEFING.—Not later than 2 year after the date  
10 of the enactment of this Act, the Administrator shall brief  
11 the Committee on Transportation and Infrastructure of  
12 the House of Representatives and the Committee on Com-  
13 merce, Science, and Technology of the Senate on—

14 (1) the web-based aviation resource center es-  
15 tablished under subsection (a); and

16 (2) the manner in which the education develop-  
17 ment and engagement activities of the Federal Avia-  
18 tion Administration are organized and funded.

19 **SEC. 309. DIRECT HIRE AUTHORITY FROM UAS COLLE-**  
20 **GIATE TRAINING INITIATIVE.**

21 (a) IN GENERAL.—The Administrator of the Federal  
22 Aviation Administration may hire individuals from eligible  
23 institutions of higher education under the Unmanned Air-  
24 craft System Collegiate Training Initiative (in this section  
25 referred to as “UAS CTI”), as established in section 632

1 of the FAA Reauthorization Act of 2018 (49 U.S.C.  
2 40101 note), without regard to—

3 (1) sections 3309 through 3318 of title 5,  
4 United States Code;

5 (2) part 211 of title 5, Code of Federal Regula-  
6 tions; or

7 (3) subpart A of part 337 of title 5, Code of  
8 Federal Regulations.

9 (b) ELIGIBILITY.—Individuals eligible for employ-  
10 ment by the Administrator under subsection (a) shall—

11 (1) be in good standing or have graduated in  
12 good standing from an institution of higher edu-  
13 cation with a signed memorandum of understanding  
14 under the UAS CTI;

15 (2) hold or have completed the majority of a re-  
16 lated Bachelors or Associates degree, as described by  
17 the eligibility requirements of the UAS CTI;

18 (3) have completed all requirements for a re-  
19 lated minor, concentration, or certificate, as de-  
20 scribed by the eligibility requirements of the UAS  
21 CTI; or

22 (4) meet any other criteria as considered appro-  
23 priate by the Administrator.

24 (c) DEFINITIONS.—In this section:



1 (1) INSTITUTION OF HIGHER EDUCATION.—The  
2 term “institution of higher education” has the  
3 meaning given such term in section 101 of the High-  
4 er Education Act of 1965 (20 U.S.C. 1001).

5 (2) GOOD STANDING.—The term “good stand-  
6 ing” means in good standing, as determined by the  
7 applicable institution of higher education.

8 (d) SUNSET.—The authority of the Administrator  
9 under this section shall terminate on September 30, 2028.

10 **Subtitle B—Improving Training**  
11 **and Rebuilding Talent Pipelines**

12 **SEC. 311. JOINT AVIATION EMPLOYMENT TRAINING WORK-**  
13 **ING GROUP.**

14 (a) ESTABLISHMENT.—Not later than 120 days after  
15 the date of enactment of this Act, the Secretary of Trans-  
16 portation shall establish an interagency working group (in  
17 this section referred to as the “working group”) to advise  
18 the Secretary of Transportation and the Secretary of De-  
19 fense on matters and policies related to the training and  
20 certification of a covered aviation professional to improve  
21 career transition between the military and civilian  
22 workforces.

23 (b) MEMBERSHIP.—

24 (1) IN GENERAL.—The working group shall  
25 consist of—

1 (A) 2 co-chairs described in paragraph (2);

2 (B) not less than 6 representatives of the  
3 Federal Aviation Administration, to be ap-  
4 pointed by the co-chair described in paragraph  
5 (2)(A); and

6 (C) not less than 1 representative of each  
7 component of the armed forces (as such term is  
8 defined in section 101 of title 10, United States  
9 Code), to be appointed by the co-chair described  
10 in paragraph (2)(B).

11 (2) CO-CHAIRS.—The working group shall be  
12 co-chaired by—

13 (A) a representative of the Department of  
14 Transportation, to be appointed by the Sec-  
15 retary of Transportation; and

16 (B) a representative of the Department of  
17 Defense, to be appointed by the Secretary of  
18 Defense.

19 (c) ACTIVITIES.—The working group shall—

20 (1) evaluate and compare all regulatory require-  
21 ments, guidance, and orders affecting covered avia-  
22 tion professionals and identify challenges that inhibit  
23 recruitment, training, and retention within the re-  
24 spective workforces of such professionals; and

1           (2) assess appropriate areas for increased inter-  
2       agency information sharing and harmonization  
3       across workforces on matters related to certification  
4       pathways and certification requirements, including  
5       knowledge testing, affecting covered aviation profes-  
6       sionals.

7       (d) INITIAL REPORT TO CONGRESS.—

8           (1) IN GENERAL.—Not later than 1 year after  
9       the date on which the Secretary of Transportation  
10      establishes the working group, the working group  
11      shall submit to the appropriate committees of Con-  
12      gress an initial report on the activities of the work-  
13      ing group.

14          (2) CONTENTS.—The report required under  
15      paragraph (1) shall include—

16           (A) a detailed description of the findings of  
17      the working group pursuant to the activities re-  
18      quired under subsection (c); and

19           (B) recommendations for regulatory, pol-  
20      icy, or legislative action to improve the training  
21      and certification of covered aviation profes-  
22      sionals across the civilian and military  
23      workforces.

24       (e) ANNUAL REPORTING.—Not later than 1 year  
25      after the date on which the working group submits the

1 initial report under subsection (d), and annually there-  
2 after, the working group shall submit to the appropriate  
3 committees of Congress a report—

4 (1) describing the continued activities of the  
5 working group;

6 (2) describing any progress made by the Sec-  
7 retary of Transportation or Secretary of Defense in  
8 implementing the recommendations described in sub-  
9 section (d)(2)(B); and

10 (3) containing any other recommendations the  
11 working group may have with respect to efforts to  
12 improve the employment and training of covered  
13 aviation professionals in the civilian and military  
14 workforces.

15 (f) SUNSET.—The working group shall terminate on  
16 the date that is 4 years after the date on which the work-  
17 ing group submits the initial report to Congress pursuant  
18 to subsection (d).

19 (g) DEFINITIONS.—In this section:

20 (1) APPROPRIATE COMMITTEES OF CON-  
21 GRESS.—The term “appropriate committees of Con-  
22 gress” means—

23 (A) the Committee on Armed Services of  
24 the House of Representatives;

1 (B) the Committee on Armed Services of  
2 the Senate;

3 (C) the Committee on Transportation and  
4 Infrastructure of the House of Representatives;  
5 and

6 (D) the Committee on Commerce, Science,  
7 and Transportation of the Senate.

8 (2) COVERED AVIATION PROFESSION.—The  
9 term “covered aviation professional” means—

10 (A) an airman;

11 (B) an aircraft maintenance and repair  
12 technician;

13 (C) an air traffic controller; and

14 (D) any other aviation-related professional  
15 that has comparable tasks and duties across the  
16 civilian and military workforces, as determined  
17 jointly by the co-chairs of the working group.

18 **SEC. 312. AIRMAN KNOWLEDGE TESTING WORKING GROUP.**

19 (a) WORKING GROUP.—Not later than 180 days after  
20 the date of enactment of this Act, the Administrator of  
21 the Federal Aviation Administration shall task the Aviation Rulemaking Advisory Committee to establish a working group to review knowledge testing processes and procedures to improve the facilitation, administration, and accessibility of knowledge tests.

1 (b) ACTIVITIES.—The working group established pur-  
2 suant to subsection (a) shall—

3 (1) assess methods to increase knowledge test-  
4 ing capacity, including through—

5 (A) the adoption of alternative proctoring  
6 methods; and

7 (B) increased utilization of pilot schools  
8 that hold a pilot school certificate under part  
9 141 of title 14, Code of Federal Regulations,  
10 and aviation maintenance technician schools  
11 governed under part 147 of title 14, Code of  
12 Federal Regulations; and

13 (2) evaluate the following:

14 (A) The management and provision of  
15 knowledge tests by testing centers.

16 (B) The testing registration process for  
17 students.

18 (C) Student access to knowledge tests.

19 (D) Fees associated with knowledge tests.

20 (E) The accuracy of public sample knowl-  
21 edge tests available to students.

22 (F) Development and maintenance of  
23 knowledge tests and forms.

24 (c) MECHANIC GENERAL KNOWLEDGE TEST.—In  
25 addition to the activities under subsection (b), the Aviation

1 Rulemaking Advisory Committee shall task the working  
2 group established pursuant to subsection (a) with—

3 (1) evaluating aviation maintenance curricula  
4 offered by high schools or secondary schools; and

5 (2) assessing opportunities to allow a high  
6 school student upon successful completion of an  
7 aviation maintenance curriculum described in para-  
8 graph (1) to take the general written knowledge por-  
9 tion of the mechanic exam described in section 65.75  
10 of title 14, Code of Federal Regulations, at an Ad-  
11 ministration-approved testing center.

12 (d) REPORT.—Not later than 18 months after the  
13 Aviation Rulemaking Advisory Committee tasks the work-  
14 ing group under subsection (a), the working group shall  
15 submit to the Administrator a final report making rec-  
16 ommendations to—

17 (1) improve the facilitation, administration, and  
18 accessibility of knowledge tests; and

19 (2) facilitate the approval of aviation mainte-  
20 nance curriculum for use by a high school or sec-  
21 ondary school educator.

22 (d) DEFINITIONS.—In this section:

23 (1) HIGH SCHOOL.—The term “high school”  
24 has the meaning given such term in section 8101 of

1 the Elementary and Secondary Education Act of  
2 1965 (20 U.S.C. 7801).

3 (2) KNOWLEDGE TEST.—The term “knowledge  
4 test” means a test prescribed under parts 61 and 65  
5 of title 14, Code of Federal Regulations.

6 (3) SECONDARY SCHOOL.—The term “sec-  
7 ondary school” has the meaning given such term in  
8 section 8101 of the Elementary and Secondary Edu-  
9 cation Act of 1965 (20 U.S.C. 7801).

10 **SEC. 313. AIRMAN CERTIFICATION SYSTEM WORKING**  
11 **GROUP AND TIMELY PUBLICATION OF**  
12 **STANDARDS.**

13 (a) WORKING GROUP.—The Administrator of the  
14 Federal Aviation Administration shall task the Airman  
15 Certification System Working Group established under the  
16 Aviation Rulemaking Advisory Committee of the Adminis-  
17 tration to review Airman Certification Standards to ensure  
18 that airman proficiency and knowledge correlates and cor-  
19 responds to regulations, procedures, equipment, aviation  
20 infrastructure, and safety trends at the time of such re-  
21 view.

22 (b) ACS PUBLICATION.—Not later than 180 days  
23 after the date of enactment of this Act, the Administrator  
24 of the Federal Aviation Administration shall publish on  
25 the website of the Administration—



1           (1) the process by which the Airman Certifi-  
2           cation Standards are to be established, updated, and  
3           maintained;

4           (2) the process by which relevant guidance doc-  
5           uments, handbooks, and test materials associated  
6           with such standards are to be established, updated,  
7           and maintained; and

8           (3) any anticipated or required updates to such  
9           standards, including providing a date by which such  
10          modifications can be expected to be completed and  
11          made available to the public.

12         (c) MECHANIC ACS.—

13           (1) IN GENERAL.—Not later than 18 months  
14           after the date of the enactment of this Act, the Ad-  
15           ministrator shall publish the Aviation Mechanic Air-  
16           man Certification Standard.

17           (2) FAILURE TO PUBLISH.—If the Adminis-  
18           trator fails to publish the Aviation Mechanic Airman  
19           Certification Standard as required under paragraph  
20           (1), the Administrator shall brief the Committee on  
21           Transportation and Infrastructure of the House of  
22           Representatives and the Committee on Commerce,  
23           Science, and Transportation of the Senate on the  
24           status of implementation of paragraph (1) each sub-  
25           sequent month until publication has occurred.

1 **SEC. 314. AIR TRAFFIC CONTROL WORKFORCE STAFFING.**

2 (a) RESPONSIBILITY FOR CONTROLLER WORKFORCE  
3 PLAN.—

4 (1) AIR TRAFFIC CONTROLLER STAFFING INITIATIVES AND ANALYSIS.—Section 221 of the Vision  
5 100–Century of Aviation Reauthorization Act (49  
6 U.S.C. 44506 note) is amended by striking “Admin-  
7 istrator of the Federal Aviation Administration” and  
8 inserting “Chief Operating Officer of the Air Traffic  
9 Organization of the Federal Aviation Administra-  
10 tion”.

12 (2) STAFFING REPORT.—Section 44506(e) of  
13 title 49, United States Code, is amended in the mat-  
14 ter before paragraph (1) by striking “Administrator  
15 of the Federal Aviation Administration” and insert-  
16 ing “Chief Operating Officer of the Air Traffic Or-  
17 ganization of the Federal Aviation Administration”.

18 (b) MAXIMUM HIRING.—Subject to the availability of  
19 appropriations, for each of fiscal years 2024 through  
20 2027, the Administrator of the Federal Aviation Adminis-  
21 tration shall set as the hiring target for new air traffic  
22 controllers (excluding individuals described in section  
23 44506(f)(1)(A) of title 49, United States Code) the max-  
24 imum number of individuals able to be trained at the Fed-  
25 eral Aviation Administration Academy.

1       (c) HIRING AND STAFFING.—The Chief Operating  
2 Officer of the Federal Aviation Administration shall revise  
3 the air traffic control hiring plans and staffing standards  
4 of the Administration to—

5           (1) provide that the controller and management  
6 workforce is adequately staffed to safely and effi-  
7 ciently manage and oversee the air traffic control  
8 system to the satisfaction of the Chief Operating Of-  
9 ficer;

10          (2) account for the target number of certified  
11 professional controllers able to control traffic at each  
12 independent facility; and

13          (3) avoid any required or requested reduction of  
14 national airspace system capacity or aircraft oper-  
15 ations as a result of inadequate air traffic control  
16 system staffing.

17       (d) INTERIM ADOPTION OF COLLABORATIVE RE-  
18 SOURCE WORKGROUP MODELS.—

19           (1) IN GENERAL.—In carrying out subsection  
20 (c) and in submitting a Controller Workforce Plan  
21 of the Administration published after the date of en-  
22 actment of this Act, the Chief Operating Officer  
23 shall adopt and utilize the staffing models and meth-  
24 odologies developed by the Collaborative Resource  
25 Workgroup that were recommended in a report sub-

1       mitted to the Administrator and referenced in the  
2       Controller Workforce Plan submitted to Congress on  
3       May 5, 2023.

4           (2) SUNSET.—The requirement under para-  
5       graph (1) shall cease to be effective upon the adop-  
6       tion of a staffing model required under subsection  
7       (f).

8       (e) ASSESSMENT.—

9           (1) REVIEW.—Not later than 180 days after  
10      the date of enactment of this Act, the Administrator  
11      shall enter into an agreement with the Transpor-  
12      tation Research Board to—

13           (A) compare the Administration’s staffing  
14      models and methodologies in determining staff-  
15      ing standards targets with those developed by  
16      the Collaborative Resource Workgroup, includ-  
17      ing—

18           (ii) the availability factor multiplier  
19      and other formula components; and

20           (iii) the independent facility staffing  
21      targets of certified professional controllers  
22      able to control traffic; and

23           (B) assess future needs of the air traffic  
24      control system and potential impacts on staffing  
25      standards.

1 (2) REPORT.—

2 (A) FINDINGS.—In carrying out this sub-  
3 section, the Transportation Research Board  
4 shall—

5 (i) report to the Administrator and  
6 Congress on the findings of the review  
7 under this subsection; and

8 (ii) determine which staffing models  
9 and methodologies best accounts for the  
10 operational staffing needs of the air traffic  
11 control system and provide a justification  
12 for such determination.

13 (B) MODIFICATIONS TO IDENTIFIED  
14 MODEL.—The Transportation Research Board  
15 may make recommendations to improve the  
16 staffing model described in (2)(A)(ii).

17 (3) CONSULTATION.—In conducting the assess-  
18 ment under this subsection, the Transportation Re-  
19 search Board shall consult with—

20 (A) exclusive bargaining representatives of  
21 air traffic controllers certified under section  
22 7111 of title 5, United States Code;

23 (B) Administration officials and executives;

24 (C) front line managers of the air traffic  
25 control system;

1 (D) managers and employees responsible  
2 for training air traffic controllers;

3 (E) the MITRE Corporation;

4 (F) the Chief Operating Officer of the Air  
5 Traffic Organization of the Federal Aviation  
6 Administration; and

7 (G) users of the air traffic control system.

8 (f) REQUIRED IMPLEMENTATION OF IDENTIFIED  
9 STAFFING MODEL.—The Administrator shall take such  
10 action that may be necessary to adopt and utilize the staff-  
11 ing model identified by the Transportation Research  
12 Board pursuant to subsection (e)(2)(A)(ii), including any  
13 recommendations for improving such model.

14 (g) CONTROLLER TRAINING.—In any Controller  
15 Workforce Plan of the Administration published after the  
16 date of enactment of this Act, the Chief Operating Officer  
17 shall—

18 (1) identify all limiting factors on the Adminis-  
19 tration's ability to hire and train controllers in line  
20 with the staffing standards target set out in such  
21 Plan; and

22 (2) describe what actions the Administration  
23 will take to rectify any impediments to meeting  
24 staffing standards targets and identify contributing

1 factors that are outside the control of the Adminis-  
2 tration.

3 **SEC. 315. AVIATION SAFETY WORKFORCE ASSESSMENT.**

4 (a) IN GENERAL.—The Administrator of the Federal  
5 Aviation Administration shall assess, on a recurring basis,  
6 staffing levels, critical competencies, and skills gaps of  
7 safety critical positions in the Flight Standards Service  
8 and Aircraft Certification Service and within other offices  
9 of the Administration that support such services.

10 (b) CONSIDERATIONS.—In completing the assessment  
11 described in subsection (a), the Administrator shall—

12 (1) evaluate the workload at the time of the as-  
13 sessment, historic workload, and estimated future  
14 workload of such personnel;

15 (2) conduct a critical competency and skills gap  
16 analysis to determine the knowledge and skill sets  
17 needed for work at the time of the assessment and  
18 anticipated work, with an emphasis on work per-  
19 taining to—

20 (A) new and novel aircraft propulsion and  
21 power methods;

22 (B) simplified vehicle operations and  
23 human factors; and

24 (C) autonomy, machine learning, and arti-  
25 ficial intelligence;

1           (3) compare the outcome of such analysis de-  
2       scribed in paragraph (2) to the competency and  
3       skills of the workforce at the time of the assessment;  
4       and

5           (4) review opportunities for employees of the  
6       Administration to gain or enhance expertise, knowl-  
7       edge, skills, and abilities through cooperative train-  
8       ing with appropriate companies and organizations;  
9       and

10          (5) develop hiring and recruitment plans to—

11               (A) address hard to fill positions; and

12               (B) address competency and skill gaps at  
13       various levels of experience and management  
14       within Flight Standards Service and Aircraft  
15       Certification Service.

16       (c) REPORT.—Upon completion of an assessment de-  
17       scribed in subsection (a), the Administrator shall submit  
18       to the Committee on Transportation and Infrastructure  
19       of the House of Representatives and the Committee on  
20       Commerce, Science, and Transportation of the Senate a  
21       report detailing the following:

22           (1) The methodology and findings of the assess-  
23       ment described in subsection (a), including an anal-  
24       ysis of hiring authorities of the Administration at  
25       the time of the assessment, including direct hiring



1 authorities, by occupation series for inspector, engi-  
2 neer, and other safety critical positions within Flight  
3 Standards Service and Aircraft Certification Service.

4 (2) Action based recommendations the Adminis-  
5 tration can take to improve—

6 (A) the Aviation Safety Workforce Plan;

7 (B) the skill sets and competencies of in-  
8 spectors, engineers, and other safety critical po-  
9 sitions at the time of the assessment;

10 (C) competition with industry and other  
11 non-aviation sectors for candidates with identi-  
12 fied competencies and technical skill sets; and

13 (D) overall hiring and retention of inspec-  
14 tors, engineers, and other critical positions.

15 (3) Actions Congress can take to improve the  
16 recruitment, hiring, upskilling, and retention of in-  
17 spectors, engineers, and other safety critical posi-  
18 tions in Flight Standards Service and Aircraft Cer-  
19 tification Service and within other offices of the Ad-  
20 ministration that support such services.

21 (d) SAFETY CRITICAL POSITION DEFINED.—In this  
22 section, the term “safety critical position” means—

23 (1) an aviation safety inspector, an aviation  
24 safety specialist (denoted by the Administration as  
25 1801 series), an aviation safety technician, and an

1 operations support position in the Flight Standards  
2 Service; and

3 (2) a manufacturing safety inspector, a pilots,  
4 an engineer, a Chief Scientist Technical Advisor, an  
5 aviation safety specialist (denoted by the Adminis-  
6 tration as 1801 series), a safety technical specialist,  
7 and an operational support position in the Aircraft  
8 Certification Service.

9 **Subtitle C—Engaging and**  
10 **Retaining the Workforce**

11 **SEC. 321. AIRMAN’S MEDICAL BILL OF RIGHTS.**

12 (a) IN GENERAL.—

13 (1) DEVELOPMENT.—Not later than 1 year  
14 after the date of enactment of this Act, the Adminis-  
15 trator of the Federal Aviation Administration shall  
16 develop a document (in this section referred to as  
17 the “Airman’s Medical Bill of Rights”) detailing the  
18 right of an individual before, during, and after a  
19 medical exam conducted by an Aviation Medical Ex-  
20 aminer.

21 (2) CONTENTS.—The Airman’s Medical Bill of  
22 Rights required under paragraph (1) shall, at a min-  
23 imum, contain information about the right of an in-  
24 dividual to—

1 (A) bring a trusted companion or request  
2 to have a chaperone present for a medical  
3 exam;

4 (B) terminate an exam at any time and for  
5 any reason;

6 (C) receive care with respect and recogni-  
7 tion of the dignity of the individual;

8 (D) be assured of privacy and confiden-  
9 tiality;

10 (E) select an Aviation Medical Examiner  
11 without interference;

12 (F) privacy when changing, undressing,  
13 and using the restroom;

14 (G) ask questions about the health status  
15 of the individual or any suggested treatments or  
16 evaluations, and to have such questions fully  
17 answered;

18 (H) report an incident of misconduct by an  
19 Aviation Medical Examiner to the appropriate  
20 authorities, including to the State licensing  
21 board of the Aviation Medical Examiner or the  
22 Federal Aviation Administration;

23 (I) report to the Administrator an allega-  
24 tion regarding alleged Aviation Medical Exam-  
25 iner misconduct without fear of retaliation or

1 negative action relating to an airman certificate  
2 of the individual; and

3 (J) be advised of any known conflicts of in-  
4 terest an Aviation Medical Examiner may have  
5 with respect to the care of the individual.

6 (3) PUBLIC AVAILABILITY.—The Airman’s  
7 Medical Bill of Rights required under paragraph (1)  
8 shall be—

9 (A) made available to, and acknowledged  
10 by, an individual in the MedXpress system;

11 (B) made available in a hard-copy format  
12 by an Aviation Medical Examiner at the time of  
13 exam upon request by an individual; and

14 (C) displayed in a common space in the of-  
15 fice of the Aviation Medical Examiner.

16 (b) EXPECTATIONS FOR MEDICAL EXAMINATIONS.—

17 (1) IN GENERAL.—Not later than 1 year after  
18 the date of enactment of this Act, the Administrator  
19 shall develop a simplified document explaining the  
20 standard procedures performed during a medical ex-  
21 amination conducted by an Aviation Medical Exam-  
22 iner.

23 (2) PUBLIC AVAILABILITY.—The document re-  
24 quired under paragraph (1) shall be—

1 (A) made available to, and acknowledged  
2 by, an individual in the MedXpress system;

3 (B) made available in a hard-copy format  
4 by an Aviation Medical Examiner at the time of  
5 exam upon request by an individual; and

6 (C) displayed in a common space in the of-  
7 fice of the Aviation Medical Examiner.

8 **SEC. 322. IMPROVED DESIGNEE MISCONDUCT REPORTING**  
9 **PROCESS.**

10 (a) IMPROVED DESIGNEE MISCONDUCT REPORTING  
11 PROCESS.—

12 (1) IN GENERAL.—Not later than 1 year after  
13 the date of enactment of this Act, the Administrator  
14 of the Federal Aviation Administration shall estab-  
15 lish a streamlined process for individuals involved in  
16 incidents of alleged misconduct by a designee to re-  
17 port such incidents in a manner that protects the  
18 privacy and confidentiality of such individuals.

19 (2) PUBLIC ACCESS TO REPORTING PROCESS.—  
20 The process for reporting alleged misconduct by a  
21 designee shall be made available to the public on the  
22 website of the Administration, including—

23 (A) the designee locator search webpage;  
24 and

1 (B) the webpage of the Office of Audit and  
2 Evaluation of the Federal Aviation Administra-  
3 tion.

4 (3) OBLIGATION TO REPORT CRIMINAL  
5 CHARGES.—Not later than 90 days after the date of  
6 enactment of this Act, the Administrator shall revise  
7 the orders and policies governing the Designee Man-  
8 agement System to clarify that designees are obli-  
9 gated to report any arrest, indictment, or conviction  
10 for violation of a local, State, or Federal law within  
11 a period of time specified by the Administrator.

12 (4) AUDIT OF REPORTING PROCESS BY INSPEC-  
13 TOR GENERAL.—

14 (A) IN GENERAL.—Not later than 3 years  
15 after the date on which the Administrator final-  
16 izes the update of the reporting process under  
17 paragraph (1), the inspector general of the De-  
18 partment of Transportation shall conduct an  
19 audit of such reporting process.

20 (B) CONTENTS.—In conducting the audit  
21 of the reporting process described in subpara-  
22 graph (A), the inspector general shall, at a min-  
23 imum—

24 (i) review the efforts of the Adminis-  
25 tration to improve the reporting process

1 and solutions developed to respond to and  
2 investigate allegations of misconduct;

3 (ii) analyze reports of misconduct  
4 brought to the Administrator prior to any  
5 changes made to the reporting process as  
6 a result of the enactment of this Act, in-  
7 cluding the ultimate outcomes of those re-  
8 ports and whether any reports resulted in  
9 the Administrator taking action against  
10 the accused designee;

11 (iii) determine whether the reporting  
12 process results in appropriate action, in-  
13 cluding reviewing, investigating, and clos-  
14 ing out reports; and

15 (iv) if applicable, make recommenda-  
16 tions to improve the reporting process.

17 (C) REPORT.—Not later than 1 year after  
18 the date of initiation of the audit described in  
19 subparagraph (A), the inspector general shall  
20 submit to the Committee on Transportation and  
21 Infrastructure of the House of Representatives  
22 and the Committee on Commerce, Science, and  
23 Transportation of the Senate a report on the  
24 results of such audit, including findings and  
25 recommendations.

1 (b) DESIGNEE DEFINED.—In this section, the term  
2 “designee” means an individual who has been designated  
3 to act as a representative of the Administrator as—

4 (1) an Aviation Medical Examiner (as described  
5 in section 183.21 of title 14, Code of Federal Regu-  
6 lations);

7 (2) a pilot examiner (as described in section  
8 183.23 of such title); or

9 (3) a technical personnel examiner (as described  
10 in section 183.25 of such title).

11 **SEC. 323. REPORT ON SAFE UNIFORM OPTIONS FOR CER-**  
12 **TAIN AVIATION EMPLOYEES.**

13 (a) IN GENERAL.—The Administrator of the Federal  
14 Aviation Administration shall conduct a review to deter-  
15 mine whether air carriers operating under part 121 of title  
16 14, Code of Federal Regulations, and repair stations cer-  
17 tificated under part 145 of such title have in place uniform  
18 policies and uniform offerings that ensure pregnant em-  
19 ployees can perform required duties safely.

20 (b) CONSULTATION.—In conducting the review re-  
21 quired under subsection (a), the Administrator shall con-  
22 sult with air carriers and repair stations described in sub-  
23 section (a) and employees of such air carriers and such  
24 stations who are required to adhere to a uniform policy.



1 (c) BRIEFING.—Not later than 2 years after the date  
2 of enactment of this Act, the Administrator shall brief the  
3 Committee on Transportation and Infrastructure of the  
4 House of Representatives and the Committee on Com-  
5 merce, Science, and Transportation of the Senate on the  
6 results of the review required under subsection (a).

7 **SEC. 324. EXTENSION OF SAMYA ROSE STUMO NATIONAL**  
8 **AIR GRANT FELLOWSHIP PROGRAM.**

9 Section 131(d) of the Aircraft Certification, Safety,  
10 and Accountability Act (49 U.S.C. 40101 note) is amend-  
11 ed by striking “fiscal years 2021 through 2025” and in-  
12 serting “fiscal years 2023 through 2028”.

13 **SEC. 325. PROMOTION OF CIVIL AERONAUTICS AND SAFETY**  
14 **OF AIR COMMERCE.**

15 Section 40104 of title 49, United States Code, is  
16 amended—

17 (1) in subsection (a) by striking “In carrying  
18 out” and all that follows through “other interested  
19 organizations.”;

20 (2) by redesignating subsection (b) as sub-  
21 section (d); and

22 (3) by redesignating subsection (c) as sub-  
23 section (b).

1   **SEC. 326. EDUCATIONAL AND PROFESSIONAL DEVELOP-**  
2                   **MENT.**

3           Section 40104 of title 49, United States Code, is fur-  
4   ther amended by inserting after subsection (b) (as redesign-  
5   nated by section 325) the following:

6           “(c) **EDUCATIONAL AND PROFESSIONAL DEVELOP-**  
7   **MENT.**—

8                   “(1) **IN GENERAL.**—In carrying out subsection  
9       (a), the Administrator shall support and undertake  
10      efforts, including through the National Center for  
11      the Advancement of Aerospace, to promote and sup-  
12      port the education of current and future aerospace  
13      professionals.

14                  “(2) **EDUCATION MATERIALS.**—Based on the  
15      availability of resources, the Administrator shall dis-  
16      tribute civil aviation information, and educational  
17      materials, and provide expertise to State and local  
18      school administrators, college and university offi-  
19      cials, and officers of other interested organizations  
20      and entities.

21                  “(3) **SUPPORT FOR PROFESSIONAL DEVELOP-**  
22      **MENT AND CONTINUING EDUCATION.**—To the extent  
23      a nonprofit organization, association, industry  
24      group, educational institution, collective bargaining  
25      unit, governmental organization, or other entity that  
26      organizes or hosts a lecture, conference, convention,

1 meeting, round table, or any other type of program  
2 with the purpose of sharing educational information  
3 related to aerospace with a broad audience, the Ad-  
4 ministrator shall—

5 “(A) strongly consider accepting an invita-  
6 tion to attend, present, and contribute to con-  
7 tent generation; and

8 “(B) make efforts to share information  
9 each year, putting a particular emphasis on  
10 reaching audiences consisting of representatives  
11 of the Administrator and entities regulated en-  
12 tities by the Administrator.

13 “(4) CONTENT.—In planning for the opportuni-  
14 ties under paragraph (3), the Administrator shall  
15 maintain presentations and content covering topics  
16 of broad relevance, including—

17 “(A) ethical decision-making and the re-  
18 sponsibilities of aerospace professionals;

19 “(B) managing a workforce, encouraging  
20 proper reporting of prospective safety issues,  
21 and educating employees on safety management  
22 systems; and

23 “(C) responsibilities as a designee or rep-  
24 resentative of the Administrator.”.

1   **SEC. 327. HUMAN FACTORS PROFESSIONALS.**

2           The Administrator of the Federal Aviation Adminis-  
3   tration shall establish a new work code for human factors  
4   professionals who—

5           (1) perform work involving the design and test-  
6   ing of technologies, processes, and systems which re-  
7   quire effective and safe human performance;

8           (2) generate and apply theories, principles,  
9   practical concepts, systems, and processes related to  
10   the design and testing of technologies, systems, and  
11   training programs to support and evaluate human  
12   performance in work contexts; and

13          (3) meet education or experience requirements  
14   as determined by the Administrator.

15   **SEC. 328. AEROMEDICAL INNOVATION AND MODERNIZA-**  
16                           **TION WORKING GROUP.**

17          (a) ESTABLISHMENT.—Not later than 180 days after  
18   the date of enactment of this Act, the Administrator of  
19   the Federal Aviation Administration shall establish a  
20   working group (in this section referred to as the “working  
21   group”) to review the medical processes, policies, and pro-  
22   cedures of the Administration and to make recommenda-  
23   tions to the Administrator on modernizing such processes,  
24   policies, and procedures to ensure timely and efficient cer-  
25   tification of airmen.

26          (b) MEMBERSHIP.—

1           (1) IN GENERAL.—The working group shall  
2 consist of—

3           (A) 2 co-chairs described in paragraph (2);

4           and

5           (B) not less than 15 individuals appointed  
6 by the Administrator, each of whom shall have  
7 knowledge or a background in aerospace medi-  
8 cine, psychology, neurology, cardiology, or inter-  
9 nal medicine.

10          (2) CO-CHAIRS.—The working group shall be  
11 co-chaired by—

12           (A) the Federal Air Surgeon of the Fed-  
13 eral Aviation Administration; and

14           (B) a member described under paragraph  
15 (1)(A) to be selected by members of the work-  
16 ing group.

17          (3) PREFERENCE.—The Administrator, in ap-  
18 pointing members pursuant to paragraph (1)(B),  
19 shall give preference to—

20           (A) Aviation Medical Examiners (as de-  
21 scribed in section 183.21 of title 14, Code of  
22 Federal Regulations);

23           (B) licensed medical physicians;

24           (C) practitioners holding a pilot certificate;

25           and

1 (D) individuals having demonstrated re-  
2 search and expertise in aeromedical research or  
3 sciences.

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 work-  
7 ing 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  
20 address 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 air-  
3       man;

4           (9) review protocols pertaining to the Human  
5       Intervention Motivation Study of the Federal Avia-  
6       tion Administration;

7           (10) review protocols and policies relating to—

8               (A) neurological disorders; and

9               (B) cardiovascular conditions to ensure  
10      alignment with medical best practices, latest re-  
11      search;

12          (11) review mental health protocols, including  
13      mental health conditions such as depression and  
14      anxiety;

15          (12) evaluate medications approved for treating  
16      such mental health conditions;

17          (13) assess processes and protocols pertaining  
18      to recertification of an airman receiving disability in-  
19      surance post-recovery from the medical condition, in-  
20      jury, or disability that precludes an airman from ex-  
21      ercising the privileges of an airman certificate; and

22          (14) assess processes and protocols pertaining  
23      to the certification of veterans reporting a disability  
24      rating from the Department of Veterans Affairs.

25      (d) PILOT MENTAL HEALTH TASK GROUP.—

1           (1) ESTABLISHMENT.—Not later than 120 days  
2       after the working group pursuant to subsection (a)  
3       is established, the co-chairs of such working groups  
4       shall establish a pilot mental health task group (re-  
5       ferred to in this subsection as the “task group”) to  
6       develop and provide recommendations related to sup-  
7       porting the mental health of aircraft pilots.

8           (2) COMPOSITION.—The co-chairs of such  
9       working group shall appoint—

10           (A) a Chair of the task group; and

11           (B) members of the task group from  
12       among the members of the working group ap-  
13       pointed by the Administrator under subsection  
14       (b)(1).

15           (3) DUTIES.—The duties of the task group  
16       shall include—

17           (A) carrying out the activities described in  
18       subsection (c)(11) and subsection (c)(12);

19           (B) reviewing and evaluating guidance  
20       issued by the International Civil Aviation Orga-  
21       nization on pilot mental health; and

22           (C) providing recommendations for—

23               (i) best practices for detecting, assess-  
24       ing, and reporting mental health conditions



1 and treatment options as part of pilot  
2 aeromedical assessments;

3 (ii) improving the training of aviation  
4 medical examiners to identify mental  
5 health conditions among pilots, including  
6 guidance on referrals to a mental health  
7 provider or other aeromedical resource;

8 (iii) expanding and improving mental  
9 health outreach, education, and assistance  
10 programs for pilots; and

11 (iv) reducing the stigma of assistance  
12 for mental health in the aviation industry.

13 (4) REPORT.—Not later than 2 years after the  
14 date of the establishment of the task group, the task  
15 group shall submit to the Secretary, the Committee  
16 on Transportation and Infrastructure of the House  
17 of Representatives, and the Committee on Com-  
18 merce, Science, and Transportation of the Senate a  
19 report detailing—

20 (A) the results of the review and evalua-  
21 tion under paragraph (3)(A); and

22 (B) recommendations developed pursuant  
23 to paragraph (3)(C).

24 (d) SUPPORT.—The Administrator shall seek to enter  
25 into one or more agreements with the National Academies

1 to support the activities of the working group described  
2 in subsection (c).

3 (e) FINDINGS; RECOMMENDATIONS.—

4 (1) FINDINGS.—The working group shall report  
5 annually to the Administrator, 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 on find-  
9 ings resulting from the activities carried out pursu-  
10 ant to subsection (c).

11 (2) RECOMMENDATIONS.—Findings reported  
12 pursuant to paragraph (1) shall be accompanied by  
13 recommendations for regulatory, policy, or legislative  
14 action to improve or modernize the medical certifi-  
15 cation and aeromedical processes, procedures, and  
16 policies of the Administration.

17 (f) IMPLEMENTATION.—The Administrator shall im-  
18 plement, as appropriate, the recommendations of the  
19 working group.

20 (g) SUNSET.—The working group shall terminate on  
21 September 30, 2028.

22 **SEC. 329. FRONTLINE MANAGER WORKLOAD STUDY.**

23 (a) IN GENERAL.—Not later than 2 years after the  
24 date of enactment of this Act, the Chief Operating Officer  
25 of the Air Traffic Organization of the Federal Aviation

1 Administration shall conduct a study on frontline manager  
2 workload challenges in air traffic control facilities.

3 (b) CONSIDERATIONS.—In conducting the study re-  
4 quired under subsection (a), the Chief Operating Officer  
5 may—

6 (1) consider—

7 (A) workload challenges including—

8 (i) the managerial tasks expected to  
9 be performed by frontline managers, in-  
10 cluding employee development, manage-  
11 ment, and counseling;

12 (ii) the number of supervisory posi-  
13 tions of operations requiring watch cov-  
14 erage in each air traffic control facility;

15 (iii) the complexity of traffic and  
16 managerial responsibilities; and

17 (iv) proficiency and training require-  
18 ments;

19 (B) facility type;

20 (C) facility staffing levels; and

21 (D) any other factors as the Chief Oper-  
22 ating Officer considers appropriate; and

23 (2) describe recommendations for updates to  
24 the Frontline Manager’s Quick Reference Guide that  
25 reflect current operational standards.

1 (c) BRIEFING.—Not later than 3 years after the date  
2 of enactment of this Act, the Chief Operating Officer shall  
3 brief the Committee on Transportation and Infrastructure  
4 of the House of Representatives and the Committee on  
5 Commerce, Science, and Transportation of the Senate on  
6 the results of the study conducted under subsection (a).

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  
17 term 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  
10 the airport is located in an air quality non-  
11 attainment or maintenance area (as defined in  
12 sections 171(2) and 175A of the Clean Air Act  
13 (42 U.S.C. 7501(2); 7505a)) and if the airport  
14 would be able to receive emission credits, as de-  
15 scribed in 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 sec-  
19 tions 171(2) and 175A of the Clean Air Act (42  
20 U.S.C. 7501(2); 7505a)), if the airport would  
21 be able to receive appropriate emission credits  
22 (as described in section 47139), and”;

23 (F) by adding at the end the following:

24 “(S) construction or renovation of  
25 childcare facilities for the exclusive use of air-

1 port employees or other individuals who work  
2 on airport property, including for air carriers  
3 and airport concessionaires.

4 “(T) advanced digital construction man-  
5 agement systems and related technology used in  
6 the planning, design and engineering, construc-  
7 tion, operations, and maintenance of airport fa-  
8 cilities.

9 “(U) an improvement of any runway, taxi-  
10 way, or apron that would be necessary to sus-  
11 tain commercial service flight operations or per-  
12 mit the resumption of flight operations under  
13 visual flight rules following a natural disaster  
14 at—

15 “(i) a primary airport; or

16 “(ii) a general aviation airport that is  
17 designated as a Federal staging area by  
18 the Administrator of the Federal Emer-  
19 gency Management Agency.

20 “(V) any other activity that the Secretary  
21 concludes will reasonably improve or contribute  
22 to the maintenance of the safety, efficiency, or  
23 capacity of the airport.”;

24 (3) by redesignating paragraphs (9), (10), (11),  
25 (12), (13), (14), (15), (16), (17), (18), (19), (20),

1 (21), (22), (23), (24), (25), (26), (27), and (28) as  
2 paragraphs (10), (11), (12), (13), (14), (15), (16),  
3 (17), (18), (19), (20), (21), (22), (23), (24), (25),  
4 (26), (27), (28), and (29), respectively;

5 (4) by inserting after paragraph (8) the fol-  
6 lowing:

7 “(9) ‘heliport’—

8 “(A) means an area of land, water, or  
9 structure used or intended to be used for the  
10 landing or takeoff of aircraft capable of vertical  
11 takeoff and landing profiles; and

12 “(B) includes a vertiport.”;

13 (5) in paragraph (28) (as so redesignated) by  
14 striking “the Trust Territory of the Pacific Is-  
15 lands,”;

16 (6) in paragraph (29)(B) (as so redesignated)  
17 by striking “described in section 47119(a)(1)(B)”  
18 and inserting “for moving passengers and baggage  
19 between terminal facilities and between terminal fa-  
20 cilities and aircraft”; and

21 (7) by adding at the end the following:

22 “(30) ‘vertiport’ means an area of land, water,  
23 or structure used or intended to be used for the  
24 landing or takeoff of powered-lift aircraft capable of  
25 vertical takeoff and landing profiles.”.

1 (b) CONFORMING AMENDMENT.—Section 47127(a)  
2 of title 49, United States Code, is amended by striking  
3 “air carrier airport” and inserting “commercial service  
4 airport”.

5 **SEC. 402. REVENUE DIVERSION PENALTY ENHANCEMENT.**

6 (a) IN GENERAL.—Section 47107 of title 49, United  
7 States Code, is amended—

8 (1) in subsection (m)(4) by striking “an  
9 amount equal to” and inserting “an amount equal to  
10 double”; and

11 (2) in subsection (n)(1) by striking “an amount  
12 equal to” and inserting “an amount equal to dou-  
13 ble”.

14 (b) APPLICABILITY.—The amendments made by sub-  
15 section (a) shall not apply to any illegal diversion of air-  
16 port revenues (as described in section 47107(m) of title  
17 49, United States Code) that occurred prior to the date  
18 of enactment of this Act.

19 **SEC. 403. EXTENSION OF COMPETITIVE ACCESS REPORT**  
20 **REQUIREMENT.**

21 Section 47107(r)(3) of title 49, United States Code,  
22 is amended by striking “2023” and inserting “2028”.

23 **SEC. 404. RENEWAL OF CERTAIN LEASES.**

24 Section 47107(t)(2) of title 49, United States Code,  
25 is amended—



1 (1) in subparagraph (A) by striking “the date  
2 of enactment of this subsection” and inserting “Oc-  
3 tober 7, 2016”; and

4 (2) by striking subparagraph (D) and inserting  
5 the following:

6 “(D) that—

7 “(i) supports the operation of military  
8 aircraft by the Air Force or Air National  
9 Guard—

10 “(I) at the airport; or

11 “(II) remotely from the airport;

12 or

13 “(ii) is for the use of nonaeronautical  
14 land or facilities of the airport by the Na-  
15 tional Guard.”.

16 **SEC. 405. COMMUNITY USE OF AIRPORT LAND.**

17 Section 47107(v) of title 49, United States Code, is  
18 amended to read as follows:

19 “(v) COMMUNITY USE OF AIRPORT LAND.—

20 “(1) IN GENERAL.—Notwithstanding sub-  
21 sections (a)(13), (b), and (c), and subject to para-  
22 graph (2), the sponsor of a public-use airport shall  
23 not be considered to be in violation of this subtitle,  
24 or to be found in violation of a grant assurance  
25 made under this section, or under any other provi-

1 sion of law, as a condition for the receipt of Federal  
2 financial assistance for airport development, solely  
3 because the sponsor has—

4 “(A) entered into an agreement, including  
5 a revised agreement, with a local government  
6 providing for the use of airport property for an  
7 interim compatible recreational purpose at  
8 below fair market value; or

9 “(B) permanently restricted the use of air-  
10 port property to compatible recreational and  
11 public park use without paying or otherwise ob-  
12 taining payment of fair market value for the  
13 property.

14 “(2) RESTRICTIONS.—

15 “(A) INTERIM COMPATIBLE REC-  
16 REATIONAL PURPOSE.—Paragraph (1) shall  
17 apply, with respect to a sponsor that has taken  
18 the action described in subparagraph (A) of  
19 such paragraph, only—

20 “(i) to an agreement regarding airport  
21 property that was initially entered into be-  
22 fore the publication of the Federal Aviation  
23 Administration’s Policy and Procedures  
24 Concerning the Use of Airport Revenue,  
25 dated February 16, 1999;

1           “(ii) if the agreement between the  
2           sponsor and the local government is subor-  
3           dinate to any existing or future agreements  
4           between the sponsor and the Secretary, in-  
5           cluding agreements related to a grant as-  
6           surance under this section;

7           “(iii) to airport property that was ac-  
8           quired under a Federal airport develop-  
9           ment grant program;

10          “(iv) if the airport sponsor has pro-  
11          vided a written statement to the Adminis-  
12          trator that the property made available for  
13          a recreational purpose will not be needed  
14          for any aeronautical purpose during the  
15          next 10 years;

16          “(v) if the agreement includes a term  
17          of not more than 2 years to prepare the  
18          airport property for the interim compatible  
19          recreational purpose and not more than 10  
20          years of use for that purpose;

21          “(vi) if the recreational purpose will  
22          not impact the aeronautical use of the air-  
23          port;

24          “(vii) if the airport sponsor provides a  
25          certification that the sponsor is not respon-

1           sible for preparation, startup, operations,  
2           maintenance, or any other costs associated  
3           with the recreational purpose; and

4           “(viii) if the recreational purpose is  
5           consistent with Federal land use compat-  
6           ibility criteria under section 47502.

7           “(B) PERMANENT RECREATIONAL USE.—  
8           Paragraph (1) shall apply, with respect to a  
9           sponsor that has taken the action described in  
10          subparagraph (B) of such paragraph, only—

11          “(i) to airport property that was pur-  
12          chased using funds from a Federal grant  
13          for acquiring land issued prior to Decem-  
14          ber 30, 1987;

15          “(ii) to airport property that has been  
16          continuously used as a recreational and  
17          public park since January 1, 1995;

18          “(iii) if the airport sponsor has pro-  
19          vided a written statement to the Adminis-  
20          trator that the property to be permanently  
21          restricted for recreational and public park  
22          use is not needed for any aeronautical use  
23          at the time the written statement is pro-  
24          vided and is not expected to be needed for

1 any aeronautical use at any time after  
2 such statement is provided;

3 “(iv) if the recreational and public  
4 park use does not impact the aeronautical  
5 use of the airport;

6 “(v) if the airport sponsor provides a  
7 certification that the sponsor is not respon-  
8 sible for operations, maintenance, or any  
9 other costs associated with the recreational  
10 and public park use;

11 “(vi) if the recreational purpose is  
12 consistent with Federal land use compat-  
13 ibility criteria under section 47502;

14 “(vii) if, in the event the airport spon-  
15 sor leases the property, the lease will be to  
16 a local government entity or nonprofit enti-  
17 ty to operate and maintain the property at  
18 no cost the airport sponsor; and

19 “(viii) if, in the event the airport  
20 sponsor sells the property, the sale will be  
21 to a local government entity and subject to  
22 a permanent deed restriction ensuring  
23 compatible airport use under regulations  
24 issued pursuant to section 47502.

1           “(3) REVENUE FROM CERTAIN SALES OF AIR-  
2       PORT PROPERTY.—Notwithstanding any other provi-  
3       sion of law, an airport sponsor selling a portion of  
4       airport property as described in paragraph  
5       (2)(B)(viii)(II) may—

6           “(A) sell such portion of airport property  
7       for less than fair market value; and

8           “(B) subject to the requirements of sub-  
9       section (b), retain the revenue from the sale of  
10      such portion of airport property.

11          “(4) STATUTORY CONSTRUCTION.—Nothing in  
12      this subsection may be construed as permitting a di-  
13      version of airport revenue for the capital or oper-  
14      ating costs associated with the community use of  
15      airport land.”.

16   **SEC. 406. PRICE ADJUSTMENT PROVISIONS.**

17      Section 47108 of title 49, United States Code, is  
18      amended—

19          (1)     in     subsection     (a)     by     striking  
20      “47114(d)(3)(A) of this title” and inserting  
21      “47114(d)(2)(A)”;

22          (2) by striking subsection (b) and inserting the  
23      following:

24      “(b) INCREASING GOVERNMENT SHARE.—

1           “(1) IN GENERAL.—Except as provided in para-  
2           graph (2) or (3), the amount stated in an offer as  
3           the maximum amount the Government will pay may  
4           not be increased when the offer has been accepted  
5           in writing.

6           “(2) EXCEPTION.—For a project receiving as-  
7           sistance under a grant approved under this chapter  
8           or chapter 475, the amount may be increased—

9                   “(A) for an airport development project, by  
10                  not more than 15 percent; and

11                  “(B) to acquire an interest in land for an  
12                  airport (except a primary airport), by not more  
13                  than the greater of the following, based on cur-  
14                  rent creditable appraisals or a court award in a  
15                  condemnation proceeding:

16                           “(i) 15 percent; or

17                           “(ii) 25 percent of the total increase  
18                          in allowable project costs attributable to  
19                          acquiring an interest in land.

20           “(3) PRICE ADJUSTMENT PROVISIONS.—

21                  “(A) IN GENERAL.—The Secretary may in-  
22                  corporate a provision in a project grant agree-  
23                  ment under which the Secretary agrees to pay  
24                  more than the maximum amount otherwise  
25                  specified in the agreement if the Secretary finds

1           that commodity or labor prices have increased  
2           since the agreement was made.

3           “(B) DECREASE IN COSTS.—A provision  
4           incorporated in a project grant agreement  
5           under this paragraph shall ensure that the Sec-  
6           retary realizes any financial benefit associated  
7           with a decrease in material or labor costs for  
8           the project.”;

9           (3) by striking subsection (c); and

10          (4) by redesignating subsections (d) and (e) as  
11          subsections (c) and (d), respectively.

12 **SEC. 407. ALLOWABLE PROJECT COSTS AND LETTERS OF**  
13 **INTENT.**

14          Section 47110 of title 49, United States Code, is  
15          amended—

16               (1) in subsection (c)—

17                       (A) in the matter preceding paragraph (1)  
18                       by striking “after May 13, 1946, and”; and

19                       (B) in paragraph (1)—

20                               (i) by inserting “or preparing for”  
21                               after “formulating”; and

22                               (ii) by inserting “utility relocation,  
23                               work site preparation,” before “and admin-  
24                               istration”;



1           (2) in subsection (d)(1) by striking “section  
2       47114(c)(1) or 47114(d)” and inserting “section  
3       47114 or distributed from the small airport fund  
4       under section 47116”;

5           (3) in subsection (e)(2)(C) by striking “com-  
6       mercial service airport having at least 0.25 percent  
7       of the boardings each year at all such airports” and  
8       inserting “medium hub airport or large hub air-  
9       port”;

10          (4) in subsection (h) by striking “section  
11       47114(d)(3)(A)” and inserting “section  
12       47114(c)(1)(D) or section 47114(d)(2)(A)”;

13          (5) by striking subsection (i).

14   **SEC. 408. SMALL AIRPORT LETTERS OF INTENT.**

15       (a) IN GENERAL.—Section 47110 of title 49, United  
16   States Code, is further amended by adding at the end the  
17   following:

18       “(i) SMALL AIRPORT LETTERS OF INTENT.—

19           “(1) IN GENERAL.—The Secretary may issue a  
20       letter of intent to a sponsor stating an intention to  
21       obligate an amount from future budget authority for  
22       an airport development project (including costs of  
23       formulating the project) at a nonhub airport or an  
24       airport that is not a primary airport. The letter shall  
25       establish a schedule under which the Secretary will

1       reimburse the sponsor for the Government’s share of  
2       allowable project costs, as amounts become available,  
3       if the sponsor, after the Secretary issues the letter,  
4       carries out the project without receiving amounts  
5       under this subchapter.

6               “(2) LIMITATIONS.—The amount the Secretary  
7       intends to obligate in a letter of intent issued under  
8       this subsection shall not exceed the larger of—

9                       “(A) the Government’s share of allowable  
10       project costs; or

11                      “(B) \$10,000,000.

12               “(3) FINANCING.—Allowable project costs  
13       under paragraph (1) may include costs associated  
14       with making payments for debt service on indebted-  
15       ness incurred to carry out the project.

16               “(4) REQUIREMENTS.—The Secretary shall  
17       only issue a letter of intent under paragraph (1) if—

18                      “(A) the sponsor notifies the Secretary, be-  
19       fore the project begins, of the sponsor’s intent  
20       to carry out the project and requests a letter of  
21       intent; and

22                      “(B) the sponsor agrees to comply with all  
23       statutory and administrative requirements that  
24       would apply to the project if it were carried out

1 with amounts made available under this sub-  
2 chapter.

3 “(5) ASSESSMENT.—In reviewing a request for  
4 a letter of intent under this subsection, the Sec-  
5 retary shall consider the grant history of an airport,  
6 the airport’s enplanements or operations, and such  
7 other factors as the Secretary determines appro-  
8 priate.

9 “(6) PRIORITIZATION.—In issuing letters of in-  
10 tent under this subsection, the Secretary shall—

11 “(A) prioritize projects that—

12 “(i) cannot reasonably be funded by  
13 an airport sponsor using funds apportioned  
14 under section 47114(c), 47114(d)(2)(A)(i),  
15 or 47114(d)(6), including funds appor-  
16 tioned under those sections in multiple fis-  
17 cal years pursuant to section 47117(b)(1);  
18 and

19 “(ii) are necessary to an airport’s con-  
20 tinued safe operation or development; and

21 “(B) structure the reimbursement sched-  
22 ules under such letters in a manner that mini-  
23 mizes unnecessary or undesirable project seg-  
24 mentation.

25 “(7) REQUIRED USE.—

1           “(A) IN GENERAL.—Beginning in fiscal  
2           year 2028, and in each fiscal year thereafter,  
3           the 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  
11          the requirements of paragraph (4). Upon such  
12          waiver, the Secretary shall provide a briefing to  
13          the Committee on Transportation and Infra-  
14          structure of the House of Representatives and  
15          the Committee on Commerce, Science, and  
16          Transportation of the Senate on the reasons  
17          contributing to the need for such waiver and  
18          the actions the Secretary intends to take to en-  
19          sure that there are sufficient letter of intent re-  
20          quests that meet the requirements of paragraph  
21          (4) in the fiscal year succeeding the fiscal year  
22          for which the Secretary issued such waiver.

23          “(C) RESTRICTION.—The total estimated  
24          amount of future Government obligations cov-  
25          ered by all outstanding letters of intent under

1 paragraph (1) may not be more than the  
2 amount authorized to carry out section 48103  
3 of this title, less an amount reasonably esti-  
4 mated by the Secretary to be needed for grants  
5 under section 48103 that are not covered by a  
6 letter.

7 “(8) NO OBLIGATION OR COMMITMENT.—A let-  
8 ter of intent issued under this subsection is not an  
9 obligation of the Government under section 1501 of  
10 title 31, and the letter is not deemed to be an ad-  
11 ministrative commitment for financing. An obliga-  
12 tion or administrative commitment may be made  
13 only as amounts are provided in authorization and  
14 appropriation laws.

15 “(9) LIMITATION ON STATUTORY CONSTRUC-  
16 TION.—Nothing in this section shall be construed to  
17 prohibit the obligation of amounts pursuant to a let-  
18 ter of intent under this subsection in the same fiscal  
19 year as the letter of intent is issued.”.

20 (b) CONFORMING AMENDMENTS.—

21 (1) LETTERS OF INTENT.—Section 47110(e)(7)  
22 of title 49, United States Code, is amended by strik-  
23 ing “under this section” and inserting “under this  
24 subsection”.

1           (2) PRIORITY FOR LETTERS OF INTENT.—Sec-  
2           tion 47115(h) of title 49, United States Code, is  
3           amended by inserting “prior to fulfilling intentions  
4           to obligate under section 47110(i)” after “section  
5           47110(e)”.

6   **SEC. 409. PROHIBITION ON USE OF AIP FUNDS TO PRO-**  
7                   **CURE CERTAIN PASSENGER BOARDING**  
8                   **BRIDGES.**

9           Section 47110 of title 49, United States Code, is fur-  
10          ther amended by adding at the end the following:

11          “(j) ADDITIONAL NONALLOWABLE COSTS.—

12               “(1) IN GENERAL.—A cost is not an allowable  
13               airport development project cost under this chapter  
14               if the cost relates to a contract for procurement or  
15               installation of a passenger boarding bridge if the  
16               contract is with an entity on the list required under  
17               paragraph (2).

18               “(2) REQUIRED LIST.—Not later than 30 days  
19               after the date of enactment of this subsection, the  
20               Secretary shall, based on information provided by  
21               the United States Trade Representative and the At-  
22               torney General, publish and annually update a list of  
23               entities manufacturing airport passenger boarding  
24               bridges—

1           “(A) that are owned, directed, or sub-  
2           sidized by the People’s Republic of China; and

3           “(B) that—

4                   “(i) have been determined by a Fed-  
5                   eral court to have misappropriated intellec-  
6                   tual property or trade secrets from an enti-  
7                   ty organized under the laws of the United  
8                   States or any jurisdiction within the  
9                   United States; or

10                   “(ii) own or control, are owned or  
11                   controlled by, are under common owner-  
12                   ship or control with, or are successors to,  
13                   an entity described in clause (i).”.

14   **SEC. 410. FUEL INFRASTRUCTURE.**

15       Section 47110 of title 49, United States Code, is fur-  
16   ther amended by adding at the end the following:

17       “(k) FUEL INFRASTRUCTURE.—

18           “(1) IN GENERAL.—Notwithstanding any other  
19       provision of law, the Secretary may decide that cov-  
20       ered costs are allowable for an airport development  
21       project at a primary or nonprimary airport where  
22       such costs are paid for with funds apportioned to  
23       the sponsor of such airport under section 47114 or  
24       provided pursuant to section 47115.

1           “(2) PRIORITIZATION.—If the Secretary makes  
2           grants from the discretionary fund under section  
3           47115 for covered costs, the Secretary shall  
4           prioritize providing such grants to general aviation  
5           airports.

6           “(3) COVERED COSTS DEFINED.—In this sub-  
7           section, the term ‘covered costs’—

8                   “(A) means construction costs related to  
9                   an airport-owned—

10                           “(i) aeronautical fueling system for  
11                           unleaded fuel; and

12                           “(ii) fueling systems for type certifi-  
13                           cated hydrogen-powered aircraft; and

14                   “(B) may include capital costs for fuel  
15                   farms and other equipment and infrastructure  
16                   used for the delivery and storage of fuel.”.

17 **SEC. 411. APPORTIONMENTS.**

18           (a) PRIMARY, COMMERCIAL SERVICE, AND CARGO  
19 AIRPORTS.—

20                   (1) PRIMARY AND COMMERCIAL SERVICE AIR-  
21 PORTS.—Section 47114(c)(1) of title 49, United  
22 States Code, is amended to read as follows:

23                   “(1) PRIMARY AND COMMERCIAL SERVICE AIR-  
24 PORTS.—



1           “(A) PRIMARY AIRPORT APPORTION-  
2           MENT.—The Secretary shall apportion to the  
3           sponsor of each primary airport for each fiscal  
4           year an amount equal to—

5                   “(i) \$15.60 for each of the first  
6                   50,000 passenger boardings at the airport  
7                   during the prior calendar year;

8                   “(ii) \$10.40 for each of the next  
9                   50,000 passenger boardings at the airport  
10                  during the prior calendar year;

11                  “(iii) \$5.20 for each of the next  
12                  400,000 passenger boardings at the airport  
13                  during the prior calendar year;

14                  “(iv) \$1.30 for each of the next  
15                  500,000 passenger boardings at the airport  
16                  during the prior calendar year; and

17                  “(v) \$1.00 for each additional pas-  
18                  senger boarding at the airport during the  
19                  prior calendar year.

20           “(B) MINIMUM AND MAXIMUM APPORTION-  
21           MENTS.—Not less than \$1,300,000 nor more  
22           than \$22,000,000 may be apportioned under  
23           subparagraph (A) to an airport sponsor for a  
24           primary airport for each fiscal year.

1           “(C) NEW AIRPORT.—Notwithstanding  
2           subparagraph (A), the Secretary shall apportion  
3           in the first fiscal year following the official  
4           opening of a new airport with scheduled pas-  
5           senger air transportation an amount equal to  
6           \$1,300,000 to the sponsor of such airport.

7           “(D) NONPRIMARY COMMERCIAL SERVICE  
8           AIRPORT APPORTIONMENT.—

9           “(i) IN GENERAL.—The Secretary  
10          shall apportion to each commercial service  
11          airport that is not a primary airport an  
12          amount equal to—

13               “(I) \$60 for each of the first  
14               2,500 passenger boardings at the air-  
15               port during the prior calendar year;  
16               and

17               “(II) \$153.33 for each of the  
18               next 7,499 passenger boardings at the  
19               airport during the prior calendar year.

20           “(ii) APPLICABILITY.—Paragraphs (4)  
21          and (5) of subsection (d) shall apply to  
22          funds apportioned under this subpara-  
23          graph.

24           “(E) SPECIAL RULE FOR AIR RESERVE  
25          STATIONS.—Notwithstanding section 47102,

1 the Secretary shall consider a public-use airport  
2 that is co-located with an air reserve station to  
3 be a primary airport for purposes of this chap-  
4 ter.

5 “(F) SPECIAL RULE FOR FISCAL YEARS  
6 2024 AND 2025.—Notwithstanding any other  
7 provision of this paragraph or the absence of  
8 scheduled passenger service at an airport, the  
9 Secretary shall apportion in fiscal years 2024  
10 and 2025 to the sponsor of an airport an  
11 amount based on the number of passenger  
12 boardings at the airport during whichever of  
13 the following years that would result in the  
14 highest apportioned amount under this para-  
15 graph:

16 “(i) Calendar year 2018.

17 “(ii) Calendar year 2019.

18 “(iii) The prior full calendar year  
19 prior to the current fiscal year.”.

20 (2) CARGO AIRPORTS.—Section 47114(c)(2) of  
21 title 49, United States Code, is amended—

22 (A) in subparagraph (A)—

23 (i) by striking “3.5” and inserting  
24 “4”; and

1 (ii) by striking “100,000,000 pounds”  
2 and inserting “25,000,000 pounds”;  
3 (B) by striking subparagraph (C); and  
4 (C) by redesignating subparagraphs (D)  
5 and (E) as subparagraphs (C) and (D), respec-  
6 tively.

7 (b) GENERAL AVIATION AIRPORTS.—Section  
8 47114(d) of title 49, United States Code, is amended—  
9 (1) in paragraph (3)—

10 (A) in the heading by striking “SPECIAL  
11 RULE” and inserting “APPORTIONMENT”;

12 (B) by striking “excluding primary air-  
13 ports but including reliever and nonprimary  
14 commercial service airports” each place it ap-  
15 pears and inserting “excluding commercial serv-  
16 ice airports but including reliever airports”;

17 (C) in the matter preceding subparagraph  
18 (A) by striking “20 percent” and inserting “25  
19 percent”; and

20 (D) by striking subparagraphs (C) and (D)  
21 and inserting the following:

22 “(C) An airport that has previously been  
23 listed as unclassified under the national plan of  
24 integrated airport systems that has reestab-  
25 lished the classified status of such airport as of

1 the date of apportionment shall be eligible to  
2 accrue apportionment funds pursuant to sub-  
3 paragraph (A) so long as such airport retains  
4 such classified status.”;

5 (2) in paragraph (4)—

6 (A) in the heading by striking “AIRPORTS  
7 IN ALASKA, PUERTO RICO, AND HAWAII” and in-  
8 serting “AIRPORTS IN NONCONTIGUOUS  
9 STATES AND TERRITORIES”;

10 (B) by striking “An amount apportioned  
11 under paragraph (2) or (3)” and inserting the  
12 following:

13 “(A) ALASKA, PUERTO RICO, AND HA-  
14 WAII.—An amount apportioned under this sub-  
15 section”; and

16 (C) by adding at the end the following:

17 “(B) OTHER TERRITORIES.—An amount  
18 apportioned under paragraph (2)(B)(i) may be  
19 made available by the Secretary for any public-  
20 use airport in Guam, American Samoa, the  
21 Commonwealth of the Northern Mariana Is-  
22 lands, and the United States Virgin Islands if  
23 the Secretary determines that there are insuffi-  
24 cient qualified grant applications for projects at  
25 airports that are otherwise eligible for funding

1 under that paragraph. The Secretary shall  
2 prioritize the use of such amounts in the terri-  
3 tory the amount was originally apportioned  
4 in.”;

5 (3) in paragraph (5) by inserting “or subsection  
6 (c)(1)(D)” after “under this subsection”;

7 (4) in paragraph (6)—

8 (A) by striking “provision of this sub-  
9 section” and inserting “provision of this sec-  
10 tion”; and

11 (B) by inserting “or subsection (c)(1)(D)”  
12 after “under this subsection”;

13 (5) by striking paragraph (2); and

14 (6) by redesignating paragraphs (3) through  
15 (7) as paragraphs (2) through (6), respectively.

16 (c) CONFORMING AMENDMENT.—Section  
17 47106(a)(7) of title 49, United States Code, is amended  
18 by striking “section 47114(d)(3)(B)” and inserting “sec-  
19 tion 47114(d)(2)(B)”

20 **SEC. 412. PFC TURNBACK REDUCTION.**

21 Section 47114(f) of title 49, United States Code, is  
22 amended—

23 (1) in paragraph (1)—

24 (A) by striking “sponsor of an airport hav-  
25 ing at least .25 percent of the total number of

1 boardings each year in the United States and”  
2 and inserting “sponsor of a medium or large  
3 hub airport”; and

4 (B) in subparagraph (B) by striking “75  
5 percent” and inserting “60 percent” each place  
6 it appears; and

7 (2) by striking paragraphs (2) and (3) and in-  
8 serting the following:

9 “(2) EFFECTIVE DATE OF REDUCTION.—

10 “(A) NEW CHARGE COLLECTION.—A re-  
11 duction in an apportionment under paragraph  
12 (1) shall not take effect until the first fiscal  
13 year following the year in which the collection  
14 of the charge imposed under section 40117 has  
15 begun.

16 “(B) NEW CATEGORIZATION.—A reduction  
17 in an apportionment under paragraph (1) shall  
18 only be applied to an airport if such airport has  
19 been designated as a medium or large hub air-  
20 port for 3 consecutive years.”.

21 **SEC. 413. TRANSFER OF AIP SUPPLEMENTAL FUNDS TO**  
22 **FORMULA PROGRAM.**

23 Section 47115(j) of title 49, United States Code, is  
24 amended—

1           (1) in paragraph (3) by striking subparagraph  
2           (B) and inserting the following:

3                   “(B) MINIMUM ALLOCATION.—Not more  
4                   than 25 percent of the amounts available under  
5                   this subsection shall be used to provide grants  
6                   at nonhub and small hub airports.

7                   “(C) PRIORITIZATION.—In making grants  
8                   under this subsection, the Secretary shall  
9                   prioritize projects that reduce runway incur-  
10                  sions or increase runway or taxiway safety.”;

11           (2) in paragraph (4)(A) by striking clause (v)  
12           and inserting the following:

13                   “(v) \$1,110,000,000 for fiscal year  
14                   2023.

15                   “(vi) \$100,000,000 for fiscal year  
16                   2024.

17                   “(vii) \$100,000,000 for fiscal year  
18                   2025.

19                   “(viii) \$100,000,000 for fiscal year  
20                   2026.

21                   “(ix) \$100,000,000 for fiscal year  
22                   2027.

23                   “(x) \$100,000,000 for fiscal year  
24                   2028.”; and



1           (3) in paragraph (4)(B) by striking “2 fiscal  
2       years” and inserting “3 fiscal years”.

3 **SEC. 414. SMALL AIRPORT FUND.**

4       Section 47116 of title 49, United States Code, is  
5 amended—

6           (1) in subsection (b) by striking paragraphs (1)  
7       and (2) and inserting the following:

8           “(1) Not more than 25 percent for grants for  
9       projects at small hub airports.

10          “(2) Not less than 25 percent for grants to  
11       sponsors of public-use airports (except commercial  
12       service airports).

13          “(3) Not less than 50 percent for grants to  
14       sponsors of commercial service airports that are not  
15       larger than a nonhub airport.”;

16          (2) in subsection (d)—

17               (A) by striking paragraph (2); and

18               (B) by redesignating paragraph (3) as  
19       paragraph (2); and

20          (3) by striking subsections (e) and (f) and in-  
21       serting the following:

22          “(e) GENERAL AVIATION HANGARS AND TRANSIENT  
23       APRONS.—In distributing amounts from the fund de-  
24       scribed in subsection (a) to sponsors described in sub-  
25       section (b)(2) and (b)(3)—

1           “(1) 5 percent of each amount shall be used for  
2       projects to construct aircraft hangars that are not  
3       larger than 5,000 square feet; and

4           “(2) 5 percent of each amount shall be used for  
5       projects to construct or rehabilitate aprons intended  
6       to be used for itinerant general aviation aircraft  
7       parking.”.

8   **SEC. 415. REVISION OF DISCRETIONARY CATEGORIES.**

9       Section 47117 of title 49, United States Code, is  
10   amended—

11           (1) in subsection (b)(2)—

12               (A) in subparagraph (A)(i) by striking “or  
13       (3)(A), whichever is applicable”; and

14               (B) in subparagraph (B)—

15                   (i)       by       striking       “section  
16       47114(d)(3)(A)” and inserting “section  
17       47114(d)(2)(A)”; and

18                   (ii)       by       striking       “section  
19       47114(d)(3)(B)” and inserting “section  
20       47114(d)(2)(B)”; and

21           (2)   in   subsection   (c)(2)   by   striking  
22       “47114(d)(3)(A)” and inserting “47114(d)(2)(A)”; and

23           (3) in subsection (d)—

1 (A) in paragraph (1) by striking “section  
2 47114(d)(2)(A) of this title” and inserting  
3 “section 47114(d)(2)(B)(i)”; and  
4 (B) in paragraph (2)—  
5 (i) by striking “section  
6 47114(d)(2)(B) or (C)” and inserting  
7 “section 47114(d)(2)(B)(ii) or (iii)” in  
8 each place it appears; and  
9 (ii) by striking “of this title”;  
10 (4) in subsection (e)—  
11 (A) in paragraph (1)—  
12 (i) in subparagraph (A)—  
13 (I) by striking “\$300,000,000”  
14 and inserting “\$200,000,000”;  
15 (II) by striking “for compatible  
16 land use planning and projects carried  
17 out by State and local governments  
18 under section 47141,”;  
19 (III) by striking “section  
20 47102(3)(Q)” and inserting “subpara-  
21 graphs (O) through (Q) of section  
22 47102(3)”;  
23 (IV) by striking “to comply with  
24 the Clean Air Act (42 U.S.C. 7401 et  
25 seq.)”; and

1 (V) by adding at the end the fol-  
2 lowing: “The Secretary shall provide  
3 not less than two-thirds of amounts  
4 under this subparagraph and para-  
5 graph (3) for grants to sponsors of  
6 small hub, medium hub, and large  
7 hub airports.”; and

8 (ii) by striking subparagraph (C); and  
9 (B) by striking paragraph (3) and insert-  
10 ing the following:

11 “(3) SPECIAL RULE.—Beginning in fiscal year  
12 2025, if the amount made available under paragraph  
13 (1)(A) was not equal to or greater than  
14 \$150,000,000 in the preceding fiscal year, the Sec-  
15 retary shall issue grants for projects eligible under  
16 paragraph (1)(A) from apportionments made under  
17 section 47114 that are not required during the fiscal  
18 year to fund a grant for which such apportionments  
19 may be used in an amount that is not less than—

20 “(A) \$150,000,000; minus

21 “(B) the amount made available under  
22 paragraph (1)(A) in the preceding fiscal year.”;  
23 and

1           (5) in subsection (f)(1) by striking “Subject to  
2       paragraph (2)” and inserting “Subject to paragraph  
3       (2) and except as provided in section 47116(a)(2)”.

4   **SEC. 416. TERMINAL DEVELOPMENT.**

5       Section 47119 of title 49, United States Code, is  
6   amended—

7           (1) in subsection (a)—

8               (A) in paragraph (1) by striking “in a non-  
9       revenue-producing public-use area of a commer-  
10      cial service airport” and all that follows through  
11      “of the Government” and inserting the fol-  
12      lowing: “at an airport if the sponsor certifies  
13      that the airport, on the date the grant applica-  
14      tion is submitted to the Secretary, has—

15              “(A) that any necessary airport develop-  
16      ment project affecting airport safety, security,  
17      or capacity will not be deferred if the Secretary  
18      approves a terminal development project under  
19      this section; and

20              “(B) provided for access by passengers to  
21      the area of the airport for boarding or exiting  
22      aircraft that are not air carrier aircraft.”; and

23              (B) in paragraph (2) by striking “parking  
24      lot if” and all that follows through “Secretary’s  
25      approval” and inserting “parking lot”;

1 (2) by striking subsections (b), (e) and (f);

2 (3) by redesignating subsection (c) and (d) as  
3 subsections (b) and (c), respectively; and

4 (4) in subsection (b) (as so redesignated) by  
5 striking paragraphs (1) through (5) and inserting  
6 the following:

7 “(1) any part of amounts apportioned to an air-  
8 port sponsor under subsection (c) or (d) of section  
9 47114 to pay project costs allowable under sub-  
10 section (a);

11 “(2) on the approval of the Secretary, any part  
12 of amounts that may be distributed for the fiscal  
13 year from the discretionary fund established under  
14 section 47115 to the sponsor of an airport to pay  
15 project costs allowable under subsection (a);

16 “(3) on the approval of the Secretary, any part  
17 of amounts that may be distributed for the fiscal  
18 year from the small airport fund established under  
19 section 47116 to the sponsor of an airport eligible  
20 to receive funds under section 47116 to pay project  
21 costs allowable under subsection (a);”.

22 **SEC. 417. STATE BLOCK GRANT PROGRAM.**

23 (a) OFFSETTING ADMINISTRATIVE EXPENSES BUR-  
24 DEN ON STATES.—Section 47109(a)(2) of title 49, United

1 States Code, is amended by striking “90 percent” and in-  
2 serting “91 percent”.

3 (b) TRAINING.—Section 47128 of title 49, United  
4 States Code, is amended by adding at the end the fol-  
5 lowing:

6 “(e) TRAINING FOR PARTICIPATING STATES.—

7 “(1) IN GENERAL.—The Secretary shall provide  
8 to each State participating in the block grant pro-  
9 gram under this section training or updated training  
10 materials for the administrative responsibilities as-  
11 sumed by the State under such program at no cost  
12 to the State.

13 “(2) TIMING.—The training or updated train-  
14 ing materials provided under paragraph (1) shall be  
15 provided at least once during each 2-year period and  
16 at any time there is a material change in the pro-  
17 gram.”.

18 (c) ADMINISTRATION.—Section 47128 of title 49,  
19 United States Code, is further amended by adding at the  
20 end the following:

21 “(f) ADMINISTRATION.—

22 “(1) ROLES AND RESPONSIBILITIES.—The Sec-  
23 retary and any State that participates in the block  
24 grant program under this section shall mutually  
25 agree to a memorandum of agreement that contains

1 a description of all roles and responsibilities of the  
2 Secretary and such State under such program.

3 “(2) PROGRAM DOCUMENTATION.—Any grant  
4 agreement providing funds to be administered under  
5 such program shall be consistent with the most re-  
6 cently executed memorandum of agreement pursuant  
7 to paragraph (1), as may be amended, between such  
8 State and the Secretary.

9 “(3) CHANGE IN LAW.—Paragraph (2) shall  
10 not apply to the extent that an Act enacted after an  
11 executed memorandum of agreement that amends  
12 this chapter or alters the administration of block  
13 grant program under this section necessitates a revi-  
14 sion to a grant agreement.

15 “(4) INFORMATION REQUIRED.—The Secretary  
16 shall only require from a State the same documenta-  
17 tion, type of information, and level of detail for any  
18 action, including the execution of grant agreement,  
19 that the Secretary would produce with respect to  
20 such action if the State did not participate in the  
21 program.”.

22 **SEC. 418. INNOVATIVE FINANCING TECHNIQUES.**

23 Section 47135 of title 49, United States Code, is  
24 amended—



1           (1) by striking subsections (a) and (b) and in-  
2       serting the following:

3       “(a) AUTHORITY.—

4           “(1) IN GENERAL.—The Secretary of Transpor-  
5       tation may approve an application by an airport  
6       sponsor to use grants received under this subchapter  
7       for innovative financing techniques related to an air-  
8       port development project that is located at an air-  
9       port that is not a large hub airport.

10          “(2) APPROVAL.—The Secretary may approve  
11       not more than 30 applications described under para-  
12       graph (1) in a fiscal year.

13          “(b) PURPOSES.—The purpose of grants made under  
14       this section shall be to—

15           “(1) provide information on the benefits and  
16       difficulties of using innovative financing techniques  
17       for airport development projects;

18           “(2) lower the total cost of an airport develop-  
19       ment project; or

20           “(3) expedite the delivery or completion of an  
21       airport development project without reducing safety  
22       or causing environmental harm.”; and

23          (2) in subsection (c)(2)—

24           (A) in subparagraph (C) by striking “and”  
25       at the end;

1 (B) in subparagraph (D) by striking the  
2 period at the end and inserting “; and”; and  
3 (C) by adding at the end the following:  
4 “(E) any other techniques that the Sec-  
5 retary determines are consistent with the pur-  
6 poses of this section.”.

7 **SEC. 419. LONG-TERM MANAGEMENT PLANS.**

8 Section 47136(c) of title 49, United States Code is  
9 amended—

10 (1) by striking “applicants that will” and in-  
11 serting the following: “applicants that—

12 “(1) will”;

13 (2) by striking the period at the end and insert-  
14 ing “; and”; and

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

16 “(2) provide a long-term management plan for  
17 eligible vehicles and equipment that includes the ex-  
18 isting and future infrastructure requirements of the  
19 airport related to such vehicles and equipment.”.

20 **SEC. 420. ALTERNATIVE PROJECT DELIVERY.**

21 (a) IN GENERAL.—Section 47142 of title 49, United  
22 States Code, is amended—

23 (1) in the section heading by striking “**De-**  
24 **sign-build contracting**” and inserting “**Alter-**  
25 **native project delivery**”;

1 (2) in subsection (a)—

2 (A) in the matter preceding paragraph

3 (1)—

4 (i) by striking “Administrator of the

5 Federal Aviation Administration” and in-

6 serting “Secretary of Transportation”; and

7 (ii) by striking “award a design-build”

8 and inserting “award a covered project de-

9 livery”;

10 (B) in paragraph (2) by striking “design-

11 build” and inserting “covered project delivery”;

12 and

13 (C) in paragraph (4) by striking “design-

14 build contract will” and inserting “covered

15 project delivery contract is projected to”; and

16 (3) by striking subsection (c) and inserting the

17 following:

18 “(c) COVERED PROJECT DELIVERY CONTRACT DE-

19 FINED.—In this section, the term ‘covered project delivery

20 contract’ means—

21 “(1) an agreement that provides for both design

22 and construction of a project by a contractor; or

23 “(2) a single contract for the delivery of a

24 whole project that—

1 “(A) includes, at a minimum, the sponsor,  
2 builder, and architect-engineer as parties that  
3 are subject to the terms of the contract;

4 “(B) aligns the interests of all the parties  
5 to the contract with respect to the project costs  
6 and project outcomes; and

7 “(C) includes processes to ensure trans-  
8 parency and collaboration among all parties to  
9 the contract relating to project costs and  
10 project outcomes.”.

11 (b) CLERICAL AMENDMENT.—The analysis for chap-  
12 ter 471 of title 49, United States Code, is amended by  
13 striking the item relating to section 47142 and inserting  
14 the following:

“47142. Alternative project delivery.”.

15 **SEC. 421. NONMOVEMENT AREA SURVEILLANCE SURFACE**  
16 **DISPLAY SYSTEMS PILOT PROGRAM.**

17 Section 47143(c) of title 49, United States Code, is  
18 amended by striking “2023” and inserting “2028”.

19 **SEC. 422. REPEAL OF OBSOLETE CRIMINAL PROVISIONS.**

20 Section 47306 of title 49, United States Code, and  
21 the item relating to such section in the analysis for chap-  
22 ter 473 of such title, are repealed.

1 **SEC. 423. LIMITATION ON CERTAIN ROLLING STOCK PRO-**  
2 **CUREMENTS.**

3 (a) IN GENERAL.—Section 50101 of title 49, United  
4 States Code, is amended—

5 (1) by striking “(except section 47127)” each  
6 place it appears; and

7 (2) by adding at the end the following:

8 “(d) LIMITATION ON CERTAIN ROLLING STOCK PRO-  
9 CUREMENTS.—

10 “(1) IN GENERAL.—Financial assistance made  
11 available under the provisions described in sub-  
12 section (a) shall not be used in awarding a contract  
13 or subcontract to an entity on or after the date of  
14 enactment of this subsection for the procurement of  
15 rolling stock for use in an airport-related project if  
16 the manufacturer of the rolling stock—

17 “(A) is incorporated in or has manufac-  
18 turing facilities in the United States; and

19 “(B) is owned or controlled by, is a sub-  
20 sidiary of, or is otherwise related legally or fi-  
21 nancially to a corporation based in a country  
22 that—

23 “(i) is identified as a nonmarket econ-  
24 omy country (as defined in section 771(18)  
25 of the Tariff Act of 1930 (19 U.S.C.

1 1677(18))) as of the date of enactment of  
2 this subsection;

3 “(ii) was identified by the United  
4 States Trade Representative in the most  
5 recent report required by section 182 of  
6 the Trade Act of 1974 (19 U.S.C. 2242)  
7 as a foreign country included on the pri-  
8 ority watch list defined in subsection (g)(3)  
9 of that section; and

10 “(iii) is subject to monitoring by the  
11 Trade Representative under section 306 of  
12 the Trade Act of 1974 (19 U.S.C. 2416).

13 “(2) EXCEPTION.—

14 “(A) IN GENERAL.—For purposes of para-  
15 graph (1), the term ‘otherwise related legally or  
16 financially’ does not include—

17 “(i) a minority relationship or invest-  
18 ment; or

19 “(ii) relationship with or investment  
20 in a subsidiary, joint venture, or other en-  
21 tity based in a country described in para-  
22 graph (1)(B) that does not export rolling  
23 stock or components of rolling stock for  
24 use in the United States.

1                   “(B) CORPORATION BASED IN PEOPLE’S  
2                   REPUBLIC OF CHINA.—Notwithstanding sub-  
3                   paragraph (A)(i), for purposes of paragraph  
4                   (1), the term ‘otherwise related legally or finan-  
5                   cially’ includes a minority relationship or invest-  
6                   ment if the relationship or investment involves  
7                   a corporation based in the People’s Republic of  
8                   China.

9                   “(3) INTERNATIONAL AGREEMENTS.—This sub-  
10                  section shall be applied in a manner consistent with  
11                  the obligations of the United States under inter-  
12                  national agreements.”.

13               (b) CONFORMING AMENDMENTS.—

14               (1) RESTRICTING CONTRACT AWARDS BECAUSE  
15               OF DISCRIMINATION AGAINST UNITED STATES  
16               GOODS OR SERVICES.—Section 50102 of title 49,  
17               United States Code, is amended by striking “(except  
18               section 47127)”.

19               (2) RESTRICTION ON AIRPORT PROJECTS USING  
20               PRODUCTS OR SERVICES OF FOREIGN COUNTRIES  
21               DENYING FAIR MARKET OPPORTUNITIES.—Section  
22               50104(b) of title 49, United States Code, is amend-  
23               ed by striking “(except section 47127)”.

24               (3) FRAUDULENT USE OF MADE IN AMERICA  
25               LABEL.—Section 50105 of title 49, United States

1 Code, is amended by striking “(except section  
2 47127)”.

3 **SEC. 424. REGULATORY APPLICATION.**

4 Section 40113(f) of title 49, United States Code, is  
5 amended—

6 (1) by inserting “or in administering the Air-  
7 port Improvement Program under chapter 471”  
8 after “Code of Federal Regulations,”; and

9 (2) by inserting “or administrative” after “reg-  
10 ulatory”.

11 **SEC. 425. NATIONAL PRIORITY SYSTEM FORMULAS.**

12 (a) IN GENERAL.—Not later than 1 year after the  
13 date of enactment of this Act, the Secretary of Transpor-  
14 tation shall review and update the National Priority Sys-  
15 tem prioritization formulas contained in Federal Aviation  
16 Administration Order 5090.5 to account for the amend-  
17 ments to chapter 471 of title 49, United States Code,  
18 made by this Act.

19 (b) REQUIRED CONSULTATION.—In revising the for-  
20 mulas under subsection (a), the Secretary shall consult  
21 with representatives of the following:

22 (1) Primary airports, including large, medium,  
23 small, and nonhub airports.

24 (2) Non-primary airports, including general  
25 aviation airports.



1           (3) Airport trade associations, including trade  
2           associations representing airport executives.

3           (4) State aviation officials, including associa-  
4           tions representing such officials.

5           (5) Air carriers, including mainline, regional,  
6           and low cost air carriers.

7           (6) Associations representing air carriers.

8           (c) **PRIORITY PROJECTS.**—In revising the formulas  
9           under subsection (a), the Secretary shall assign the high-  
10          est priority to projects that increase or maintain the safe-  
11          ty, efficiency, and capacity of the aviation system.

12       **SEC. 426. MINORITY AND DISADVANTAGED BUSINESS PAR-**  
13               **TICIPATION.**

14          (a) **FINDINGS.**—Congress finds the following:

15               (1) While significant progress has occurred due  
16               to the establishment of the airport disadvantaged  
17               business enterprise program and the airport conces-  
18               sions disadvantaged business enterprise program  
19               under sections 47113 and 47107(e) of title 49,  
20               United States Code, respectively, discrimination and  
21               related barriers continue to pose significant obstacles  
22               for minority- and women-owned businesses seeking  
23               to do business in airport-related markets across the  
24               Nation.

1           (2) Congress has received and reviewed testi-  
2       mony and documentation of race and gender dis-  
3       crimination from numerous sources, including con-  
4       gressional hearings and roundtables, scientific re-  
5       ports, reports issued by public and private agencies,  
6       news stories, reports of discrimination by organiza-  
7       tions and individuals, and discrimination lawsuits.  
8       Such testimony and documentation show that race-  
9       and gender-neutral efforts alone are insufficient to  
10      address the problem.

11          (3) The testimony and documentation described  
12      in paragraph (2) demonstrate that race and gender  
13      discrimination poses a barrier to full and fair par-  
14      ticipation in airport-related businesses of women  
15      business owners and minority business owners in the  
16      racial groups detailed in parts 23 and 26 of title 49,  
17      Code of Federal Regulations, and has impacted firm  
18      development and other aspects of airport-related  
19      business in the public and private markets.

20          (4) The testimony and documentation described  
21      in paragraph (2) provide a strong basis that there  
22      is a compelling need for the continuation of the air-  
23      port disadvantaged business enterprise program and  
24      the airport concessions disadvantaged business en-

1       terprise program to address race and gender dis-  
2       crimination in airport-related business.

3       (b) SUPPORTIVE SERVICES.—Section 47113 of title  
4 49, United States Code, is amended by adding at the end  
5 the following:

6       “(f) SUPPORTIVE SERVICES.—

7               “(1) IN GENERAL.—The Secretary of Transpor-  
8       tation, in coordination with the Administrator of the  
9       Federal Aviation Administration, may, at the re-  
10      quest of an airport sponsor, provide assistance under  
11      a grant issued under this subchapter to develop, con-  
12      duct, and administer training programs and assist-  
13      ance programs in connection with any airport im-  
14      provement project subject to part 26 of title 49,  
15      Code of Federal Regulations, for small business con-  
16      cerns referred to in subsection (b) to achieve pro-  
17      ficiency to compete, on an equal basis for contracts  
18      and subcontracts related to such projects.

19              “(2) ELIGIBLE ENTITIES.—An entity eligible to  
20      receive assistance under this section is—

21                      “(A) a State;

22                      “(B) a political subdivision of a State or  
23      local government;

24                      “(C) a Tribal government;

25                      “(D) an airport sponsor;

1 “(E) a metropolitan planning organization;

2 “(F) a group of entities described in sub-  
3 paragraphs (A) through (E); or

4 “(G) any other organization considered ap-  
5 propriate by the Secretary.”.

6 **SEC. 427. AIRPORT ACCESS ROADS IN REMOTE LOCATIONS.**

7 Section 162 of the FAA Reauthorization Act of 2018  
8 (49 U.S.C. 47102 note) is amended in the matter pre-  
9 ceding paragraph (1) by striking “2023” and inserting  
10 “2028”.

11 **SEC. 428. LIMITED REGULATION OF NONFEDERALLY SPON-**  
12 **SORED PROPERTY.**

13 Section 163 of the FAA Reauthorization Act of 2018  
14 (49 U.S.C. 47107) is amended—

15 (1) by striking subsection (a) and inserting the  
16 following:

17 “(a) IN GENERAL.—

18 “(1) LIMITED REGULATION.—Except as pro-  
19 vided in subsection (b), the Secretary of Transpor-  
20 tation may not require an airport to seek approval  
21 for (including in the submission of an airport layout  
22 plan), or directly or indirectly regulate (including  
23 through any grant assurance)—

24 “(A) the acquisition, use, lease, encum-  
25 brance, transfer, or disposal of land (including

1 any portion of such land) by an airport sponsor;

2 or

3 “(B) the construction, development, im-  
4 provement, use, or removal of any facility (in-  
5 cluding any portion of such facility) upon such  
6 land.

7 “(2) BURDEN OF DEMONSTRATING APPLICA-  
8 BILITY.—The burden of demonstrating the non-  
9 applicability of paragraph (1), or the applicability of  
10 an exception under subsection (b), shall be on the  
11 Secretary.”;

12 (2) in subsection (b)—

13 (A) in paragraph (1)—

14 (i) in the matter preceding subpara-  
15 graph (A) by striking “regulation” and in-  
16 serting “law, regulation, or grant assur-  
17 ance”; and

18 (ii) in subparagraph (A) by striking  
19 “aircraft operations” and inserting “air-  
20 craft operations that occur or are projected  
21 to occur at an airport as described in an  
22 airport’s master plan”;

23 (B) in paragraph (2) by striking “facility”  
24 and inserting “facility that the Secretary dem-  
25 onstrates was”; and

1 (C) in paragraph (3) by striking “con-  
2 tained” and inserting “that the Secretary dem-  
3 onstrates is contained”; and

4 (3) by striking subsection (c) and inserting the  
5 following:

6 “(c) RULE OF CONSTRUCTION.—Nothing in this sec-  
7 tion shall be construed—

8 “(1) to affect the applicability of sections  
9 47107(b) or 47133 of title 49, United States Code,  
10 to revenues generated by the use, lease, encum-  
11 brance, transfer, or disposal of land under sub-  
12 section (a), facilities upon such land, or any portion  
13 of such land or facilities; or

14 “(2) to limit the Secretary’s authority to ap-  
15 prove or regulate airport projects (or portions of air-  
16 port projects) that are not subject to the provisions  
17 of subsection (a).”.

18 **SEC. 429. MOTORCOACH ENPLANEMENT PILOT PROGRAM.**

19 With respect to fiscal years 2024 through 2028, pas-  
20 sengers who board a motorcoach at an airport that is char-  
21 tered or provided by an air carrier to transport such pas-  
22 sengers to another airport at which the passengers board  
23 an aircraft in service in air commerce, that entered the  
24 sterile area of the airport at which such passengers ini-  
25 tially boarded the motorcoach, shall be deemed to be in-

1 cluded under the term “passenger boardings” in section  
2 47102 of title 49, United States Code.

3 **SEC. 430. POPULOUS COUNTIES WITHOUT AIRPORTS.**

4 Notwithstanding any other provision of law, the Sec-  
5 retary of Transportation may not deny inclusion in the  
6 national plan of integrated airport systems maintained  
7 under section 47103 of title 49, United States Code, to  
8 an airport or proposed airport if the airport or proposed  
9 airport—

10 (1) is located in the most populous county (as  
11 such term is defined in section 2 of title 1, United  
12 States Code) of a State that does not have an air-  
13 port listed in the national plan;

14 (2) has an airport sponsor that was established  
15 before January 1, 2017;

16 (3) is located more than 15 miles away from  
17 another airport listed in the national plan;

18 (4) demonstrates how the airport will meet the  
19 operational activity required, through a forecast vali-  
20 dated by the Secretary, within the first 10 years of  
21 operation;

22 (5) meets Federal Aviation Administration air-  
23 port design standards;

24 (6) submits a benefit-cost analysis;

1 (7) presents a detailed financial plan to accom-  
2 plish construction and ongoing maintenance; and

3 (8) has the documented support of the State  
4 government for the entry of the airport or proposed  
5 airport into the national plan.

6 **SEC. 431. CONTINUED AVAILABILITY OF AVIATION GASO-**  
7 **LINE.**

8 (a) IN GENERAL.—The Administrator of the Federal  
9 Aviation Administration shall ensure that any of such va-  
10 rieties of aviation gasoline as may be necessary to fuel any  
11 model of piston-engine aircraft remain available for pur-  
12 chase at each airport listed on the national plan of inte-  
13 grated airport systems (as described in section 47103 of  
14 title 49, United States Code) at which aviation gasoline  
15 was available for purchase as of October 5, 2018.

16 (b) REMOVAL OF AVAILABILITY.—The Administrator  
17 shall consider a prohibition or restriction on the sale of  
18 such varieties of aviation gasoline to violate assurance 22  
19 (or any successor assurance related to economic non-  
20 discrimination) of grant assurances associated with the  
21 Airport Improvement Program.

22 (c) AVIATION GASOLINE DEFINED.—In this section,  
23 the term “aviation gasoline” means a gasoline on which  
24 a tax is imposed under section 4081(a)(2)(A)(ii) of the  
25 Internal Revenue Code of 1986.



1 (d) RULE OF CONSTRUCTION.—Nothing in this sec-  
2 tion may be construed to—

3 (1) affect any airport sponsor found to be out  
4 of compliance with the grant assurance described in  
5 subsection (b) before the date of enactment of this  
6 Act;

7 (2) affect any investigation of an airport spon-  
8 sor initiated by the Administrator under parts 13 or  
9 16 of title 14, Code of Federal Regulations, relating  
10 to the availability of aviation gasoline; or

11 (3) require any particular action by the Admin-  
12 istrator if the Administrator determines through  
13 such investigation that such airport sponsor has vio-  
14 lated a grant assurance

15 **SEC. 432. AIP HANDBOOK UPDATE.**

16 (a) IN GENERAL.—Not later than 4 years after the  
17 date of enactment of this Act, the Administrator of the  
18 Federal Aviation Administration shall revise the Airport  
19 Improvement Program Handbook (Order 5100.38D) (in  
20 this section referred to as the “Handbook”) to account  
21 for legislative changes to the Airport Improvement Pro-  
22 gram under subchapter I of chapter 471 and chapter 475  
23 of title 49, United States Code, and to make such other  
24 changes as the Administrator determines necessary.

1 (b) REQUIREMENTS.—In updating the Handbook,  
2 the Administrator may not impose any additional require-  
3 ments or restrictions on the use of Airport Improvement  
4 Program funds except as specifically directed by legisla-  
5 tion.

6 (c) CONSULTATION AND PUBLIC COMMENT.—

7 (1) CONSULTATION.—In developing the revised  
8 Handbook under this section, the Administrator  
9 shall consult with aviation stakeholders, including  
10 airports and air carriers.

11 (2) PUBLIC COMMENT.—

12 (A) IN GENERAL.—Not later than 30  
13 months after the date of enactment of this Act,  
14 the Administrator shall publish a draft revision  
15 of the Handbook and make such draft available  
16 for public comment for a period of not less than  
17 90 days.

18 (B) REVIEW.—The Administrator shall re-  
19 view all comments submitted during the public  
20 comment period described under subparagraph  
21 (A) and, as the Administrator considers appro-  
22 priate, incorporate changes based on such com-  
23 ments into the final revision of the Handbook.

24 (d) INTERIM IMPLEMENTATION OF CHANGES.—Not  
25 later than 1 year after the date of enactment of this Act,

1 the Administrator shall issue program guidance letters to  
2 provide for the interim implementation of amendments to  
3 the Airport Improvement Program made by this Act.

4 **SEC. 433. GAO AUDIT OF AIRPORT FINANCIAL REPORTING**  
5 **PROGRAM.**

6 (a) AUDIT.—Not later than 18 months after the date  
7 of enactment of this Act, the Comptroller General of the  
8 United States shall complete an audit of the airport finan-  
9 cial reporting program of the Federal Aviation Adminis-  
10 tration and provide recommendations to the Administrator  
11 of the Federal Aviation Administration on improvements  
12 to such program.

13 (b) REQUIREMENTS.—In conducting the audit re-  
14 quired under subsection (a), the Comptroller General  
15 shall, at a minimum—

16 (1) review relevant Administration guidance to  
17 airports, including the version of Advisory Circular  
18 150/5100–19, titled “Operating and Financial Sum-  
19 mary”, that is in effect on the date of enactment of  
20 this Act;

21 (2) evaluate the information requested or re-  
22 quired by the Administrator from airports for com-  
23 pleteness and usefulness by the Administration and  
24 the public;

1           (3) assess the costs associated with collecting,  
2           reporting, and maintaining such information for air-  
3           ports and the Administration;

4           (4) determine if such information provided is—  
5                 (A) updated on a regular basis to make  
6                 such information useful; and

7                 (B) audited and verified in an appropriate  
8                 manner;

9           (5) assess if the Administration has addressed  
10          the issues the Administration discovered during the  
11          apportionment and disbursement of relief funds to  
12          airports under the Coronavirus Aid, Relief, and Eco-  
13          nomic Security Act (Public Law 116–136) using in-  
14          accurate and aged airport financial data; and

15          (6) determine whether the airport financial re-  
16          porting program as structured as of the date of en-  
17          actment provides value to the Administration, the  
18          aviation industry, or the public.

19          (c) REPORT TO CONGRESS.—Not later than 3  
20          months after the completion of the audit required under  
21          subsection (a), the Comptroller General shall submit to the  
22          Committee on Transportation and Infrastructure of the  
23          House of Representatives and the Committee on Com-  
24          merce, Science, and Transportation of the Senate a report  
25          containing the findings of such audit and any rec-

1 ommendations provided to the Administrator to improve  
2 or alter the airport financial reporting program.

3 **SEC. 434. GAO REVIEW OF NONAERONAUTICAL REVENUE**  
4 **STREAMS AT AIRPORTS.**

5 (a) REVIEW.—Not later than 2 years after the date  
6 of enactment of this Act, the Comptroller General of the  
7 United States shall initiate a review of non-aeronautical  
8 revenue streams currently used by hub airports of varying  
9 size, assess the impact of nonaeronautical revenue on air-  
10 ports, and evaluate opportunities for revenue that are un-  
11 utilized or are underutilized by such airports.

12 (b) SCOPE.—In conducting the review required under  
13 subsection (a), the Comptroller General shall, at a min-  
14 imum—

15 (1) examine the nonaeronautical revenue  
16 streams at a variety of public-use airports in the  
17 United States;

18 (2) examine nonaeronautical revenue streams  
19 used by foreign airports;

20 (3) examine revenue streams used by similar  
21 types of infrastructure operators like train stations,  
22 bus depots, and shopping malls;

23 (4) determine the revenue effects of entering  
24 into, or choosing not to enter into, concessionaire

1       agreements with companies operating at airports  
2       that are not a party to such agreements; and

3           (5) examine users and beneficiaries of airport  
4       services, facilities, property, and passengers, and de-  
5       termine if any such users or beneficiaries could or  
6       should be considered as a source of nonaeronautical  
7       revenue for an airport.

8       (c) CONSULTATION.—As part of the review required  
9       under subsection (a), the Comptroller General shall con-  
10      sult with representatives of airport concessionaires, airport  
11      sponsors, airport governance entities, airport financial  
12      planning consultants, and any other relevant stakeholders  
13      the Comptroller General determines appropriate.

14      (d) FINDINGS, BEST PRACTICES, AND REC-  
15      OMMENDATIONS.—As part of the review required under  
16      subsection (a), the Comptroller General shall produce best  
17      practices and recommendations that can be adopted by  
18      public-use airports to increase non-aeronautical revenue.

19      (e) REPORT TO CONGRESS.—Not later than 3  
20      months after the completion of the review required under  
21      subsection (a), the Comptroller General shall submit to the  
22      Committee on Transportation and Infrastructure of the  
23      House of Representatives and the Committee on Com-  
24      merce, Science, and Transportation of the Senate a report

1 containing the findings, best practices, and recommenda-  
2 tions of such review.

3 **SEC. 435. MAINTAINING SAFE FIRE AND RESCUE STAFFING**  
4 **LEVELS.**

5 (a) UPDATE TO REGULATION.—The Administrator of  
6 the Federal Aviation Administration shall update the reg-  
7 ulations contained in section 139.319 of title 14, Code of  
8 Federal Regulations, to ensure that paragraph (4) of such  
9 section provides that at least 1 individual maintains cer-  
10 tification at the emergency medical technician basic level,  
11 or higher.

12 (b) STAFFING REVIEW.—Not later than 2 years after  
13 the date of enactment of this Act, the Administrator shall  
14 conduct a review of airport environments and related regu-  
15 lations to evaluate sufficient staffing levels necessary for  
16 firefighting and rescue services and response at airports  
17 certified under part 139 of title 14, Code of Federal Regu-  
18 lations.

19 (c) REPORT.—Not later than 1 year after completing  
20 the review under subsection (b), the Administrator shall  
21 submit to the Committee on Transportation and Infra-  
22 structure of the House of Representatives and the Com-  
23 mittee on Commerce, Science, and Transportation of the  
24 Senate a report containing the results of the review.

1   **SEC. 436. GAO STUDY OF ONSITE AIRPORT GENERATION.**

2           (a) STUDY.—Not later than 1 year after the date of  
3 enactment of this Act, the Comptroller General of the  
4 United States shall initiate a study on the feasibility of  
5 installation and adoption of certain power generation  
6 property at airports which receive funding from the Fed-  
7 eral Government.

8           (b) CONTENT.—In carrying out the study required  
9 under subsection (a), the Comptroller General shall exam-  
10 ine—

11               (1) any safety impacts of the installation and  
12 operation of such power generation property, either  
13 in aggregate or around certain locations or struc-  
14 tures at the airport;

15               (2) regulatory barriers to adoption;

16               (3) benefits to adoption;

17               (4) previous examples of adoptions;

18               (5) impacts on other entities; and

19               (6) previous examples of adoption and factors  
20 pertaining to previous examples of adoption, includ-  
21 ing—

22                       (A) novel uses beyond supplemental power  
23 generation, such as expanding nonresidential  
24 property around airports to minimize noise,  
25 power generation resilience, and market forces;



1 (B) challenges identified in the installation  
2 process;

3 (C) upfront and long-term costs, both fore-  
4 seen and unforeseen;

5 (D) funding sources used to pay for up-  
6 front costs; and

7 (E) long-term savings.

8 (c) REPORT.—Not later than 2 years after the initi-  
9 ation of the study under subsection (a), the Comptroller  
10 General shall submit to the Committee on Transportation  
11 and Infrastructure of the House of Representatives and  
12 the Committee on Commerce, Science, and Transportation  
13 of the Senate a report and recommendations on the results  
14 of the study.

15 (d) POWER GENERATION PROPERTY DEFINED.—In  
16 this section, the term “power generation property” means  
17 equipment defined in section 48(a)(3)(A) of the Internal  
18 Revenue Code of 1986.

19 **SEC. 437. TRANSPORTATION DEMAND MANAGEMENT AT**  
20 **AIRPORTS.**

21 (a) IN GENERAL.—Not later than 1 year after the  
22 date of enactment of this Act, the Comptroller General  
23 of the United States shall conduct a study to examine the  
24 efficacy of transportation demand management strategies  
25 at United States airports.

1 (b) CONSIDERATIONS.—In conducting the study  
2 under subsection (a), the Comptroller General shall exam-  
3 ine, at minimum—

4 (1) whether transportation demand manage-  
5 ment strategies should be considered by airports  
6 when making infrastructure planning and construc-  
7 tion decisions;

8 (2) the impact of transportation demand man-  
9 agement strategies on existing multimodal options to  
10 and from airports in the United States; and

11 (3) best practices for developing transportation  
12 demand management strategies that can be used to  
13 improve access to airports for passengers and air-  
14 port and airline personnel.

15 (c) REPORT.—Upon completion of the study con-  
16 ducted under subsection (a), the Comptroller General shall  
17 submit to the Committee on Transportation and Infra-  
18 structure of the House of Representatives and the Com-  
19 mittee on Commerce, Science, and Transportation of the  
20 Senate a report on such study.

21 (d) DEFINITION.—In this section, the term “trans-  
22 portation demand management strategy” means the use  
23 of planning, programs, policy, marketing, communica-  
24 tions, incentives, pricing, data, and technology to optimize

1 travel modes, routes used, departure times, and number  
2 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  
6 Federal Aviation Administration shall, in coordination  
7 with the Chief of Engineers and Commanding General of  
8 the United States Army Corps of Engineers, initiate an  
9 assessment on the resiliency of coastal airports in the  
10 United 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 coast-  
15 al airports; and

16 (2) identify and evaluate current initiatives to  
17 prevent and mitigate the impacts of factors de-  
18 scribed in paragraph (1) on coastal airports.

19 (c) REPORT.—Upon completion of the assessment,  
20 the Administrator of the Federal Aviation Administration  
21 shall submit to the Committee on Transportation and In-  
22 frastructure of the House of Representatives and the Com-  
23 mittee on Commerce, Science, and Transportation of the  
24 Senate a report on—

1 (1) the results of the assessment required under  
2 subsection (a); and

3 (2) recommendations to improve the resiliency  
4 of coastal airports in the United States.

5 **Subtitle B—Passenger Facility**  
6 **Charges**

7 **SEC. 451. PFC APPLICATION APPROVALS.**

8 Section 40117(d) of title 49, United States Code, is  
9 amended by striking paragraph (2) and inserting the fol-  
10 lowing:

11 “(2) each project is an eligible airport-related  
12 project;”.

13 **SEC. 452. PFC AUTHORIZATION PILOT PROGRAM IMPLE-**  
14 **MENTATION.**

15 Section 40117(l) of title 49, United States Code, is  
16 amended—

17 (1) in the subsection heading by striking  
18 “PILOT PROGRAM” and inserting “ALTERNATIVE  
19 PROCEDURES”; and

20 (2) by striking paragraph (1) and inserting the  
21 following:

22 “(1) IN GENERAL.—In lieu of submitting an  
23 application under subsection (c), an eligible agency  
24 may impose a passenger facility charge in accord-

1       ance with the procedures under this subsection sub-  
2       ject to the limitations of this section.”.

3       **Subtitle C—Noise and Environ-**  
4       **mental Programs and Stream-**  
5       **lining**

6       **SEC. 471. STREAMLINING CONSULTATION PROCESS.**

7       Section 47101(h) of title 49, United States Code, is  
8       amended by striking “shall” and inserting “may”.

9       **SEC. 472. REPEAL OF BURDENSOME EMISSIONS CREDIT RE-**  
10       **QUIREMENTS.**

11       Section 47139 of title 49, United States Code, is  
12       amended—

13               (1) in subsection (a)—

14                       (A) in the matter preceding paragraph

15               (1)—

16                               (i) by striking “airport sponsors re-  
17                               ceive” and inserting “airport sponsors may  
18                               receive”;

19                               (ii) by striking “carrying out projects”  
20                               and inserting “carrying out projects, in-  
21                               cluding projects”; and

22                               (iii) by striking “conditions” and in-  
23                               serting “considerations”; and

24               (B) in paragraph (2)—

1 (i) by striking “airport sponsor” and  
2 inserting “airport sponsor, including for an  
3 airport outside of a nonattainment area,”;

4 (ii) by striking “only”;

5 (iii) by striking “or as offsets” and in-  
6 serting “, as offsets”; and

7 (iv) by striking the period at the end  
8 and inserting “, or as part of a State im-  
9 plementation plan.”;

10 (2) by striking subsection (b); and

11 (3) by redesignating subsection (c) as sub-  
12 section (b).

13 **SEC. 473. EXPEDITED ENVIRONMENTAL REVIEW AND ONE**  
14 **FEDERAL DECISION.**

15 Section 47171 of title 49, United States Code, is  
16 amended—

17 (1) in subsection (a) by striking “Secretary of  
18 Transportation” and inserting “Administrator of the  
19 Federal Aviation Administration”;

20 (2) by striking “Secretary” in each place it ap-  
21 pears and inserting “Administrator”;

22 (3) in subsection (a)—

23 (A) in the matter preceding paragraph

24 (1)—

25 (i) by striking “develop and”; and

1 (ii) by striking “projects at congested  
2 airports” and all that follows through  
3 “aviation security projects” and inserting  
4 “projects, terminal development projects,  
5 general aviation airport construction or im-  
6 provement projects, and aviation safety  
7 projects”; and

8 (B) in paragraph (1) by striking “better”  
9 and inserting “streamlined”.

10 (4) by striking subsection (b) and inserting the  
11 following:

12 “(b) AVIATION PROJECTS SUBJECT TO A STREAM-  
13 LINED ENVIRONMENTAL REVIEW PROCESS.—

14 “(1) IN GENERAL.—Any airport capacity en-  
15 hancement project, terminal development project, or  
16 general aviation airport construction or improvement  
17 project shall be subject to the coordinated and expe-  
18 dited environmental review process requirements set  
19 forth in this section.

20 “(2) PROJECT DESIGNATION CRITERIA.—

21 “(A) IN GENERAL.—The Administrator  
22 may designate an aviation safety project for pri-  
23 ority environmental review. A designated  
24 project shall be subject to the coordinated and

1 expedited environmental review process require-  
2 ments set forth in this section.

3 “(B) PROJECT DESIGNATION CRITERIA.—  
4 The Administrator shall establish guidelines for  
5 the designation of an aviation safety project or  
6 aviation security project for priority environ-  
7 mental review. Such guidelines shall provide for  
8 consideration of—

9 “(i) the importance or urgency of the  
10 project;

11 “(ii) the potential for undertaking the  
12 environmental review under existing emer-  
13 gency procedures under the National Envi-  
14 ronmental Policy Act of 1969 (42 U.S.C.  
15 4321 et seq.);

16 “(iii) the need for cooperation and  
17 concurrent reviews by other Federal or  
18 State agencies; and

19 “(iv) the prospect for undue delay if  
20 the project is not designated for priority  
21 review.”;

22 (5) in subsection (c) by striking “an airport ca-  
23 pacity enhancement project at a congested airport or  
24 a project designated under subsection (b)(3)” and



1 inserting “a project described or designated under  
2 subsection (b)”;

3 (6) in subsection (d) by striking “each airport  
4 capacity enhancement project at a congested airport  
5 or a project designated under subsection (b)(3)” and  
6 inserting “a project described or designated under  
7 subsection (b)”;

8 (7) in subsection (h) by striking “designated  
9 under subsection (b)(3)” and all that follows  
10 through “congested airports” and inserting “de-  
11 scribed in subsection (b)(1)”;

12 (8) in subsection (j)—

13 (A) by striking “For any” and inserting  
14 the following:

15 “(1) IN GENERAL.—For any”; and

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

17 “(2) DEADLINE.—The Administrator shall de-  
18 fine the purpose and need of a project not later than  
19 45 days after receipt of a draft purpose and need  
20 statement (or revision thereof that materially affects  
21 a statement previously prepared or accepted by the  
22 Administrator) from an airport sponsor. The Admin-  
23 istrator shall provide airport sponsors with appro-  
24 priate guidance to implement any applicable require-  
25 ments.”;

1 (9) in subsection (k)—

2 (A) by striking “an airport capacity en-  
3 hancement project at a congested airport or a  
4 project designated under subsection (b)(3)” and  
5 inserting “a project described or designated  
6 under subsection (b)”;

7 (B) by striking “project shall consider”  
8 and inserting the following:

9 “project shall—

10 “(1) consider”;

11 (C) by striking the period at the end and  
12 inserting “; and”; and

13 (D) by adding at the end the following:

14 “(2) limit the comments of the agency to—

15 “(A) subject matter areas within the spe-  
16 cial expertise of the agency; and

17 “(B) changes necessary to ensure the  
18 agency is carrying out the obligations of that  
19 agency under the National Environmental Pol-  
20 icy Act of 1969 and other applicable law.”;

21 (10) in subsection (l) by striking the period at  
22 the end and inserting “and section 1503 of title 40,  
23 Code of Federal Regulations.”; and

24 (11) by striking subsection (m) and inserting  
25 the following:

1 “(m) COORDINATION AND SCHEDULE.—

2 “(1) COORDINATION PLAN.—

3 “(A) IN GENERAL.—Not later than 90  
4 days after the date of publication of a notice of  
5 intent to prepare an environmental impact  
6 statement or the initiation of an environmental  
7 assessment, the Administrator of the Federal  
8 Aviation Administration shall establish a plan  
9 for coordinating public and agency participation  
10 in and comment on the environmental review  
11 process for a project described or designated  
12 under subsection (b). The coordination plan  
13 may be incorporated into a memorandum of un-  
14 derstanding.

15 “(B) SCHEDULE.—

16 “(i) IN GENERAL.—The Administra-  
17 tion shall establish as part of such coordi-  
18 nation plan, after consultation with and  
19 the concurrence of each participating agen-  
20 cy for the project and with the State in  
21 which the project is located (and, if the  
22 State is not the project sponsor, with the  
23 project sponsor), a schedule for—

24 “(I) interim milestones and dead-  
25 lines for agency activities necessary to

1 complete the environmental review;  
2 and

3 “(II) completion of the environ-  
4 mental review process for the project.

5 “(ii) FACTORS FOR CONSIDER-  
6 ATION.—In establishing the schedule under  
7 clause (i), the Administration shall con-  
8 sider factors such as—

9 “(I) the responsibilities of par-  
10 ticipating agencies under applicable  
11 laws;

12 “(II) resources available to the  
13 cooperating agencies;

14 “(III) overall size and complexity  
15 of the project;

16 “(IV) the overall time required  
17 by an agency to conduct an environ-  
18 mental review and make decisions  
19 under applicable Federal law relating  
20 to a project (including the issuance or  
21 denial of a permit or license) and the  
22 cost of the project; and

23 “(V) the sensitivity of the natural  
24 and historic resources that could be  
25 affected by the project.

1                   “(iii) MAXIMUM PROJECT SCHED-  
2                   ULE.—To the maximum extent practicable  
3                   and consistent with applicable Federal law,  
4                   the Administrator shall develop, in concur-  
5                   rence with the project sponsor, a maximum  
6                   schedule for the project described or des-  
7                   ignated under subsection (b) that is not  
8                   more than 2 years for the completion of  
9                   the environmental review process for such  
10                  projects, as measured from, as applica-  
11                  ble—

12                   “(I) the date of publication of a  
13                   notice of intent to prepare an environ-  
14                   mental impact statement to the record  
15                   of decision; or

16                   “(II) the date on which the Ad-  
17                   ministrator determines that an envi-  
18                   ronmental assessment is required to a  
19                   finding of no significant impact.

20                   “(iv) DISPUTE RESOLUTION.—

21                   “(I) IN GENERAL.—Any issue or  
22                   dispute that arises between the Ad-  
23                   ministrator and participating agencies  
24                   (or amongst participating agencies)  
25                   during the environmental review proc-

1           ess will be addressed expeditiously to  
2           avoid delay.

3                   “(II)   RESPONSIBILITIES.—The  
4           Administrator and participating agen-  
5           cies shall—

6                           “(aa) implement the require-  
7                           ments of this section consistent  
8                           with any dispute resolution proc-  
9                           ess established in an applicable  
10                          law, regulation, or legally binding  
11                          agreement to the maximum ex-  
12                          tent permitted by law; and

13                           “(bb) seek to resolve issues  
14                           or disputes at the earliest pos-  
15                           sible time at the project level  
16                           through agency employees who  
17                           have day-to-day involvement in  
18                           the project.

19                           “(III) ELEVATION FOR MISSED  
20                          MILESTONE.—If a dispute between  
21                          the Administrator and participating  
22                          agencies (or amongst participating  
23                          agencies) causes a milestone to be  
24                          missed or extended, or the Adminis-  
25                          trator anticipates that a permitting

1 timetable milestone will be missed or  
2 will need to be extended, then the dis-  
3 pute shall be elevated to an official  
4 designated by the relevant agency for  
5 resolution. Such elevation should take  
6 place as soon as practicable after the  
7 Administrator becomes aware of the  
8 dispute or potential missed milestone.

9 “(IV) EXCEPTION.—Disputes  
10 that do not impact the ability of an  
11 agency to meet a milestone may be  
12 elevated as appropriate.

13 “(V) FURTHER EVALUATION.—  
14 Once a dispute has been elevated to  
15 the designated official, if no resolution  
16 has been reached at the end of 30  
17 days after the relevant milestone date  
18 or extension date, then the relevant  
19 agencies shall elevate the dispute to  
20 senior agency leadership for resolu-  
21 tion.

22 “(C) CONSISTENCY WITH OTHER TIME PE-  
23 RIODS.—A schedule under subparagraph (B)  
24 shall be consistent with any other relevant time  
25 periods established under Federal law.

1 “(D) MODIFICATION.—

2 “(i) IN GENERAL.—Except as pro-  
3 vided in clause (ii), the Administrator may  
4 lengthen or shorten a schedule established  
5 under subparagraph (B) for good cause. A  
6 decision by a project sponsor to change,  
7 modify, expand, or reduce the scope of a  
8 project may be considered as good cause  
9 for lengthening or shortening of such  
10 schedule as appropriate and based on the  
11 nature and extent of the proposed project  
12 adjustment.

13 “(ii) LIMITATIONS.—

14 “(I) LENGTHENED SCHEDULE.—

15 The Administrator may lengthen a  
16 schedule under clause (i) for a cooper-  
17 ating Federal agency by not more  
18 than 1 year after the latest deadline  
19 established for the project described  
20 or designated under subsection (b) by  
21 the Administration.

22 “(II) SHORTENED SCHEDULE.—

23 The Administrator may not shorten a  
24 schedule under clause (i) if doing so  
25 would impair the ability of a cooper-



1           ating Federal agency to conduct nec-  
2           essary analyses or otherwise carry out  
3           relevant obligations of the Federal  
4           agency for the project.

5           “(E) FAILURE TO MEET DEADLINE.—If a  
6           cooperating Federal agency fails to meet a  
7           deadline established under subparagraph  
8           (D)(ii)(I)—

9           “(i) the cooperating Federal agency  
10          shall, not later than 10 days after meeting  
11          the deadline, submit to the Administrator  
12          a report that describes the reasons why the  
13          deadline was not met; and

14          “(ii) the Secretary shall—

15               “(I) submit to the Committee on  
16               Transportation and Infrastructure of  
17               the House of Representatives and the  
18               Committee on Commerce, Science,  
19               and Transportation of the Senate a  
20               copy of the report under clause (i);  
21               and

22               “(II) make the report under  
23               clause (i) publicly available on the  
24               website of the agency.

1           “(F) DISSEMINATION.—A copy of a sched-  
2           ule under subparagraph (B), and of any modi-  
3           fications to the schedule, shall be—

4                   “(i) provided to all participating agen-  
5                   cies and to the State transportation de-  
6                   partment of the State in which the project  
7                   is located (and, if the State is not the  
8                   project sponsor, to the project sponsor);  
9                   and

10                   “(ii) made available to the public.

11           “(2) COMMENT DEADLINES.—The Adminis-  
12           trator shall establish the following deadlines for com-  
13           ment during the environmental review process for a  
14           project:

15                   “(A) For comments by agencies and the  
16                   public on a draft environmental impact state-  
17                   ment, a period of not more than 60 days after  
18                   publication in the Federal Register of notice of  
19                   the date of public availability of such statement,  
20                   unless—

21                   “(i) a different deadline is established  
22                   by agreement of the lead agency, the  
23                   project sponsor, and all participating agen-  
24                   cies; or

1 “(ii) the deadline is extended by the  
2 lead agency for good cause.

3 “(B) For all other comment periods estab-  
4 lished by the lead agency for agency or public  
5 comments in the environmental review process,  
6 a period of no more than 30 days from avail-  
7 ability of the materials on which comment is re-  
8 quested, unless—

9 “(i) a different deadline is established  
10 by agreement of the Administrator, the  
11 project sponsor, and all participating agen-  
12 cies; or

13 “(ii) the deadline is extended by the  
14 lead agency for good cause.

15 “(3) DEADLINES FOR DECISIONS UNDER  
16 OTHER LAWS.—In any case in which a decision  
17 under any Federal law relating to a project de-  
18 scribed or designated under subsection (b) (including  
19 the issuance or denial of a permit or license) is re-  
20 quired to be made by the later of the date that is  
21 180 days after the date on which the Administrator  
22 made all final decisions of the lead agency with re-  
23 spect to the project, or 180 days after the date on  
24 which an application was submitted for the permit  
25 or license, the Administrator shall submit to the

1 Committee on Transportation and Infrastructure of  
2 the House of Representatives and the Committee on  
3 Commerce, Science, and Transportation of the Sen-  
4 ate, and publish on the website of the Administra-  
5 tion—

6 “(A) as soon as practicable after the 180-  
7 day period, an initial notice of the failure of the  
8 Federal agency to make the decision; and

9 “(B) every 60 days thereafter until such  
10 date as all decisions of the Federal agency re-  
11 lating to the project have been made by the  
12 Federal agency, an additional notice that de-  
13 scribes the number of decisions of the Federal  
14 agency that remain outstanding as of the date  
15 of the additional notice.

16 “(4) INVOLVEMENT OF THE PUBLIC.—Nothing  
17 in this subsection shall reduce any time period pro-  
18 vided for public comment in the environmental re-  
19 view process under existing Federal law, including a  
20 regulation.

21 “(n) CONCURRENT REVIEWS AND SINGLE NEPA  
22 DOCUMENT.—

23 “(1) CONCURRENT REVIEWS.—Each partici-  
24 pating agency and cooperating agency under the ex-

1 pedited and coordinated environmental review proc-  
2 ess established under this section shall—

3 “(A) carry out the obligations of that  
4 agency under other applicable law concurrently,  
5 and in conjunction, with the review required  
6 under the National Environmental Policy Act of  
7 1969 (42 U.S.C. 4321 et seq.), unless doing so  
8 would impair the ability of the Federal agency  
9 to conduct needed analysis or otherwise carry  
10 out such obligations; and

11 “(B) formulate and implement administra-  
12 tive, policy, and procedural mechanisms to en-  
13 able the agency to ensure completion of the en-  
14 vironmental review process in a timely, coordi-  
15 nated, and environmentally responsible manner.

16 “(2) SINGLE NEPA DOCUMENT.—

17 “(A) IN GENERAL.—Except as inconsistent  
18 with subsection (a), to the maximum extent  
19 practicable and consistent with Federal law, all  
20 Federal permits and reviews for a project shall  
21 rely on a single environment document prepared  
22 under the National Environmental Policy Act of  
23 1969 (42 U.S.C. 4321 et seq.) under the lead-  
24 ership of the Administrator of the Federal Avia-  
25 tion Administration.

1 “(B) USE OF DOCUMENT.—

2 “(i) IN GENERAL.—To the maximum  
3 extent practicable, the Administrator shall  
4 develop an environmental document suffi-  
5 cient to satisfy the requirements for any  
6 Federal approval or other Federal action  
7 required for the project, including permits  
8 issued by other Federal agencies.

9 “(ii) COOPERATION OF PARTICI-  
10 PATING AGENCIES.—Other participating  
11 agencies shall cooperate with the lead  
12 agency and provide timely information to  
13 help the lead agency carry out this sub-  
14 paragraph.

15 “(C) TREATMENT AS PARTICIPATING AND  
16 COOPERATING AGENCIES.—A Federal agency  
17 required to make an approval or take an action  
18 for a project, as described in this paragraph,  
19 shall work with the Administration for the  
20 project to ensure that the agency making the  
21 approval or taking the action is treated as being  
22 both a participating and cooperating agency for  
23 the project.

24 “(3) PARTICIPATING AGENCY RESPONSIBIL-  
25 ITIES.—An agency participating in the expedited

1 and coordinated environmental review process under  
2 this section shall—

3 “(A) provide comments, responses, studies,  
4 or methodologies on those areas within the spe-  
5 cial expertise or jurisdiction of the agency; and

6 “(B) use the process to address any envi-  
7 ronmental issues of concern to the agency.

8 “(o) ENVIRONMENTAL IMPACT STATEMENT.—

9 “(1) IN GENERAL.—In preparing a final envi-  
10 ronmental impact statement under the National En-  
11 vironmental Policy Act of 1969 (42 U.S.C. 4321 et  
12 seq.) for a project described or designated under  
13 subsection (b), if the Administrator modifies the  
14 statement in response to comments that are minor  
15 and are confined to factual corrections or expla-  
16 nations of why the comments do not warrant addi-  
17 tional agency response, the Administrator may write  
18 on errata sheets attached to the statement instead  
19 of rewriting the draft statement, subject to the con-  
20 dition that the errata sheets—

21 “(A) cite the sources, authorities, and rea-  
22 sons that support the position of the agency;  
23 and

1           “(B) if appropriate, indicate the cir-  
2           cumstances that would trigger agency re-  
3           appraisal or further response.

4           “(2) SINGLE DOCUMENT.—To the maximum  
5           extent practicable, for a project subject to a coordi-  
6           nated review process under this section, the Admin-  
7           istrator shall expeditiously develop a single document  
8           that consists of a final environmental impact state-  
9           ment and a record of decision, unless—

10           “(A) the final environmental impact state-  
11           ment or record of decision makes substantial  
12           changes to the project that are relevant to envi-  
13           ronmental or safety concerns; or

14           “(B) there is a significant new cir-  
15           cumstance or information relevant to environ-  
16           mental concerns that bears on the proposed ac-  
17           tion or the environmental impacts of the pro-  
18           posed action.

19           “(3) LENGTH OF ENVIRONMENTAL DOCU-  
20           MENT.—

21           “(A) IN GENERAL.—Except as provided in  
22           subparagraph (B), an environmental impact  
23           statement shall not exceed 150 pages, not in-  
24           cluding 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                  prium, 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  
16                   respect to an environmental impact statement,  
17                   environmental assessment, categorical exclusion,  
18                   or other document prepared under the National  
19                   Environmental Policy Act of 1969 (42 U.S.C.  
20                   4321 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 environ-  
24                   mental permit, approval, review, or study re-  
25                   quired for a project under any Federal law

1           other than the National Environmental Policy  
2           Act of 1969 (42 U.S.C. 4321 et seq.), if con-  
3           sistent with that law.

4           “(2) IDENTIFICATION.—If the relevant agency  
5           makes a determination to adopt or incorporate by  
6           reference and use a planning product under para-  
7           graph (1), such agency shall identify the agencies  
8           that participated in the development of the planning  
9           products.

10          “(3) ADOPTION OR INCORPORATION BY REF-  
11          ERENCE OF PLANNING PRODUCTS.—The relevant  
12          agency may—

13               “(A) adopt or incorporate by reference an  
14               entire planning product under paragraph (1); or

15               “(B) select portions of a planning project  
16               under paragraph (1) for adoption or incorpora-  
17               tion by reference.

18          “(4) TIMING.—The adoption or incorporation  
19          by reference of a planning product under paragraph  
20          (1) may—

21               “(A) be made at the time the relevant  
22               agencies decide the appropriate scope of envi-  
23               ronmental review for the project; or

24               “(B) occur later in the environmental re-  
25               view process, as appropriate.

1           “(5) CONDITIONS.—The relevant agency in the  
2           environmental review process may adopt or incor-  
3           porate by reference a planning product under this  
4           section if the relevant agency determines, with the  
5           concurrence of the lead agency and, if the planning  
6           product is necessary for a cooperating agency to  
7           issue a permit, review, or approval for the project,  
8           with the concurrence of the cooperating agency, that  
9           the following conditions have been met:

10               “(A) The planning product was developed  
11               through a planning process conducted pursuant  
12               to applicable Federal law.

13               “(B) The planning product was developed  
14               in consultation with appropriate Federal and  
15               State resource agencies and Indian Tribes.

16               “(C) The planning process included broad  
17               multidisciplinary consideration of systems-level  
18               or corridor-wide transportation needs and po-  
19               tential effects, including effects on the human  
20               and natural environment.

21               “(D) The planning process included public  
22               notice that the planning products produced in  
23               the planning process may be adopted during  
24               any subsequent environmental review process in  
25               accordance with this section.

1           “(E) During the environmental review  
2 process, the relevant agency has—

3           “(i) made the planning documents  
4 available for public review and comment by  
5 members of the general public and Fed-  
6 eral, State, local, and Tribal governments  
7 that may have an interest in the proposed  
8 project;

9           “(ii) provided notice of the intention  
10 of the relevant agency to adopt or incor-  
11 porate by reference the planning product;  
12 and

13           “(iii) considered any resulting com-  
14 ments.

15           “(F) There is no significant new informa-  
16 tion or new circumstance that has a reasonable  
17 likelihood of affecting the continued validity or  
18 appropriateness of the planning product or por-  
19 tions thereof.

20           “(G) The planning product has a rational  
21 basis and is based on reliable and reasonably  
22 current data and reasonable and scientifically  
23 acceptable methodologies.

24           “(H) The planning product is documented  
25 in sufficient detail to support the decision or

1 the results of the analysis and to meet require-  
2 ments for use of the information in the environ-  
3 mental review process.

4 “(I) The planning product is appropriate  
5 for adoption or incorporation by reference and  
6 use in the environmental review process for the  
7 project and is incorporated in accordance with,  
8 and is sufficient to meet the requirements of,  
9 the National Environmental Policy Act of 1969  
10 (42 U.S.C. 4321 et seq.) and section 1502.21  
11 of title 40, Code of Federal Regulations.

12 “(6) EFFECT OF ADOPTION OR INCORPORATION  
13 BY REFERENCE.—Any planning product or portions  
14 thereof adopted or incorporated by reference by the  
15 relevant agency in accordance with this subsection  
16 may be—

17 “(A) incorporated directly into an environ-  
18 mental review process document or other envi-  
19 ronmental document; and

20 “(B) relied on and used by other Federal  
21 agencies in carrying out reviews of the project.

22 “(q) REPORT ON NEPA DATA.—

23 “(1) IN GENERAL.—The Administrator of the  
24 Federal Aviation Administration shall carry out a  
25 process to track, and annually submit to the Com-

1        mittee on Transportation and Infrastructure of the  
2        House of Representatives and the Committee on  
3        Commerce, Science, and Transportation of the Sen-  
4        ate a report on projects described in subsection  
5        (b)(1) that contains the information described in  
6        paragraph (3).

7            “(2) TIME TO COMPLETE.—For purposes of  
8        paragraph (3), the NEPA process—

9            “(A) for an environmental impact state-  
10        ment—

11            “(i) begins on the date on which a no-  
12        tice of intent is published in the Federal  
13        Register; and

14            “(ii) ends on the date on which the  
15        Administrator issues a record of decision,  
16        including, if necessary, a revised record of  
17        decision; and

18            “(B) for an environmental assessment—

19            “(i) begins on the date on which the  
20        Administrator makes a determination to  
21        prepare an environmental assessment; and

22            “(ii) ends on the date on which the  
23        Administrator issues a finding of no sig-  
24        nificant impact or determines that prepa-

1                   ration of an environmental impact state-  
2                   ment is necessary.

3                   “(3) INFORMATION DESCRIBED.—The informa-  
4                   tion referred to in paragraph (1) is, with respect to  
5                   the Federal Aviation Administration—

6                   “(A) the number of proposed actions for  
7                   which a categorical exclusion was applied by the  
8                   Administration during the reporting period;

9                   “(B) the number of proposed actions for  
10                  which a documented categorical exclusion was  
11                  applied by the Administration during the re-  
12                  porting period;

13                  “(C) the number of proposed actions pend-  
14                  ing on the date on which the report is sub-  
15                  mitted for which the issuance of a documented  
16                  categorical exclusion by the Administration is  
17                  pending;

18                  “(D) the number of proposed actions for  
19                  which an environmental assessment was issued  
20                  by the Administration during the reporting pe-  
21                  riod;

22                  “(E) the length of time the Administration  
23                  took to complete each environmental assessment  
24                  described in subparagraph (D);

1           “(F) the number of proposed actions pend-  
2           ing on the date on which the report is sub-  
3           mitted for which an environmental assessment  
4           is being drafted by the Administration;

5           “(G) the number of proposed actions for  
6           which a final environmental impact statement  
7           was completed by the Administration during the  
8           reporting period;

9           “(H) the length of time that the Adminis-  
10          tration took to complete each environmental im-  
11          pact statement described in subparagraph (G);

12          “(I) the number of proposed actions pend-  
13          ing on the date on which the report is sub-  
14          mitted for which an environmental impact  
15          statement is being drafted; and

16          “(J) for the proposed actions reported  
17          under subparagraphs (F) and (I), the percent-  
18          age of those proposed actions for which—

19                 “(i) project funding has been identi-  
20                 fied; and

21                 “(ii) all other Federal, State, and  
22                 local activities that are required to allow  
23                 the proposed action to proceed are com-  
24                 pleted.

25          “(4) DEFINITIONS.—In this section:



1           “(A) ENVIRONMENTAL ASSESSMENT.—The  
2           term ‘environmental assessment’ has the mean-  
3           ing given the term in section 1508.1 of title 40,  
4           Code of Federal Regulations (or a successor  
5           regulation).

6           “(B) ENVIRONMENTAL IMPACT STATE-  
7           MENT.—The term ‘environmental impact state-  
8           ment’ means a detailed statement required  
9           under section 102(2)(C) of the National Envi-  
10          ronmental Policy Act of 1969 (42 U.S.C.  
11          4332(2)(C)).

12          “(C) NEPA PROCESS.—The term ‘NEPA  
13          process’ means the entirety of the development  
14          and documentation of the analysis required  
15          under the National Environmental Policy Act of  
16          1969 (42 U.S.C. 4321 et seq.), including the  
17          assessment and analysis of any impacts, alter-  
18          natives, and mitigation of a proposed action,  
19          and any interagency participation and public in-  
20          volvement required to be carried out before the  
21          Administrator undertakes a proposed action.

22          “(D) PROPOSED ACTION.—The term ‘pro-  
23          posed action’ means an action (within the  
24          meaning of the National Environmental Policy  
25          Act of 1969 (42 U.S.C. 4321 et seq.)) under

1           this title that the Administrator proposes to  
2           carry out.

3                   “(E) REPORTING PERIOD.—The term ‘re-  
4           reporting period’ means the fiscal year prior to  
5           the fiscal year in which a report is issued under  
6           subsection (a).”.

7   **SEC. 474. SUBCHAPTER III DEFINITIONS.**

8           Section 47175 of title 49, United States Code, is  
9   amended—

10           (1) in paragraph (3)(A) by striking “and” at  
11   the end and inserting “or”;

12           (2) in paragraph (4)—

13                   (A) in subparagraph (A) by striking “and”  
14   at the end; and

15                   (B) in subparagraph (B)—

16                           (i) by striking “(B)”;

17                           (ii) by redesignating clauses (i) and

18                           (ii) as subparagraphs (B) and (C), respec-

19                           tively;

20           (3) by striking paragraph (5);

21           (4) by redesignating paragraphs (3), (1), (4),

22   (2), (6), and (8) as paragraphs (1), (2), (3), (4),

23   (5), and (6), respectively; and

24           (5) by adding at the end the following:

1           “(8) **TERMINAL DEVELOPMENT.**—The term  
2           ‘terminal development’ has the same meaning given  
3           such term in section 47102.”.

4   **SEC. 475. PILOT PROGRAM EXTENSION.**

5           Section 190(i) of the FAA Reauthorization Act of  
6   2018 (49 U.S.C. 47104 note) is amended by striking “5  
7   years” and all that follows through the period at the end  
8   and inserting “on October 1, 2028.”.

9   **SEC. 476. PART 150 NOISE STANDARDS UPDATE.**

10          (a) **IN GENERAL.**—Not later than 1 year after the  
11   date of enactment of this Act, the Administrator of the  
12   Federal Aviation Administration shall review and revise  
13   part 150 of title 14, Code of Federal Regulations, to re-  
14   flect all relevant laws and regulations, including part 161  
15   of title 14, Code of Federal Regulations.

16          (b) **OUTREACH.**—As part of the review conducted  
17   under subsection (a), the Administrator shall clarify exist-  
18   ing and future noise policies and standards and seek feed-  
19   back from airports, airport users, and individuals living  
20   in the vicinity of airports before implementing any changes  
21   to any noise policies or standards.

22          (c) **BRIEFING.**—Not later than 90 days after the date  
23   of enactment of this Act, and every 6 months thereafter,  
24   the Administrator shall brief the Committee on Transpor-  
25   tation and Infrastructure of the House of Representatives

1 and the Committee on Commerce, Science, and Transpor-  
2 tation of the Senate regarding the review conducted under  
3 subsection (a).

4 (d) SUNSET.—The requirement under subsection (c)  
5 shall terminate on September 30, 2028.

6 **SEC. 477. REDUCING COMMUNITY AIRCRAFT NOISE EXPO-**  
7 **SURE.**

8 In implementing or revising a flight procedure, the  
9 Administrator of the Federal Aviation Administration  
10 shall seek to take the following actions (to the extent that  
11 such actions do not negatively affect aviation safety or ef-  
12 ficiency) to reduce undesirable aircraft noise:

13 (1) Implement flight procedures that can miti-  
14 gate the impact of aircraft noise.

15 (2) Work with airport sponsors and potentially  
16 impacted neighboring communities in establishing or  
17 modifying aircraft arrival and departure routes.

18 (3) Discourage local encroachment of residen-  
19 tial or other buildings near airports that could create  
20 future aircraft noise complaints or impact airport  
21 operations or aviation safety.

22 **SEC. 478. CATEGORICAL EXCLUSIONS.**

23 (a) CATEGORICAL EXCLUSION FOR PROJECTS OF  
24 LIMITED FEDERAL ASSISTANCE.—An action by the Ad-  
25 ministrator of the Federal Aviation Administration to ap-

1 prove, permit, finance, or otherwise authorize any airport  
2 project that is undertaken by the sponsor, owner, or oper-  
3 ator of a public-use airport shall be presumed to be cov-  
4 ered by a categorical exclusion under Federal Aviation Ad-  
5 ministration Order 1050.1F, or any successor document,  
6 if such project—

7 (1) receives less than \$6,000,000 (as adjusted  
8 annually by the Administrator to reflect any in-  
9 creases in the Consumer Price Index prepared by  
10 the Department of Labor) of Federal funds or funds  
11 from charges collected under section 40117 of title  
12 49, United States Code; or

13 (2) with a total estimated cost of not more than  
14 \$35,000,000 (as adjusted annually by the Adminis-  
15 trator to reflect any increases in the Consumer Price  
16 Index prepared by the Department of Labor) and  
17 Federal funds comprising less than 15 percent of the  
18 total estimated project cost.

19 (b) CATEGORICAL EXCLUSION IN EMERGENCIES.—  
20 An action by the Administrator to approve, permit, fi-  
21 nance, or otherwise authorize an airport project that is  
22 undertaken by the sponsor, owner, or operator of a public-  
23 use airport shall be presumed to be covered by a categor-  
24 ical exclusion under Federal Aviation Administration

1 Order 1050.1F, or any successor document, if such project  
2 is—

3 (1) for the repair or reconstruction of any air-  
4 port facility, runway, taxiway, or similar structure  
5 that is in operation or under construction when  
6 damaged by an emergency declared by the Governor  
7 of the State and concurred in by the Administrator,  
8 or for a disaster or emergency declared by the Presi-  
9 dent pursuant to the Robert T. Stafford Disaster  
10 Relief and Emergency Assistance Act (42 U.S.C.  
11 5121 et seq.);

12 (2) in the same location with the same capacity,  
13 dimensions, and design as the original airport facil-  
14 ity, runway, taxiway, or similar structure as before  
15 the declaration described in this section; and

16 (3) commenced within a 2-year period begin-  
17 ning on the date of a declaration described in this  
18 section.

19 (c) EXTRAORDINARY CIRCUMSTANCES.—The pre-  
20 sumption that an action is covered by a categorical exclu-  
21 sion under subsections (a) through (e) shall not apply if  
22 the Administrator determines that extraordinary cir-  
23 cumstances exist with respect to such action.

1 (d) RULE OF CONSTRUCTION.—Nothing in this sec-  
2 tion shall be construed to impact any aviation safety au-  
3 thority of the Administrator.

4 (e) DEFINITIONS.—In this section:

5 (1) CATEGORICAL EXCLUSION.—The term “cat-  
6 egorical exclusion” has the meaning given the term  
7 in section 1508.1(d) of title 40, Code of Federal  
8 Regulations.

9 (2) PUBLIC-USE AIRPORT; SPONSOR.—The  
10 terms “public-use airport” and “sponsor” have the  
11 meaning given such terms in section 47102 of title  
12 49, United States Code.

13 **SEC. 479. CRITICAL HABITAT ON OR NEAR AIRPORT PROP-**  
14 **ERTY.**

15 (a) FEDERAL AGENCY REQUIREMENTS.—The Ad-  
16 ministrator of the Federal Aviation Administration, to the  
17 maximum extent practicable, shall collaborate with the  
18 heads of appropriate Federal agencies to ensure that des-  
19 ignations of critical habitat, as such term is defined in  
20 section 3 of the Endangered Species Act of 1973 (16  
21 U.S.C. 1532), on or near airport property do not—

22 (1) result in conflicting statutory, regulatory, or  
23 Federal grant assurance requirements for airports or  
24 aircraft operators;

1 (2) interfere with the safe operation of aircraft;

2 or

3 (3) occur on airport-owned lands that have be-  
4 come attractive habitat for a threatened or endan-  
5 gered species because such lands—

6 (A) have been prepared for future develop-  
7 ment;

8 (B) have been designated as noise buffer  
9 land; or

10 (C) are held by the airport to prevent en-  
11 croachment of uses that are incompatible with  
12 airport operations.

13 (b) STATE REQUIREMENTS.—In a State in which a  
14 State agency is authorized to designate land on or near  
15 airport property for the conservation of a threatened or  
16 endangered species in the State, the Administrator, to the  
17 maximum extent practicable, shall collaborate with the  
18 State in the same manner as the Administrator collabo-  
19 rates with the heads of Federal agencies under subsection  
20 (a).

21 **SEC. 480. UPDATING PRESUMED TO CONFORM LIMITS.**

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 take such actions as are necessary to  
25 update the Administration's list of actions that are pre-



1 sumed to conform to a State implementation plan pursu-  
2 ant to section 93.153(f) of title 40, Code of Federal Regu-  
3 lations, to include projects relating to the construction of  
4 aircraft hangars.

5 **SEC. 481. RECOMMENDATIONS ON REDUCING ROTORCRAFT**  
6 **NOISE IN DISTRICT OF COLUMBIA.**

7 (a) STUDY.—The Comptroller General of the United  
8 States shall conduct a study on reducing rotorcraft noise  
9 in the District of Columbia.

10 (b) CONTENTS.—The study conducted under sub-  
11 section (a) shall consider—

12 (1) the extent to which military operators con-  
13 sider operating over unpopulated areas outside of  
14 the District of Columbia for training missions;

15 (2) the extent to which vehicles or aircraft other  
16 than conventional rotorcraft (such as unmanned air-  
17 craft) could be used for emergency and law enforce-  
18 ment response; and

19 (3) the extent to which relevant operators and  
20 entities have assessed and addressed, as appropriate,  
21 the noise impacts of various factors of operating  
22 rotorcraft, including, at a minimum—

23 (A) altitude;

24 (B) the number of flights;

25 (C) flight paths;

- 1 (D) time of day of flights;
- 2 (E) types of aircraft;
- 3 (F) operating procedures; and
- 4 (G) pilot training.

5 (c) REPORT.—Not later than 1 year after the date  
6 of enactment of this Act, the Comptroller General of the  
7 United States shall brief the Committee on Transportation  
8 and Infrastructure of the House of Representatives and  
9 the Committee on Commerce, Science, and Transportation  
10 of the Senate on preliminary observations with a report  
11 to follow at a date agreed upon at the time of the briefing  
12 containing—

13 (1) the contents of the study conducted under  
14 subsection (a); and

15 (2) any recommendations for the reduction of  
16 rotorcraft noise in the District of Columbia.

17 (d) RELEVANT OPERATORS AND ENTITIES DE-  
18 FINED.—In this section, the term “relevant operators and  
19 entities” means—

20 (1) the Chief of Police of the Metropolitan Po-  
21 lice Department of the District of Columbia;

22 (2) any medical rotorcraft operator that rou-  
23 tinely flies a rotorcraft over the District of Colum-  
24 bia; and

1           (3) any other operator that routinely flies a  
2       rotorcraft over the District of Columbia.

3   **SEC. 482. UFP STUDY.**

4       (a) IN GENERAL.—Not later than 180 days after the  
5   date of enactment of this Act, the Administrator of the  
6   Federal Aviation Administration shall enter into an agree-  
7   ment with the National Academies under which the Na-  
8   tional Research Council shall carry out a study examining  
9   airborne ultrafine particles and the effect of such particles  
10   on human health.

11       (b) SCOPE OF STUDY.—The study conducted under  
12   subsection (a) shall—

13           (1) summarize the relevant literature and stud-  
14       ies done on airborne UFPs worldwide;

15           (2) focus on large hub airports;

16           (3) examine airborne UFPs and their potential  
17       effect on human health, including—

18                (A) characteristics of UFPs present in the  
19       air;

20                (B) spatial and temporal distributions of  
21       UFP concentrations;

22                (C) primary sources of UFPs;

23                (D) the contribution of aircraft and airport  
24       operations to the distribution of UFP con-  
25       centrations compared to other sources;

1 (E) potential health effects associated with  
2 elevated UFP exposures, including outcomes re-  
3 lated to cardiovascular disease, respiratory in-  
4 fection and disease, degradation of  
5 neurocognitive functions, and other health ef-  
6 fects; and

7 (F) potential UFP exposures, especially to  
8 susceptible groups;

9 (4) identify measures intended to reduce the re-  
10 lease of UFPs; and

11 (5) identify information gaps related to under-  
12 standing potential relationships between UFP expo-  
13 sures and health effects, contributions of aviation-re-  
14 lated emissions to UFP exposures, and the effective-  
15 ness of mitigation measures.

16 (c) COORDINATION.—The Administrator may coordi-  
17 nate with the heads of such other agencies that the Ad-  
18 ministrator considers appropriate to provide data and  
19 other assistance necessary for the study.

20 (d) REPORT.—Not later than 180 days after the Na-  
21 tional Research Council submits of the results of the study  
22 to the Administrator, the Administrator shall submit to  
23 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 containing the results of the study carried out under sub-  
2 section (a), including any recommendations based on such  
3 study.

4 (e) DEFINITION OF ULTRAFINE PARTICLE.—In this  
5 section, the terms “ultrafine particle” and “UFP” mean  
6 particles with diameters less than or equal to 100 nano-  
7 meters.

8 **SEC. 483. AVIATION AND AIRPORT COMMUNITY ENGAGE-**  
9 **MENT.**

10 (a) ESTABLISHMENT OF TASK FORCE.—

11 (1) IN GENERAL.—Not later than 90 days after  
12 the date of enactment of this Act, the Administrator  
13 of the Federal Aviation Administration shall estab-  
14 lish an airport community of interest task force (in  
15 this section referred to as the “Task Force”) to  
16 evaluate and improve existing processes and mecha-  
17 nisms for engaging communities impacted by airport  
18 development and aviation operations.

19 (2) ACTIVITIES.—The Task Force shall—

20 (A) review research on aircraft noise im-  
21 pacts to identify potential actions the Adminis-  
22 trator could take;

23 (B) review processes and practices of the  
24 Administration for engaging communities prior  
25 to or after air traffic pattern changes that im-

1 pact such communities, including with how such  
2 processes and practices compare to best prac-  
3 tices from organizations with expertise in grass-  
4 roots community organizing and collaboration;

5 (C) assess Federal efforts to mitigate noise  
6 impacts on communities, including costs and  
7 benefits of such efforts;

8 (D) assess the various actions that State  
9 and local government officials and community  
10 planners could take when considering changes  
11 to airport infrastructure, including planned air-  
12 port projects or surrounding airport community  
13 developments;

14 (E) identify potential improvements to  
15 Federal, State, and local airport development  
16 policy and planning processes to better balance  
17 which communities experience negative  
18 externalities as a result of airport operations;

19 (F) consider guidance to airports and air-  
20 port communities to improve engagement with  
21 the Administration, as recommended by the  
22 document titled “Aircraft Noise: FAA Could  
23 Improve Outreach Through Enhanced Noise  
24 Metrics, Communication, and Support to Com-

1 communities”, issued in September 2021 (GAO–  
2 21–103933);

3 (G) consider mechanisms and opportunities  
4 for the Administration to facilitate better ex-  
5 change of helicopter noise information with op-  
6 erators in communities adversely impacted by  
7 helicopter noise, as recommended by the Comp-  
8 troller General in the document titled “Aircraft  
9 Noise: Better Information Sharing Could Im-  
10 prove Responses to Washington, D.C. Area Hel-  
11 icopter Noise Concerns” (GAO–21–200); and

12 (H) review air traffic controller guidance  
13 on use and development of noise abatement pro-  
14 cedures of the Administration to identify areas  
15 for improvement or efficiency that do not ad-  
16 versely impact aviation safety.

17 (3) COMPOSITION.—

18 (A) APPOINTMENT.—The Administrator  
19 shall appoint the members of the Task Force.

20 (B) CHAIRPERSON.—The Task Force shall  
21 be chaired by the Administrator’s executive  
22 level designee.

23 (C) REPRESENTATION.—The Task Force  
24 shall be comprised of representatives from—

- 1 (i) airport communities or a rep-  
2 resentative organization of an airport com-  
3 munity;  
4 (ii) airport operators;  
5 (iii) airlines;  
6 (iv) experts with specific knowledge of  
7 air traffic planning;  
8 (v) aircraft manufacturers;  
9 (vi) local government officials; and  
10 (vii) such other representatives as the  
11 Administrator considers appropriate.

12 (4) COMPENSATION.—Members of the Task  
13 Force shall serve without compensation.

14 (5) NONAPPLICABILITY OF FACA.—Chapter 10  
15 of title 5, United States Code, shall not apply to the  
16 Task Force established under this section.

17 (6) CONSULTATION.—The Task Force shall, as  
18 appropriate, consult with relevant experts and stake-  
19 holders not listed in paragraph (3)(C) in conducting  
20 the activities described in paragraph (2).

21 (7) REPORTS.—

22 (A) RECOMMENDATIONS.—Not later than  
23 1 year after the date of the establishment of the  
24 Task Force and every year thereafter through  
25 fiscal year 2028, the Task Force shall provide



1 to the Committee on Transportation and Infra-  
2 structure of the House of Representatives, the  
3 Committee on Commerce, Science, and Trans-  
4 portation of the Senate, and the Administrator  
5 recommendations to improve the processes and  
6 mechanisms for engaging communities impacted  
7 by airport development and aviation operations.

8 (B) BRIEFING.—Not later than 60 days  
9 after the submission of the annual rec-  
10 ommendations under subparagraph (A), the Ad-  
11 ministrator shall brief the committees described  
12 in such subparagraph on any plans of the Ad-  
13 ministration to implement the recommendations  
14 of the Task Force, including explanations for  
15 each of the recommendations the Administrator  
16 does not intend to adopt.

17 (b) ENGAGEMENT EVENTS.—

18 (1) ANNUAL EVENT.—The Administrator shall  
19 seek to convene at least 1 annual event in each geo-  
20 graphic region of the Administration to engage with  
21 aviation communities on issues of regional import.

22 (2) PURPOSE.—The purpose of the engagement  
23 events described under paragraph (1) shall be to fos-  
24 ter open and transparent communication between  
25 the Federal Government and aviation-impacted com-

1       munities prior to, during, and after decision making  
2       at the Federal level.

3           (3) TOPICS OF CONSIDERATION.—The topics of  
4       consideration of such engagement events shall be ap-  
5       proved by the Regional Administrator or the Re-  
6       gional Community Engagement Officer of the appli-  
7       cable region, in consultation with regional interest  
8       groups. Topic areas shall be driven by local and re-  
9       gional feedback and may focus on—

10           (A) noise concerns from low-flying com-  
11       mercial aircraft;

12           (B) purchase and installation of aircraft  
13       noise reduction measures;

14           (C) new development projects in close  
15       proximity to airports and realistic noise expec-  
16       tations for such projects;

17           (D) proposed airport expansion projects  
18       and the potential noise implications of such  
19       projects;

20           (E) the establishment of new, or changes  
21       to existing, approach and departure routes and  
22       the community impacts of such changes;

23           (F) upcoming events with an aviation com-  
24       ponent; or

1 (G) any other topic or issue considered rel-  
2 evant by an aviation-impacted community.

3 (4) PARTICIPATION.—

4 (A) COORDINATION.—All events described  
5 in paragraph (3) shall be convened by or in co-  
6 ordination with the regional offices of the Ad-  
7 ministration.

8 (B) ATTENDANCE BY REPRESENTA-  
9 TIVES.—The Administrator shall ensure rep-  
10 resentatives from relevant program offices of  
11 the Administration are in attendance at such  
12 events.

13 (C) APPROPRIATE PARTICIPATION.—The  
14 Administrator shall collaborate with community  
15 groups at the State, municipal, city, or local  
16 government level to ensure appropriate partici-  
17 pation by as many relevant parties on a given  
18 issue as practicable. Such relevant parties may  
19 include—

- 20 (i) State or local government officials;  
21 (ii) local or municipal planning and  
22 zoning officials;  
23 (iii) neighborhood representatives;

1 (iv) aircraft operators, flight school  
2 representatives, or other local aviation enti-  
3 ties;

4 (v) airport operators; and

5 (vi) any other parties as appropriate.

6 (D) COORDINATION.—The Administrator  
7 shall coordinate Federal participation that is  
8 not under the Administration through the Fed-  
9 eral Interagency Committee on Aviation Noise  
10 to encourage appropriate Federal representa-  
11 tion at all such events, based on the topic areas  
12 of consideration.

13 **SEC. 484. COMMUNITY COLLABORATION PROGRAM.**

14 (a) ESTABLISHMENT.—Not later than 90 days after  
15 the date of enactment of this Act, the Administrator of  
16 the Federal Aviation Administration shall establish a  
17 Community Collaboration Program (in this section re-  
18 ferred to as the “Program”) within the Office for Policy,  
19 International Affairs, and Environment of the Administra-  
20 tion.

21 (b) STAFF.—The Program shall be comprised of rep-  
22 resentatives from—

23 (1) the Office for Policy, International Affairs,  
24 and Environment of the Administration;

25 (2) the Office of Airports of the Administration;

1           (3) the Air Traffic Organization of the Admin-  
2           istration; and

3           (4) other entities as considered appropriate by  
4           the Administrator.

5           (c) RESPONSIBILITIES.—

6           (1) IN GENERAL.—The Program shall facilitate  
7           and harmonize, as appropriate, policies and proce-  
8           dures carried out by the entities listed in subsection  
9           (b) pertaining to community engagement relating  
10          to—

11                   (A) airport planning and development;

12                   (B) noise and environmental policy;

13                   (C) NextGen implementation;

14                   (D) air traffic route changes;

15                   (E) integration of new and emerging en-  
16          trants; and

17                   (F) other topics with respect to which com-  
18          munity engagement is critical to program suc-  
19          cess.

20          (2) SPECIFIED RESPONSIBILITIES.—The re-  
21          sponsibilities of the Program lead shall include—

22                   (A) the establishment of, and membership  
23          selection for, the Airport Community of Interest  
24          Task Force, established under section 483;

1 (B) joint execution with Federal Aviation  
2 Administration Regional Administrators of re-  
3 gional community engagement events, as de-  
4 scribed in section 483;

5 (C) updating the internal guidance of the  
6 Administration for community engagement  
7 based on recommendations from such Task  
8 Force and best practices of other Federal agen-  
9 cies and external organizations with expertise in  
10 community engagement;

11 (D) coordinating with the Air Traffic Or-  
12 ganization on community engagement efforts  
13 related to air traffic procedure changes to en-  
14 sure that impacted communities are consulted  
15 in a meaningful way;

16 (E) oversight of Regional Ombudsmen of  
17 the Administration;

18 (F) oversight, streamlining, and increasing  
19 the responsiveness of the noise complaint proc-  
20 ess of the Administration by—

21 (i) centralizing noise complaint data  
22 and improving data collection methodolo-  
23 gies;

24 (ii) increasing public accessibility to  
25 such Regional Ombudsmen;

1 (iii) ensuring such Regional Ombuds-  
2 men are consulted in local air traffic proce-  
3 dure development decisions;

4 (iv) collecting feedback from such Re-  
5 gional Ombudsmen to inform national pol-  
6 icymaking efforts; and

7 (v) other recommendations made by  
8 the Airport Community of Interest Task  
9 Force;

10 (G) timely implementation of the rec-  
11 ommendations, as appropriate, made by the  
12 Comptroller General of the United States to the  
13 Secretary of Transportation contained in the re-  
14 port titled “Aircraft Noise: FAA Could Improve  
15 Outreach Through Enhanced Noise Metrics,  
16 Communication, and Support to Communities”,  
17 issued in September 2021 (GAO–21–103933)  
18 to improve the outreach of the FAA to local  
19 communities impacted by aircraft noise, includ-  
20 ing—

21 (i) any recommendations to—

22 (I) identify appropriate supple-  
23 mental metrics for assessing noise im-  
24 pacts and circumstances for their use  
25 to aid in the internal assessment of

1 the Administration of noise impacts  
2 related to proposed flight path  
3 changes;

4 (II) update guidance to incor-  
5 porate additional tools to more clearly  
6 convey expected impacts, such as  
7 other noise metrics and visualization  
8 tools; and

9 (III) improve guidance to air-  
10 ports and communities on effectively  
11 engaging with the Administration; and

12 (ii) any other recommendations in-  
13 cluded in the report that would assist the  
14 agency in improving outreach to commu-  
15 nities affected by aircraft noise; and

16 (H) other responsibilities as considered ap-  
17 propriate by the Administrator.

18 (d) REPORT.—Not later than 2 years after the Ad-  
19 ministrator implements the recommendations described in  
20 subsection (c)(2)(H), the Administrator shall brief the  
21 Committee on Transportation and Infrastructure of the  
22 House of Representatives and the Committee on Com-  
23 merce, Science, and Transportation of the Senate describ-  
24 ing—



1           (1) the implementation of each such rec-  
2       ommendation;

3           (2) how any recommended actions are assisting  
4       the Administrator in improving outreach to commu-  
5       nities affected by aircraft noise and other commu-  
6       nity engagement concerns; and

7           (3) any challenges or barriers that limit or pre-  
8       vent the ability of the Administrator to take such ac-  
9       tions.

10 **SEC. 485. THIRD PARTY STUDY ON AVIATION NOISE**  
11 **METRICS.**

12       (a) STUDY.—Not later than 180 days after the date  
13 of enactment of this Act, the Administrator of the Federal  
14 Aviation Administration shall enter into an agreement  
15 with the National Academies to conduct a study on avia-  
16 tion noise metrics.

17       (b) CONTENTS.—The study required under sub-  
18 section (a) shall include an assessment of—

19           (1) the efficacy of the day-night average sound  
20       level (in this section referred to as “DNL”) noise  
21       metric compared to other alternative models;

22           (2) the disadvantages of the DNL noise metric  
23       in effect as of the date of enactment of this Act  
24       compared to other alternative models;

1           (3) any potential changes that should be made  
2           to the DNL noise metric in effect as of the date of  
3           enactment of this Act; and

4           (4) the data collected by the Neighborhood En-  
5           vironmental Survey of the Administration using al-  
6           ternative noise metrics.

7           (c) REPORT TO CONGRESS.—Not later than 2 years  
8           after the date of enactment of this Act, the National Acad-  
9           emies shall submit to the Administrator and Committee  
10          on Transportation and Infrastructure of the House of  
11          Representatives and the Committee on Commerce,  
12          Science, and Transportation of the Senate a report—

13           (1) on the results of the study described in sub-  
14          section (a); and

15           (2) containing recommendations regarding the  
16          most appropriate metric to adequately assess the  
17          public health impacts of aircraft noise.

## 18           **TITLE V—AVIATION SAFETY**

### 19           **Subtitle A—General Provisions**

#### 20           **SEC. 501. ZERO TOLERANCE FOR NEAR MISSES, RUNWAY** 21           **INCURSIONS, AND SURFACE SAFETY RISKS.**

22           (a) POLICY.—

23           (1) IN GENERAL.—Section 47101(a) of title 49,  
24          United States Code, is amended—

1 (A) by redesignating paragraphs (2)  
2 through (13) as paragraphs (3) through (14),  
3 respectively; and

4 (B) by inserting after paragraph (1) the  
5 following:

6 “(2) that projects, activities, and actions that  
7 prevent runway incursions serve to—

8 “(A) improve airport surface surveillance;  
9 and

10 “(B) mitigate surface safety risks that are  
11 essential to ensuring the safe operation of the  
12 airport and airway system;”.

13 (2) CONFORMING AMENDMENTS.—Section  
14 47101 of title 49, United States Code, is amended—

15 (A) in subsection (g) by striking “sub-  
16 section (a)(5)” and inserting “subsection  
17 (a)(6)” ; and

18 (B) in subsection (h) by striking “sub-  
19 section (a)(6)” and inserting “subsection  
20 (a)(7)”.

21 (3) CONTINUOUS EVALUATION.—In carrying  
22 out section 47101(a) of title 49, United States Code,  
23 as amended by this subsection, the Administrator of  
24 the Federal Aviation Administration shall establish a  
25 process to continuously track and evaluate ground

1 traffic and air traffic activity and related incidents  
2 at airports.

3 (b) RUNWAY SAFETY COUNCIL.—

4 (1) IN GENERAL.—Not later than 6 months  
5 after the date of enactment of this Act, the Adminis-  
6 trator of the Federal Aviation Administration shall  
7 establish a council, to be known as the “Runway  
8 Safety Council” (hereinafter referred to as the  
9 “Council” in this section), to develop a systematic  
10 proactive management strategy to address surface  
11 safety risks.

12 (2) DUTIES.—The duties of the Council shall  
13 include, at a minimum, advancing the development  
14 of risk-based, data driven, integrated systems solu-  
15 tions and strategies to enhance surface safety risk  
16 mitigation.

17 (3) MEMBERSHIP.—

18 (A) IN GENERAL.—In establishing the  
19 Council, the Administrator shall appoint at  
20 least 1 member from each of the following:

- 21 (i) Airport operators.
- 22 (ii) Air carriers.
- 23 (iii) Aircraft operators.
- 24 (iv) Flight schools.

1 (v) The certified bargaining represent-  
2 ative of aviation safety inspectors for the  
3 Administration.

4 (vi) The exclusive bargaining rep-  
5 resentative of the air traffic controllers cer-  
6 tified under section 7111 of title 5, United  
7 States Code.

8 (vii) Other safety experts the Admin-  
9 istrator determines appropriate.

10 (B) ADDITIONAL MEMBERS.—The Admin-  
11 istrator may appoint members representing any  
12 other stakeholder organization that the Admin-  
13 istrator determines appropriate to the Runway  
14 Safety Council.

15 (c) AIRPORT SURFACE SURVEILLANCE.—

16 (1) IDENTIFICATION.—Not later than 180 days  
17 after the date of enactment of this Act, the Adminis-  
18 trator shall, in coordination with the Council, con-  
19 sult with relevant stakeholders to identify tech-  
20 nologies, equipment, and systems that—

21 (A) may provide airport surface surveil-  
22 lance capabilities at airports lacking such capa-  
23 bilities; or

24 (B) may augment existing airport surface  
25 surveillance systems.

1           (2) CRITERIA.—Not later than 1 year after the  
2       date of enactment of this Act, the Administrator  
3       shall—

4           (A) based on the information obtained pur-  
5       suant to paragraph (1), identify airport surface  
6       surveillance systems that meet the standards of  
7       the Administration and may be able to—

8           (i) provide airport surface surveillance  
9       capabilities at airports lacking such capa-  
10      bilities; or

11          (ii) augment existing airport surface  
12      surveillance systems; and

13          (B) establish clear and quantifiable criteria  
14      relating to operational factors, including ground  
15      traffic and air traffic activity and the rate of  
16      runway and terminal airspace safety events (in-  
17      cluding runway incursions), that determine  
18      when the installation and deployment of an air-  
19      port surface surveillance system, or other run-  
20      way safety system (including runway status  
21      lights), at an airport is required.

22          (3) DEPLOYMENT.—Not later than 5 years  
23      after the date of enactment of this Act, the Adminis-  
24      trator shall ensure that airport surface surveillance  
25      systems are deployed and operational at—

1 (A) all airports described in paragraph  
2 (2)(A); and

3 (B) all medium and large hub airports.

4 (4) REPORT.—Not later than 4 years after the  
5 date of enactment of this Act, the Administrator  
6 shall brief 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 on the progress of the deploy-  
10 ment described in paragraph (3).

11 (d) FOREIGN OBJECT DEBRIS DETECTION.—

12 (1) IN GENERAL.—Not later than 3 years after  
13 the date of enactment of this Act, the Administrator  
14 shall assess, in coordination with the Council, auto-  
15 mated foreign object debris monitoring and detection  
16 systems at not less than 3 airports that are using  
17 such systems.

18 (2) CONSIDERATIONS.—In conducting the as-  
19 sessment under paragraph (1), the Administrator  
20 shall consider the following:

21 (A) The categorization of an airport.

22 (B) The potential frequency of foreign ob-  
23 ject debris incidents on airport runways or ad-  
24 jacent ramp areas.

1 (C) The availability of funding for the in-  
2 stallation and maintenance of foreign object de-  
3bris monitoring and detection systems.

4 (D) The impact of such systems on the air-  
5field operations of an airport.

6 (E) The effectiveness of available foreign  
7object debris monitoring and detection systems.

8 (F) Any other relevant factors to assessing  
9the return on investment of foreign object de-  
10bris monitoring and detection systems.

11 (3) CONSULTATION.—In carrying out this sub-  
12section, the Administrator and the Council shall con-  
13sult with manufacturers and suppliers of foreign ob-  
14ject debris detection technology and any other rel-  
15evant stakeholders.

16 (e) RUNWAY SAFETY STUDY.—

17 (1) IN GENERAL.—Not later than 2 years after  
18the date of enactment of this Act, the Administrator  
19shall seek to enter into an agreement with a feder-  
20ally funded research and development center to con-  
21duct a study of runway incursions, surface incidents,  
22operational errors, or losses of standard separation  
23of aircraft in the approach or departure phase of  
24flight to determine how advanced technologies and  
25future airport development projects may be able to



1       reduce the frequency of such events and enhance  
2       aviation safety.

3           (2) CONSIDERATIONS.—In conducting the study  
4       under paragraph (1), the federally funded research  
5       and development center shall—

6           (A) examine data relating to recurring  
7       runway incursions, surface incidents, oper-  
8       ational errors, or losses of standard separation  
9       of aircraft in the approach or departure phase  
10      of flight at airports to identify the underlying  
11      factors that caused such events;

12          (B) assess metrics used to identify when  
13      such events are increasing at an airport;

14          (C) assess available and developmental  
15      technologies, including and beyond such tech-  
16      nologies considered in subsection (c), that may  
17      augment existing air traffic management capa-  
18      bilities of surface surveillance and terminal air-  
19      space equipment;

20          (D) consider growth trends in airport size,  
21      staffing and communication complexities to  
22      identify—

23           (i) future gaps in information ex-  
24      change between aerospace stakeholders;  
25      and

1 (ii) methods for meeting future near  
2 real-time information sharing needs; and

3 (E) examine airfield safety training pro-  
4 grams used by airport tenants and other stake-  
5 holders operating on airfields of airports, in-  
6 cluding airfield familiarization training pro-  
7 grams for employees, to assess scalability to  
8 handle future growth in airfield capacity and  
9 traffic.

10 (3) RECOMMENDATIONS.—In conducting the  
11 study required by paragraph (1), the federally fund-  
12 ed research and development center shall develop  
13 recommendations for the strategic planning efforts  
14 of the Administration to appropriately maintain sur-  
15 face safety considering future increases in air traffic  
16 and based on the considerations described in para-  
17 graph (2).

18 (4) REPORT TO CONGRESS.—Not later than 90  
19 days after the completion of the study required by  
20 paragraph (1), the Administrator shall submit to the  
21 Committee on Transportation and Infrastructure of  
22 the House of Representatives and the Committee on  
23 Commerce, Science, and Transportation of the Sen-  
24 ate a report on the findings of such study and any  
25 recommendations developed under paragraph (3).

1 (f) AIRPORT SURFACE DETECTION AND SURVEIL-  
2 LANCE SYSTEM DEFINED.—In this section, the term “air-  
3 port surface detection and surveillance system” means an  
4 airport surveillance system that is—

5 (1) designed to track surface movement of air-  
6 craft and vehicles; and

7 (2) capable of alerting air traffic controllers or  
8 flight crew members of a possible runway incursion,  
9 misaligned approach, or other safety event.

10 **SEC. 502. GLOBAL AVIATION SAFETY.**

11 (a) IN GENERAL.—Section 40104(d) of title 49,  
12 United States Code, (as redesignated by section 325) is  
13 amended—

14 (1) in subsection heading by inserting “AND AS-  
15 SISTANCE” after “INTERNATIONAL ROLE”;

16 (2) in paragraph (1) by striking “The Adminis-  
17 trator” and inserting “In carrying out subsection  
18 (a), the Administrator”;

19 (3) by redesignating paragraph (2) as para-  
20 graph (4); and

21 (4) by inserting after paragraph (1) the fol-  
22 lowing:

23 “(2) INTERNATIONAL PRESENCE.—The Admin-  
24 istrator shall maintain an international presence  
25 to—

1                   “(A) assist foreign civil aviation authorities  
2                   in—

3                   “(i) establishing robust aerospace  
4                   oversight practices and policies;

5                   “(ii) training staff, to include inspec-  
6                   tors and accident investigators;

7                   “(iii) harmonizing international aero-  
8                   space standards for air traffic manage-  
9                   ment, operator certification, aircraft cer-  
10                  tification, airports, and certificated or  
11                  credentialed individuals;

12                  “(iv) validating and accepting foreign  
13                  aircraft design and production approvals;

14                  “(v) maintaining appropriate levels of  
15                  air navigation services;

16                  “(vi) preparing for new aerospace  
17                  technologies; and

18                  “(vii) appropriately adopting con-  
19                  tinuing airworthiness information, such as  
20                  airworthiness directives;

21                  “(B) encourage the adoption of United  
22                  States standards, regulations, and policies;

23                  “(C) establish, maintain, and update bilat-  
24                  eral or multilateral aviation safety agreements

1 and the aviation safety information contained  
2 within such agreements;

3 “(D) engage in bilateral and multilateral  
4 discussions and provide technical assistance as  
5 described in paragraph (5);

6 “(E) validate foreign aerospace products  
7 and ensure reciprocal validation of products for  
8 which the United States is the state of design  
9 or production;

10 “(F) support accident and incident inves-  
11 tigation, particularly such investigations that  
12 involve United States persons and certified  
13 products and such investigations where the Na-  
14 tional Transportation Safety Board is sup-  
15 porting an investigation pursuant to annex 13  
16 of the International Civil Aviation Organization;

17 “(G) support the international activities of  
18 the United States aerospace sector;

19 “(H) maintain valuable relationships with  
20 entities with aerospace equities, including civil  
21 aviation authorities, other governmental bodies,  
22 non-governmental organizations, and foreign  
23 manufacturers; and

24 “(I) perform other activities as determined  
25 necessary by the Administrator.”.

1 (b) REVIEW OF INTERNATIONAL FIELD OFFICES.—  
2 Section 40104(d) of title 49, United States Code, (as re-  
3 designated by section 325) is further amended by inserting  
4 after paragraph (2) the following:

5 “(3) INTERNATIONAL OFFICES.—In carrying  
6 out the responsibilities described in subsection (a),  
7 the Administrator shall—

8 “(A) maintain international offices of the  
9 Administration;

10 “(B) every 3 years, review existing inter-  
11 national offices to determine—

12 “(i) the effectiveness of such offices in  
13 fulfilling the mission described in para-  
14 graph (2);

15 “(ii) the adequacy of resources and  
16 staffing to achieve the mission described in  
17 paragraph (2);

18 “(C) establish offices to address gaps iden-  
19 tified by the review under subparagraph (B)  
20 and in furtherance of the mission described in  
21 paragraph (2), putting an emphasis on estab-  
22 lishing such offices—

23 “(i) where international civil aviation  
24 authorities are located;

1 “(ii) where regional intergovernmental  
2 organizations are located;

3 “(iii) in countries that have difficulty  
4 maintaining a category 1 classification  
5 through the International Aviation Safety  
6 Assessment program; and

7 “(iv) in regions that have experienced  
8 substantial growth in aerospace operations  
9 or manufacturing.”.

10 (c) BILATERAL AVIATION SAFETY AGREEMENTS.—

11 (1) ESTABLISHMENT.—Section 40104(d) of  
12 title 49, United States Code, (as redesignated by  
13 section 325) is further amended by inserting after  
14 paragraph (4) the following:

15 “(5) BILATERAL AVIATION SAFETY AGREE-  
16 MENTS.—

17 “(A) IN GENERAL.—The Administrator  
18 shall negotiate, enter into, promote, enforce,  
19 evaluate the effectiveness of, and seek to update  
20 bilateral or multilateral aviation safety agree-  
21 ments, and the parts of such agreements, with  
22 international aviation authorities.

23 “(B) PURPOSE.—The Administrator shall  
24 seek to enter into bilateral aviation safety

1           agreements under this section to, at a min-  
2           imum—

3                   “(i) improve global aerospace safety;

4                   “(ii) increase harmonization of, and  
5                   reduce duplicative, requirements, processes,  
6                   and approvals to advance the aerospace in-  
7                   terests of the United States;

8                   “(iii) ensure access to international  
9                   markets for operators, service providers,  
10                  and manufacturers from the United States;  
11                  and

12                  “(iv) put in place procedures for re-  
13                  course when a party to such agreements  
14                  fails to meet the obligations of such party  
15                  under such agreements.

16                  “(C) SCOPE.—The scope of a bilateral  
17                  aviation safety agreement entered into under  
18                  this section shall, as appropriate, cover existing  
19                  aerospace users and concepts and establish a  
20                  process by which bilateral aviation safety agree-  
21                  ments can be updated to include new and novel  
22                  concepts on an ongoing basis.

23                  “(D) CONTENTS.—Bilateral aviation safety  
24                  agreements entered into under this section  
25                  shall, as appropriate and consistent with United



1 States law and regulation, include topics such  
2 as—

3 “(i) airworthiness, certification, and  
4 validation;

5 “(ii) maintenance;

6 “(iii) operations and pilot training;

7 “(iv) airspace access, efficiencies, and  
8 navigation services;

9 “(v) transport category aircraft;

10 “(vi) fixed-wing aircraft, rotorcraft,  
11 and powered-lift aircraft;

12 “(vii) aerodrome certification;

13 “(viii) unmanned aircraft and associ-  
14 ated elements of such aircraft;

15 “(ix) flight simulation training de-  
16 vices;

17 “(x) new or emerging aerospace tech-  
18 nologies and technology trends; and

19 “(xi) other topics as determined ap-  
20 propriate by the Administrator.

21 “(E) RULE OF CONSTRUCTION.—Bilateral  
22 or multilateral aviation safety agreements en-  
23 tered into under this subsection shall not be  
24 construed to diminish or alter any authority of

1 the Administrator under any other provision of  
2 law.”.

3 (2) AUDIT OF VALIDATION ACTIVITIES UNDER  
4 BILATERAL AVIATION SAFETY AGREEMENTS.—

5 (A) IN GENERAL.—Not later than 2 years  
6 after the date of enactment of this Act, the in-  
7 spector general of the Department of Transpor-  
8 tation shall initiate an audit of bilateral compli-  
9 ance with respect to the validation of aircraft  
10 and aircraft parts as set forth in bilateral or  
11 multilateral aviation safety agreements between  
12 the Federal Aviation Administration and the  
13 civil aviation authorities of—

- 14 (i) the European Union;  
15 (ii) Canada;  
16 (iii) Brazil;  
17 (iv) China;  
18 (v) the United Kingdom; and  
19 (vi) any other country as determined  
20 by the inspector general.

21 (B) REVIEW CONTENTS.—As part of the  
22 review required under this subsection, the in-  
23 spector general shall evaluate the performance  
24 of validation programs by assessing—

1 (i) validation timelines and milestones  
2 for individual projects;

3 (ii) trends relating to the repeated use  
4 of nonbasic criteria to review systems and  
5 methods of compliance that have been vali-  
6 dated previously in similar contexts;

7 (iii) the extent to which implementa-  
8 tion tools such as validation workplans and  
9 safety emphasis items have addressed vali-  
10 dation issues;

11 (iv) the perspective of Administration  
12 employees;

13 (v) the perspective of employees of  
14 other civil aviation authorities, who wish to  
15 provide such perspective, on the validation  
16 of products certified in the United States  
17 and the validation of products by the  
18 United States of products certified abroad;  
19 and

20 (vi) the perspective of domestic and  
21 foreign industry applicants seeking valida-  
22 tion of aircraft and aircraft parts.

23 (C) REPORT AND RECOMMENDATIONS.—

24 Not later than 14 months after beginning the  
25 audit under paragraph (1), the Comptroller

1           General shall provide to the Administrator of  
2           the Federal Aviation Administration, the Com-  
3           mittee on Transportation and Infrastructure of  
4           the House of Representatives and the Com-  
5           mittee on Commerce, Science, and Transpor-  
6           tation of the Senate a report summarizing the  
7           findings of the audit and any recommendations  
8           to increase compliance and improve the valida-  
9           tion timeframes of aircraft and aircraft parts.

10       (d) INTERNATIONAL ENGAGEMENT STRATEGY.—  
11       Section 40104(d) of title 49, United States Code, (as re-  
12       designated by section 325) is further amended by inserting  
13       after paragraph (5) the following:

14           “(6) STRATEGIC PLAN.—The Administrator  
15       shall maintain a strategic plan for the international  
16       engagement of the Administration that includes—

17           “(A) all elements of the report required in  
18       section 243(b)(1) of the FAA Reauthorization  
19       Act of 2018 (49 U.S.C. 44701 note);

20           “(B) measures to fulfill the mission de-  
21       scribed in paragraph (2);

22           “(C) initiatives to attain greater expertise  
23       among employees of the Federal Aviation Ad-  
24       ministration in issues related to dispute resolu-

1           tion, intellectual property, and expert control  
2           laws;

3           “(D) policy regarding the future direction  
4           and strategy of the United States engagement  
5           with the International Civil Aviation Organiza-  
6           tion;

7           “(E) procedures for acceptance of manda-  
8           tory airworthiness information, such as air-  
9           worthiness directives, and other safety-related  
10          regulatory documents, including procedures to  
11          implement the requirements of section  
12          44701(e)(5);

13          “(F) all factors, including funding and  
14          resourcing, necessary for the Administration to  
15          maintain leadership in the global activities re-  
16          lated to aviation safety and air transportation;  
17          and

18          “(G) establishment of, and a process to  
19          regularly track and update, metrics to measure  
20          the effectiveness of, and foreign civil aviation  
21          authority compliance with, bilateral aviation  
22          safety agreements.”.

1   **SEC. 503. AVAILABILITY OF PERSONNEL FOR INSPECTIONS,**  
2                   **SITE VISITS, AND TRAINING.**

3       Section 40104 of title 49, United States Code, is fur-  
4   ther amended by adding at the end the following:

5       “(g) TRAVEL.—The Administrator and the Secretary  
6   of Transportation shall, in carrying out the responsibilities  
7   described in subsection (a), delegate to the appropriate su-  
8   pervisors of offices of the Administration the ability to au-  
9   thorize the domestic and international travel of relevant  
10   personnel who are not in the Federal Aviation Administra-  
11   tion Executive System, without any additional approvals  
12   required, for the purposes of—

13           “(1) promoting aviation safety, aircraft oper-  
14       ations, air traffic, airport, unmanned aircraft sys-  
15       tems, commercial space transportation, and other  
16       aviation standards and regulations adopted by the  
17       United States;

18           “(2) facilitating the adoption of United States  
19       approaches on standards and recommended practices  
20       at the International Civil Aviation Organization;

21           “(3) promoting environmental standards adopt-  
22       ed by the United States and standards promulgated  
23       under section 44714;

24           “(4) supporting the acceptance of Administra-  
25       tion design and production approvals by other civil  
26       aviation authorities;

1 “(5) training Administration personnel and  
2 training provided to other persons;

3 “(6) engaging with regulated entities, including  
4 performing site visits;

5 “(7) activities associated with subsections (c)  
6 through (f) of this section; and

7 “(8) other activities as determined by the Ad-  
8 ministrator.”.

9 **SEC. 504. HELICOPTER AIR AMBULANCE OPERATIONS.**

10 (a) OUTDATED AIR AMBULANCE RULEMAKING RE-  
11 QUIREMENT.—Section 44730 of title 49, United States  
12 Code, is amended—

13 (1) in subsection (a)(1) by striking “not later  
14 than 180 days after the date of enactment of this  
15 section,”;

16 (2) in subsection (c) by striking “address the  
17 following” and inserting “consider, or address  
18 through other means, the following”;

19 (3) in subsection (d) by striking “provide for  
20 the following” and inserting “consider, or address  
21 through other means, the following”; and

22 (4) in subsection (e)—

23 (A) in the heading by striking “SUBSE-  
24 QUENT RULEMAKING” and inserting “SUBSE-  
25 QUENT ACTIONS”;

1 (B) in paragraph (1) by striking “shall  
2 conduct a follow-on rulemaking to address the  
3 following:” and inserting “shall address through  
4 a follow-on rulemaking, or through such other  
5 means that the Administrator considers appro-  
6 priate, the following:”;

7 (C) by striking paragraph (2); and

8 (D) by redesignating paragraph (3) as  
9 paragraph (2).

10 (b) SAFETY MANAGEMENT SYSTEMS BRIEFING.—

11 Not later than 180 days after the date of enactment of  
12 this Act, the Administrator of the Federal Aviation Ad-  
13 ministration shall brief the Committee on Transportation  
14 and Infrastructure of the House of Representatives and  
15 the Committee on Commerce, Science, and Transportation  
16 of the Senate on how the proposed rule published on Janu-  
17 ary, 11, 2023, titled “Safety Management System” (88  
18 Fed. Reg. 1932) will—

19 (1) improve helicopter air ambulance operations  
20 and piloting; and

21 (2) consider the use of safety equipment by  
22 flight crew and medical personnel on a helicopter  
23 conducting an air ambulance operation.



1 (c) IMPROVEMENT OF PUBLICATION OF HELICOPTER  
2 AIR AMBULANCE OPERATIONS DATA.—Section 44731 of  
3 title 49, United States Code, is amended—

4 (1) by striking subsection (d);

5 (2) in subsection (e)—

6 (A) in paragraph (1) by striking “and” at  
7 the end; and

8 (B) by striking paragraph (2) and insert-  
9 ing the following:

10 “(2) make publicly available, in part or in  
11 whole, on the website of the Federal Aviation Ad-  
12 ministration website, the database developed pursu-  
13 ant to subsection (c); and

14 “(3) analyze the data submitted under sub-  
15 section (a) periodically and use such data to inform  
16 efforts to improve the safety of helicopter air ambu-  
17 lance operations.”; and

18 (3) by redesignating subsections (e) and (f) as  
19 subsections (d) and (e), respectively.

20 **SEC. 505. GLOBAL AIRCRAFT MAINTENANCE SAFETY IM-**  
21 **PROVEMENTS.**

22 (a) FAA OVERSIGHT OF REPAIR STATIONS LOCATED  
23 OUTSIDE THE UNITED STATES.—

24 (1) IN GENERAL.—Section 44733 of title 49,  
25 United States Code, is amended—

1 (A) in the heading by striking “**Inspection**” and inserting “**Oversight**”;

2  
3 (B) in subsection (a) by striking “Not  
4 later than 1 year after the date of enactment of  
5 this section, the” and inserting “The”;

6 (C) in subsection (e)—

7 (i) by inserting “, without prior notice  
8 to such repair stations,” after “annually”;

9 (ii) by inserting “and the applicable  
10 laws of the country in which the repair sta-  
11 tion is located” after “international agree-  
12 ments”; and

13 (iii) by striking the last sentence and  
14 inserting “The Administrator may carry  
15 out announced or unannounced inspections  
16 in addition to the annual unannounced in-  
17 spection required under this subsection  
18 based on identified risks and in a manner  
19 consistent with United States obligations  
20 under international agreements and the  
21 applicable laws of the country in which the  
22 part 145 repair station is located.”;

23 (D) by redesignating subsection (g) as sub-  
24 section (j); and

1 (E) by inserting after subsection (f) the  
2 following:

3 “(g) DATA ANALYSIS.—

4 “(1) IN GENERAL.—Each fiscal year in which a  
5 part 121 air carrier has had heavy maintenance  
6 work performed on an aircraft owned or operated by  
7 such carrier, such carrier shall provide to the Ad-  
8 ministrator, not later than the end of the following  
9 fiscal year, a report containing the information de-  
10 scribed in paragraph (2).

11 “(2) INFORMATION REQUIRED.—A report under  
12 paragraph (1) shall contain the following:

13 “(A) The location where any heavy mainte-  
14 nance work on aircraft was performed outside  
15 the United States.

16 “(B) A description of the work performed  
17 at each such location.

18 “(C) The date of completion of the work  
19 performed at each such location.

20 “(D) A list of all failures, malfunctions, or  
21 defects affecting the safe operation of such air-  
22 craft identified by the air carrier not later than  
23 30 days after the date on which an aircraft is  
24 returned to service, organized by reference to  
25 aircraft registration number, that—

1 “(i) requires corrective action after  
2 the aircraft is approved for return to serv-  
3 ice; and

4 “(ii) results from such work per-  
5 formed on such aircraft.

6 “(E) The certificate number of the person  
7 approving such aircraft or on-wing aircraft en-  
8 gine, for return to service following completion  
9 of the work performed at each such location.

10 “(3) ANALYSIS.—The Administrator shall—

11 “(A) analyze information provided under  
12 this subsection and sections 121.703, 121.705,  
13 121.707, and 145.221 of title 14, Code of Fed-  
14 eral Regulations, or any successor provisions of  
15 such title, to detect safety issues associated  
16 with heavy maintenance work on aircraft per-  
17 formed outside the United States; and

18 “(B) require appropriate actions by an air  
19 carrier or repair station in response to any safe-  
20 ty issue identified by the analysis conducted  
21 under subparagraph (A).

22 “(4) CONFIDENTIALITY.—Information provided  
23 under this subsection shall be subject to the same  
24 protections given to voluntarily provided safety or  
25 security related information under section 40123.

1 “(h) APPLICATIONS AND PROHIBITION.—

2 “(1) IN GENERAL.—The Administrator may not  
3 approve any new application under part 145 of title  
4 14, Code of Federal Regulations, from a person lo-  
5 cated or headquartered in a country that the Admin-  
6 istration, through the International Aviation Safety  
7 Assessment program, has classified as Category 2.

8 “(2) EXCEPTION.—Paragraph (1) shall not  
9 apply to an application for the renewal of a certifi-  
10 cate issued under part 145 of title 14, Code of Fed-  
11 eral Regulations.

12 “(3) MAINTENANCE IMPLEMENTATION PROCE-  
13 DURES AGREEMENT.—The Administrator may elect  
14 not to enter into a new maintenance implementation  
15 procedures agreement with a country classified as  
16 Category 2, for as long as the country remains clas-  
17 sified as Category 2.

18 “(3) PROHIBITION ON CONTINUED HEAVY  
19 MAINTENANCE WORK.—No part 121 air carrier may  
20 enter into a new contract for heavy maintenance  
21 work with a person located or headquartered in a  
22 country that the Administrator, through the Inter-  
23 national Aviation Safety Assessment program, has  
24 classified as Category 2, for as long as such country  
25 remains classified as Category 2.

1       “(i) MINIMUM QUALIFICATIONS FOR MECHANICS  
2 AND OTHERS WORKING ON U.S. REGISTERED AIR-  
3 CRAFT.—

4           “(1) IN GENERAL.—Not later than 2 years  
5 after the date of enactment of this subsection, the  
6 Administrator shall require that, at each covered re-  
7 pair station—

8           “(A) all supervisory personnel of such sta-  
9 tion are appropriately certificated as a me-  
10 chanic or repairman under part 65 of title 14,  
11 Code of Federal Regulations, or under an  
12 equivalent certification or licensing regime, as  
13 determined by the Administrator; and

14           “(B) all personnel of such station author-  
15 ized to approve an article for return to service  
16 are appropriately certificated as a mechanic or  
17 repairman under part 65 of such title, or under  
18 an equivalent certification or licensing regime,  
19 as determined by the Administrator.

20           “(2) AVAILABLE FOR CONSULTATION.—Not  
21 later than 2 years after the date of enactment of  
22 this subsection, the Administrator shall require any  
23 individual who is responsible for approving an article  
24 for return to service or who is directly in charge of  
25 heavy maintenance work performed on aircraft oper-

1       ated by a part 121 air carrier be available for con-  
2       sultation while work is being performed at a covered  
3       repair station.”.

4           (2) DEFINITIONS.—

5               (A) IN GENERAL.—Section 44733(j) of  
6       title 49, United States Code (as redesignated by  
7       this section), is amended—

8                   (i) in paragraph (1) by striking “air-  
9       craft” and inserting “aircraft (including  
10      on-wing aircraft engines)”;

11                  (ii) by redesignating paragraphs (1)  
12      through (3) as paragraphs (2) through (4),  
13      respectively; and

14                  (iii) by inserting before paragraph (2),  
15      as so redesignated, the following:

16           “(1) COVERED REPAIR STATION.—The term  
17      ‘covered repair station’ means a facility that—

18                   “(A) is located outside the United States;

19                   “(B) is a part 145 repair station; and

20                   “(C) performs heavy maintenance work on  
21      aircraft operated by a part 121 air carrier.”.

22           (B) TECHNICAL AMENDMENT.—Section  
23      44733(a)(3) of title 49, United States Code, is  
24      amended by striking “covered part 145 repair

1           stations” and inserting “part 145 repair sta-  
2           tions”.

3           (3) CONFORMING AMENDMENTS.—The analysis  
4           for chapter 447 of title 49, United States Code, is  
5           amended by striking the item relating to section  
6           44733 and inserting the following:

“44733. Oversight of repair stations located outside the United States.”.

7           (b) INTERNATIONAL STANDARDS FOR SAFETY OVER-  
8           SIGHT OF EXTRATERRITORIAL REPAIR STATIONS.—

9           (1) ESTABLISHMENT.—Not later than 1 year  
10          after the date of enactment of this Act, the Adminis-  
11          trator of the Federal Aviation Administration shall  
12          invite other civil aviation authorities to convene with  
13          the Administration an extraterritorial repair station  
14          working group (hereinafter referred to as the  
15          “Working Group”) to conduct a review of the certifi-  
16          cation and oversight of extraterritorial repair sta-  
17          tions and to identify any future enhancements or  
18          harmonization that might be appropriate to  
19          strengthen oversight of such repair stations and im-  
20          prove global aviation safety.

21          (2) COMPOSITION OF WORKING GROUP.—The  
22          Working Group shall consist of—

23                  (A) technical representatives from the  
24                  FAA; and



1 (B) such other civil aviation authorities or  
2 international intergovernmental aviation safety  
3 organizations as the Administrator determines  
4 appropriate and are willing to participate, in-  
5 cluding—

6 (i) civil aviation authorities respon-  
7 sible for certifying extraterritorial repair  
8 stations; and

9 (ii) civil aviation authorities of coun-  
10 tries in which extraterritorial repair sta-  
11 tions are located.

12 (3) CONSULTATION.—In conducting the review  
13 under this section, the Working Group shall, as ap-  
14 propriate, consult with relevant experts and stake-  
15 holders.

16 (4) RECOMMENDATIONS.—The Working Group  
17 shall make recommendations with respect to any fu-  
18 ture enhancements that might be appropriate to—

19 (A) strengthen oversight of extraterritorial  
20 repair stations; and

21 (B) better leverage the resources of other  
22 civil aviation authorities to conduct such over-  
23 sight.

24 (5) REPORTS.—

1 (A) REPAIR STATION WORKING GROUP RE-  
2 PORT.—In establishing the Working Group, the  
3 Administrator shall task the Working Group  
4 with submitting to the participating civil avia-  
5 tion authorities a report containing the findings  
6 of the recommendations made under paragraph  
7 (4).

8 (B) FAA REPORT.—

9 (i) TRANSMISSION OF REPAIR STA-  
10 TION WORKING GROUP REPORT.—The Ad-  
11 ministrator shall submit to the Committee  
12 on Transportation and Infrastructure of  
13 the House of Representatives, and the  
14 Committee on Commerce, Science, and  
15 Transportation of the Senate a copy of the  
16 report required under subparagraph (A) as  
17 soon as is practicable after the receipt of  
18 such report.

19 (ii) FAA BRIEFING TO CONGRESS.—  
20 Not later than 45 days after receipt of the  
21 report under paragraph (1), the Adminis-  
22 trator shall brief the Committee on Trans-  
23 portation and Infrastructure of the House  
24 of Representatives and the Committee on

1 Commerce, Science, and Transportation of  
2 the Senate on—

3 (I) whether the Administrator  
4 concurs or does not concur with each  
5 recommendation contained in the re-  
6 port required under subparagraph  
7 (A);

8 (II) any recommendation with  
9 which the Administrator does not con-  
10 cur, a detailed explanation as to why  
11 the Administrator does not concur;

12 (III) a plan to implement each  
13 recommendation with which the Ad-  
14 ministrator concurs; and

15 (IV) a plan to work with the  
16 international community to implement  
17 the recommendations applicable to  
18 both the FAA as well as other civil  
19 aviation authorities.

20 (6) TERMINATION.—The Working Group shall  
21 terminate 90 days after the date of submission of  
22 the report under paragraph (5)(A), unless the Ad-  
23 ministrator or another participant of the Working  
24 Group requests for an extension of the Working  
25 Group in order to inform the implementation and

1 harmonization of any recommendation applicable to  
2 multiple civil aviation authorities.

3 (7) DEFINITION OF EXTRATERRITORIAL REPAIR  
4 STATION.—In this section, the term “extraterritorial  
5 repair station” means a repair station that performs  
6 heavy maintenance work on an aircraft (including  
7 on-wing engines) and that is located outside of the  
8 territory of the country of the civil aviation authority  
9 which certificated the repair station.

10 (c) ALCOHOL AND DRUG TESTING AND BACK-  
11 GROUND CHECKS.—

12 (1) IN GENERAL.—Not later than 2 years after  
13 the date of enactment of this Act, and annually  
14 thereafter, the Administrator shall submit to the  
15 Committee on Transportation and Infrastructure of  
16 the House of Representatives and the Committee on  
17 Commerce, Science, and Transportation of the Sen-  
18 ate a report updating Congress on the progress and  
19 challenges involved with carrying out the require-  
20 ments of subsection (b) of section 2112 of the FAA  
21 Extension, Safety, and Security Act of 2016 (49  
22 U.S.C. 44733).

23 (2) SUNSET.—The reporting requirement under  
24 paragraph (1) shall cease to be effective after a final  
25 rule carrying out the requirements of such sub-

1 section (b) has been published in the Federal Reg-  
2 ister.

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  
6 49, Code of Federal Regulations, the Administrator  
7 shall initiate a rulemaking or request the head of an-  
8 other Federal agency to initiate a rulemaking that  
9 requires a covered repair station to confirm that any  
10 such employee has successfully completed an assess-  
11 ment commensurate with a security threat assess-  
12 ment described in subpart C of part 1540 of such  
13 title.

14 (d) DEFINITIONS.—In this section:

15 (1) FAA.—The term “FAA” means the Fed-  
16 eral Aviation Administration.

17 (2) ADMINISTRATOR.—The term “Adminis-  
18 trator” means the Administrator of the FAA.

19 (3) COVERED REPAIR STATION; HEAVY MAINTENANCE  
20 WORK.—The terms “covered repair station”  
21 and “heavy maintenance work” have the meaning  
22 given those terms in section 44733(j) of title 49,  
23 United States Code.

1 **SEC. 506. ODA BEST PRACTICE SHARING.**

2 Section 44736(b) of title 49, United States Code, is  
3 amended—

4 (1) in paragraph (1) by striking “Not later  
5 than 120 days after the date of enactment of this  
6 section, the” and insert “The”; and

7 (2) in paragraph (3)—

8 (A) in subparagraph (E) by striking “and”  
9 at the end;

10 (B) in subparagraph (F) by striking the  
11 period and inserting “; and”; and

12 (C) by adding at the end the following:

13 “(G) convene a forum not less than every  
14 2 years between ODA holders, unit members,  
15 and other organizational representatives and  
16 relevant experts, in order to—

17 “(i) share best practices;

18 “(ii) instill professionalism, ethics,  
19 and personal responsibilities in unit mem-  
20 bers; and

21 “(iii) foster open and transparent  
22 communication between Administration  
23 safety specialists, ODA holders, and unit  
24 members.”.

1   **SEC. 507. TRAINING OF ORGANIZATION DELEGATION AU-**  
2                   **THORITY UNIT MEMBERS.**

3           (a) UNIT MEMBER ANNUAL ETHICS TRAINING.—  
4   Section 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 Admin-  
10   istrator 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  
17   required to be established under section 102(f)  
18   of the Aircraft Certification, Safety, and Ac-  
19   countability 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.—  
7           The Organization Designation Authorization  
8           Office of the Administration shall review each  
9           ODA holders’ recurrent training program to en-  
10          sure such program includes all elements de-  
11          scribed in 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  
18          training required under paragraph (1), not later  
19          than 60 business days after being designated as an  
20          ODA unit member, and annually thereafter, each  
21          ODA unit member shall complete the ethics training  
22          required by the ODA holder of the respective ODA  
23          unit member in order to exercise the functions dele-  
24          gated under the ODA.



1           “(4) ACCOUNTABILITY.—The Administrator  
2           shall establish such processes or requirements as are  
3           necessary to ensure compliance with paragraph  
4           (3).”.

5           (b) DEADLINE.—An ODA unit member authorized to  
6           perform delegated functions under an ODA prior to the  
7           date of completion of an ethics training required under  
8           section 44736(g) of title 49, United States Code, shall  
9           complete such training not later than 30 days after the  
10          training program is approved by the Administrator of the  
11          Federal Aviation Administration pursuant to such section.

12   **SEC. 508. CLARIFICATION ON SAFETY MANAGEMENT SYS-**  
13                           **TEM INFORMATION DISCLOSURE.**

14          Section 44735 of title 49, United States Code, is  
15          amended—

16               (1) in subsection (a)—

17                       (A) in paragraph (1) by striking “; or”  
18                       and inserting a semicolon;

19                       (B) in paragraph (2) by striking the period  
20                       at the end and inserting “; or”; and

21                       (C) by adding at the end the following:

22                       “(3) if the report, data, or other information is  
23                       submitted for any purpose relating to the develop-  
24                       ment, implementation, and use of a safety manage-

1       ment system, including a system required by regula-  
2       tion, that is acceptable to the Administrator.”; and

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

4       “(d) OTHER AGENCIES.—

5               “(1) IN GENERAL.—The limitation established  
6       under subsection (a) shall apply to the head of any  
7       other Federal agency who receives reports, data, or  
8       other information described in such subsection from  
9       the Administrator.

10              “(2) RULE OF CONSTRUCTION.—This section  
11       shall not be construed to limit the accident or inci-  
12       dent investigation authority of the National Trans-  
13       portation Safety Board under chapter 11 of this  
14       title, including the requirement to not disclose volun-  
15       tarily provided safety-related information under sec-  
16       tion 1114.”.

17   **SEC. 509. EXTENSION OF AIRCRAFT CERTIFICATION, SAFE-**  
18                           **TY, AND ACCOUNTABILITY ACT REPORTING**  
19                           **REQUIREMENTS.**

20       (a) APPEALS OF CERTIFICATION DECISIONS.—Sec-  
21       tion 44704(g)(1)(C)(ii) of title 49, United States Code,  
22       is amended by striking “2025” and inserting “2028”.

23       (b) OVERSIGHT OF ORGANIZATION DESIGNATION  
24       AUTHORIZATION UNIT MEMBERS.—Section 44741(f)(2)  
25       of title 49, United States Code, is amended by striking

1 “Not later than 90 days” and all that follows through “the  
2 Administrator shall provide a briefing” and inserting “The  
3 Administrator shall provide an annual briefing each fiscal  
4 year through fiscal year 2028”.

5 (c) INTEGRATED PROJECT TEAMS.—Section 108(f)  
6 of the Aircraft Certification, Safety, and Accountability  
7 Act (49 U.S.C. 44704 note) is amended by striking  
8 “2023” and inserting “2028”.

9 (d) VOLUNTARY SAFETY REPORTING PROGRAM.—  
10 Section 113(f) of the Aircraft Certification, Safety, and  
11 Accountability Act (49 U.S.C. 44701 note) is amended by  
12 striking “2023” and inserting “2028”.

13 (e) CHANGED PRODUCT RULE.—Section 117(b)(1)  
14 of the Aircraft Certification, Safety, and Accountability  
15 Act (49 U.S.C. 44704 note) is amended by striking  
16 “2023” and inserting “2028”.

17 **SEC. 510. DON YOUNG ALASKA AVIATION SAFETY INITIA-**  
18 **TIVE.**

19 (a) IN GENERAL.—Chapter 447 of title 49, United  
20 States Code, is amended by adding at the end the fol-  
21 lowing:

22 **“§ 44745. Don Young Alaska Aviation Safety Initia-**  
23 **tive.**

24 “(a) IN GENERAL.—The Administrator of the Fed-  
25 eral Aviation Administration shall redesignate the FAA

1 Alaska Aviation Safety Initiative of the Administration as  
2 the Don Young Alaska Aviation Safety Initiative (in this  
3 section referred to as the ‘Initiative’), under which the Ad-  
4 ministrator shall carry out the provisions of this section  
5 and take such other actions as the Administrator deter-  
6 mines appropriate to improve aviation safety in covered  
7 locations.

8 “(b) OBJECTIVE.—The objective of the Initiative  
9 shall be to work cooperatively with aviation stakeholders  
10 and other stakeholders towards the goal of—

11 “(1) reducing the rate of fatal aircraft acci-  
12 dents in covered locations by 90 percent from 2019  
13 to 2033; and

14 “(2) by January 1, 2033, eliminating fatal acci-  
15 dents of aircraft operated by an air carrier that op-  
16 erates under part 135 of title 14, Code of Federal  
17 Regulations.

18 “(c) LEADERSHIP.—

19 “(1) IN GENERAL.—The Administrator shall  
20 designate the Regional Administrator for the Alas-  
21 kan Region of the Administration to serve as the Di-  
22 rector of the Initiative.

23 “(2) REPORTING CHAIN.—In all matters relat-  
24 ing to the Initiative, the Director of the Initiative  
25 shall report directly to the Administrator.

1           “(3) COORDINATION.—The Director of the Ini-  
2           tiative shall coordinate with the heads of other of-  
3           fices and lines of business of the Administration, in-  
4           cluding the other regional administrators, to carry  
5           out the Initiative.

6           “(d) AUTOMATED WEATHER SYSTEMS.—

7           “(1) REQUIREMENT.—The Administrator shall  
8           ensure, to the greatest extent practicable, for the in-  
9           stallation and operation of a covered automated  
10          weather system at each covered airport not later  
11          than December 31, 2030.

12          “(2) WAIVER.—In complying with the require-  
13          ment under paragraph (1), the Administrator may  
14          waive any positive benefit-cost ratio requirement for  
15          the installation and operation of a covered auto-  
16          mated weather system.

17          “(3) PRIORITIZATION.—In developing the in-  
18          stallation timeline of a covered automated weather  
19          system at a covered airport pursuant to this sub-  
20          section, the Administrator shall—

21                 “(A) coordinate and consult with the gov-  
22                 ernments with jurisdiction over covered loca-  
23                 tions, covered airports, air carriers operating in  
24                 covered locations, private pilots based in cov-

1           ered locations, and such other members of the  
2           aviation community in covered locations; and

3           “(B) prioritize early installation at covered  
4           airports that would enable the greatest number  
5           of instrument flight rule operations by air car-  
6           riers operating under part 135 of title 14, Code  
7           of Federal Regulations.

8           “(4) RELIABILITY.—

9           “(A) IN GENERAL.—Pertaining to both  
10          Federal and non-Federal systems, the Adminis-  
11          trator shall be responsible for ensuring—

12               “(i) the reliability of covered auto-  
13               mated weather systems; and

14               “(ii) the availability of weather infor-  
15               mation from such systems.

16          “(B) SPECIFICATIONS.—The Adminis-  
17          trator shall establish data availability and  
18          equipment reliability specifications for covered  
19          automated weather systems.

20          “(C) SYSTEM RELIABILITY AND RESTORA-  
21          TION PLAN.—Not later than 2 years after the  
22          date of enactment of this section, the Adminis-  
23          trator shall establish an automated weather sys-  
24          tem reliability and restoration plan. Such plan  
25          shall document the Administrator’s strategy for

1 ensuring covered automated weather system re-  
2 liability, including the availability of weather in-  
3 formation from such system, and for restoring  
4 service in as little time as possible.

5 “(D) TELECOMMUNICATIONS OR OTHER  
6 FAILURES.—If a covered automated weather  
7 system is unable to broadly disseminate weather  
8 information due to a telecommunications failure  
9 or a failure other than an equipment failure,  
10 the Administrator shall take such actions as  
11 may be necessary to restore the full  
12 functionality and connectivity of the covered  
13 automated weather system. The Administrator  
14 shall take actions under this subparagraph with  
15 the same urgency as the Administrator would  
16 take an action to repair a covered automated  
17 weather system equipment failure or data fidel-  
18 ity issue.

19 “(E) RELIABILITY DATA.—In tabulating  
20 data relating to the operational status of cov-  
21 ered automated weather systems (including in-  
22 dividually or collectively), the Administrator  
23 may not consider a covered automated weather  
24 system that is functioning nominally but is un-  
25 able to broadly disseminate weather information

1 telecommunications failure or a failure other  
2 than an equipment failure as functioning reli-  
3 ably.

4 “(5) INVENTORY.—The Administrator shall  
5 consider storing excess inventory necessary air traf-  
6 fic control equipment, including commonly required  
7 replacement parts, in covered locations to reduce the  
8 amount of time necessary to acquire such equipment  
9 or such parts necessary to replace or repair air traf-  
10 fic control system components.

11 “(6) VISUAL WEATHER OBSERVATION SYS-  
12 TEM.—Not later than 1 year after the date of enact-  
13 ment of this section, the Administrator shall take  
14 such actions as may be necessary to—

15 “(A) deploy visual weather observation sys-  
16 tems; and

17 “(B) ensure that such systems are capable  
18 of meeting the definition of covered automated  
19 weather systems.

20 “(e) WEATHER CAMERAS.—

21 “(1) IN GENERAL.—The Director shall continu-  
22 ously assess the state of the weather camera systems  
23 in covered locations to ensure the operational suffi-  
24 ciency and reliability of such systems.

25 “(2) APPLICATIONS.—The Director shall—



1           “(A) accept applications from persons to  
2           install weather cameras; and

3           “(B) consult with the governments with ju-  
4           risdiction over covered locations, covered air-  
5           ports, air carriers operating in covered loca-  
6           tions, private pilots based in covered locations,  
7           and such other members of the aviation com-  
8           munity in covered locations as the Adminis-  
9           trator determines appropriate to solicit addi-  
10          tional locations at which to install and operate  
11          weather cameras.

12          “(3) PRESUMPTION.—Unless the Director has  
13          clear and compelling evidence to the contrary, the  
14          Director shall presume that the installation of a  
15          weather camera at a covered airport, or that is rec-  
16          ommended by a government with jurisdiction over a  
17          covered location, is cost beneficial and will improve  
18          aviation safety.

19          “(f) COOPERATION WITH OTHER AGENCIES.—In  
20          carrying out this section, the Administrator shall cooper-  
21          ate with the heads of other Federal or State agencies with  
22          responsibilities affecting aviation safety in covered loca-  
23          tions, including the collection and dissemination of weath-  
24          er data.

25          “(g) SURVEILLANCE AND COMMUNICATION.—

1           “(1) IN GENERAL.—The Director shall take  
2           such actions as may be necessary to—

3                   “(A) encourage and incentivize the equi-  
4                   page of aircrafts that operate under part 135 of  
5                   title 14, Code of Federal Regulations, with  
6                   automatic dependent surveillance and broadcast  
7                   out equipment; and

8                   “(B) improve aviation surveillance and  
9                   communications in covered locations.

10           “(2) REQUIREMENT.—Not later than December  
11           31, 2030, the Administrator shall ensure that auto-  
12           matic dependent surveillance and broadcast coverage  
13           is available at 5,000 feet above ground level  
14           throughout each covered location.

15           “(3) WAIVER.—In complying with the require-  
16           ment under paragraph (2), the Administrator shall  
17           waive any positive benefit-cost ratio requirement for  
18           the installation and operation of equipment and fa-  
19           cilities necessary to implement such requirement.

20           “(4) SERVICE AREAS.—The Director shall con-  
21           tinuously identify additional automatic dependent  
22           surveillance–broadcast service areas in which the de-  
23           ployment of automatic dependent surveillance–broad-  
24           cast receivers and equipment would improve aviation  
25           safety.

1       “(h) OTHER PROJECTS.—The Director shall continue  
2 to build upon other initiatives recommended in the reports  
3 of the FAA Alaska Aviation Safety Initiative of the Ad-  
4 ministration published before the date of enactment of this  
5 section.

6       “(i) ANNUAL REPORT.—

7           “(1) IN GENERAL.—The Director shall submit  
8 an annual report on the status and progress of the  
9 Initiative to the Committee on Transportation and  
10 Infrastructure of the House of Representatives and  
11 the Committee on Commerce, Science, and Trans-  
12 portation of the Senate.

13           “(2) OBJECTIVES AND REQUIREMENTS.—The  
14 report under paragraph (1) shall include a detailed  
15 description of the Director’s progress in and plans  
16 for meeting the objectives of the Initiative under  
17 subsection (b) and the other requirements of this  
18 section.

19           “(3) STAKEHOLDER COMMENTS.—The Director  
20 shall append stakeholder comments, organized by  
21 topic, to each report submitted under paragraph (1)  
22 in the same manner as appendix 3 of the report ti-  
23 tled ‘FAA Alaska Aviation Safety Initiative FY21  
24 Final Report’, dated September 30, 2021.

25       “(j) FUNDING.—

1 “(1) IN GENERAL.—Notwithstanding any other  
2 provision of law, in fiscal years 2024 through  
3 2028—

4 “(A) the Administrator may, upon applica-  
5 tion from the government with jurisdiction over  
6 a covered location, use amounts apportioned to  
7 a covered location under subsection (d)(2)(B)  
8 or subsection (e)(5) of section 47114 to carry  
9 out the Initiative; or

10 “(B) the sponsor of an airport in a covered  
11 location that receives an apportionment under  
12 subsection (d)(2)(B) or subsection (e) of section  
13 47114 may use such apportionment for any  
14 purpose contained in this section.

15 “(2) SUPPLEMENTAL FUNDING.—Out of  
16 amounts made available under section 106(k) and  
17 section 48101, not more than a total of \$25,000,000  
18 for each of fiscal year 2024 through 2028 is author-  
19 ized to be expended to carry out the Initiative.

20 “(k) DEFINITIONS.—In this section:

21 “(1) COVERED AIRPORT.—The term ‘covered  
22 airport’ means an airport in a covered location that  
23 is included in the national plan of integrated airport  
24 systems required under section 47103 and that has  
25 a status other than unclassified in such plan.

1           “(2) COVERED AUTOMATED WEATHER SYS-  
2           TEM.—The term ‘covered automated weather sys-  
3           tem’ means an automated or visual weather report-  
4           ing facility that enables a pilot to begin an instru-  
5           ment procedure approach to an airport under section  
6           91.1039 or 135.225 of title 14, Code of Federal  
7           Regulations.

8           “(3) COVERED LOCATION.—The term ‘covered  
9           location’ means Alaska, Hawaii, Puerto Rico, Amer-  
10          ican Samoa, Guam, the Northern Mariana Islands,  
11          and the Virgin Islands.”.

12          (b) REMOTE POSITIONS.—Section 40122(g) of title  
13          49, United States Code, is amended by adding at the end  
14          the following:

15               “(6) REMOTE POSITIONS.—

16               “(A) IN GENERAL.—If the Administrator  
17               determines that a covered position has not been  
18               filled after multiple vacancy announcements and  
19               that there are unique circumstances affecting  
20               the ability of the Administrator to fill such posi-  
21               tion, the Administrator may consider, in con-  
22               sultation with the appropriate labor union, ap-  
23               plicants for the covered position who apply  
24               under a vacancy announcement recruiting from

1           the State or territory in which the position is  
2           based.

3           “(B) COVERED POSITION DEFINED.—In  
4           this paragraph, the term ‘covered position’  
5           means a safety-critical position based in Alaska,  
6           Hawaii, Puerto Rico, American Samoa, Guam,  
7           the Northern Mariana Islands, and the Virgin  
8           Islands.”.

9           (c) RUNWAY LENGTH.—Notwithstanding any other  
10          provision of law, the Secretary of Transportation may not  
11          require an airport to shorten a runway or prevent airport  
12          improvement grants made by the Secretary to be used for  
13          reconstructing and rehabilitating a primary runway on the  
14          basis that the airport does not have a sufficient number  
15          of aircraft operations requiring a certain runway length  
16          if—

17               (1) the airport is located in a covered location;

18               (2) the airport is not connected to the road  
19          transportation network; and

20               (3) the runway length is utilized by aircraft to  
21          deliver necessary cargo, including heating fuel and  
22          gasoline, for the community served by the airport.

23          (d) ALASKAN REGIONAL ADMINISTRATOR.—

24               (1) SENSE OF CONGRESS.—It is the sense of  
25          Congress that—

1 (A) the Regional Administrator for the  
2 Alaskan Region is a uniquely important position  
3 that contributes to aviation safety in the State  
4 of Alaska;

5 (B) vacancies in any Federal Aviation Ad-  
6 ministration office have a deleterious effect on  
7 the efficacy of the Alaskan Region office;

8 (C) a prolonged vacancy in the position of  
9 Regional Administrator for the Alaskan Region  
10 may be detrimental to the effective administra-  
11 tion of such region and the Don Young Alaska  
12 Aviation Safety Initiative; and

13 (D) the Administrator of the Federal Avia-  
14 tion Administration should ensure that any va-  
15 cancy in the position of Regional Administrator  
16 for the Alaskan Region is filled with a highly  
17 qualified candidate as expeditiously as possible.

18 (2) VACANCY NOTIFICATION REQUIREMENTS.—

19 (A) INITIAL VACANCY.—The Administrator  
20 of the Federal Aviation Administration shall no-  
21 tify the appropriate committees of Congress  
22 when there is a vacancy for the position of Re-  
23 gional Administrator for the Alaskan Region.

24 (B) STATUS UPDATES.—Not later than 90  
25 days after the notification under subparagraph

1 (A) (and every 30 days thereafter until the va-  
2 cancy described under subparagraph (A) is  
3 filled), the Administrator shall notify the appro-  
4 priate committees of Congress of any vacancy  
5 of such position, if so, provide an estimated  
6 timeline for filling such vacancy.

7 (C) APPROPRIATE COMMITTEES OF CON-  
8 GRESS DEFINED.—In this paragraph, the term  
9 “appropriate committees of Congress” means  
10 the Committee on Transportation and Infra-  
11 structure of the House of Representatives and  
12 the Committee on Commerce, Science, and  
13 Transportation of the Senate.

14 (D) SUNSET.—This paragraph shall cease  
15 to be effective after September 30, 2028.

16 (e) IMPLEMENTATION OF NTSB RECOMMENDA-  
17 TIONS.—

18 (1) IN GENERAL.—Not later than 3 years after  
19 the date of enactment of this Act, the Administrator  
20 shall takes such actions as may be necessary to im-  
21 plement National Transportation Safety Board rec-  
22 ommendations A–22–25 and A–22–26 (as contained  
23 in Aviation Investigation Report AIR–22–09, adopt-  
24 ed November 16, 2022).



1           (2) COORDINATION.—In taking actions under  
2       paragraph (1), the Administrator shall coordinate  
3       with the State of Alaska, airports in Alaska, air car-  
4       riers operating in Alaska, private pilots (including  
5       tour operators) based in Alaska, and such other  
6       members of the Alaska aviation community or other  
7       stakeholders as the Administrator determines appro-  
8       priate.

9       (f) CLERICAL AMENDMENT.—The analysis for chap-  
10   ter 447 of title 49, United States Code, is amended by  
11   adding at the end the following:

“44745. Don Young Alaska Aviation Safety Initiative.”.

12   **SEC. 511. CONTINUED OVERSIGHT OF FAA COMPLIANCE**  
13                           **PROGRAM.**

14       Section 122 of the Aircraft Certification, Safety, and  
15   Accountability Act (Public Law 116–260) is amended—

16           (1) by striking subsection (b)(2) and inserting  
17       the following:

18           “(2) conduct an annual agency-wide evaluation  
19       of the Compliance Program through fiscal year 2028  
20       to assess the functioning and effectiveness of such  
21       program and to determine—

22           “(A) the need for long-term metrics that,  
23           to the maximum extent practicable, apply to all  
24           program offices to assess the effectiveness of  
25           the program;

1           “(B) if the program ensures the highest  
2           level of compliance with safety standards; and

3           “(C) if the program has met its stated  
4           safety goals and purpose;”;

5           (2) in subsection (c)(4) by striking “2023” and  
6           inserting “2028”; and

7           (3) in subsection (d) by striking “2023” and in-  
8           serting “2028”.

9   **SEC. 512. SCALABILITY OF SAFETY MANAGEMENT SYSTEMS.**

10       In conducting any rulemaking to require, or imple-  
11       menting a regulation requiring, a safety management sys-  
12       tem, the Administrator of the Federal Aviation Adminis-  
13       tration shall consider the scalability of such safety man-  
14       agement system requirements to the full range of entities  
15       in terms of size or complexity that may be affected by such  
16       rulemaking or regulation, including—

17           (1) how an entity can demonstrate compliance  
18           using various documentation, tools, and methods, in-  
19           cluding, as appropriate, systems with multiple small  
20           operators collectively monitoring for and addressing  
21           risks;

22           (2) a review of traditional safety management  
23           techniques and the suitability of such techniques for  
24           small entities;

1           (3) the applicability of existing safety manage-  
2           ment system programs implemented by an entity;

3           (4) the suitability of existing requirements  
4           under part 5 of title 14, Code of Federal Regula-  
5           tions, for small entities; and

6           (5) other unique challenges relating to small en-  
7           tities the Administrator determines appropriate to  
8           consider.

9   **SEC. 513. FINALIZE SAFETY MANAGEMENT SYSTEM RULE-**  
10           **MAKING.**

11       (a) IN GENERAL.—Not later than 180 days after the  
12       date of enactment of this Act, the Administrator of the  
13       Federal Aviation Administration shall issue a final rule  
14       relating to the Notice of Proposed Rulemaking of the Fed-  
15       eral Aviation Administration titled “Safety Management  
16       Systems”, issued on January 11, 2023.

17       (b) APPLICABILITY.—In issuing a final rule under  
18       subsection (a), the Administrator shall ensure that the  
19       safety management system requirement under the Notice  
20       of Proposed Rulemaking described in subsection (a) is ap-  
21       plied to all certificate holders operating under the rules  
22       for commuter and on-demand operations under part 135  
23       of title 14, Code of Federal Regulations, commercial air  
24       tour operators operating under section 91.147 of such  
25       title, production certificate holders that are holders or li-

1 censees of a type certificate for the same product, and  
2 holders of a type certificate who license out such certifi-  
3 cate for production under part 21 of such title.

4 **SEC. 514. IMPROVEMENTS TO AVIATION SAFETY INFORMA-**  
5 **TION ANALYSIS AND SHARING.**

6 (a) IN GENERAL.—Not later than 3 years after the  
7 date of enactment of this Act, the Administrator of the  
8 Federal Aviation Administration shall implement improve-  
9 ments to the Aviation Safety Information Analysis and  
10 Sharing Program with respect to safety data sharing and  
11 risk mitigation.

12 (b) REQUIREMENTS.—In carrying out subsection (a),  
13 the Administrator shall—

14 (1) identify methods to increase the rate at  
15 which data is collected, processed, and analyzed to  
16 expeditiously share safety intelligence;

17 (2) develop predictive capabilities to anticipate  
18 emerging safety risks;

19 (3) identify methods to improve shared data en-  
20 vironments with external stakeholders;

21 (4) establish a robust process for prioritizing  
22 requests for safety information;

23 (5) establish guidance to encourage regular  
24 safety inspector review of non-confidential aviation  
25 safety and performance data;

1           (6) identify industry segments not yet included  
2           and conduct outreach to such industry segments to  
3           increase the rate of participation, including—

4                   (A) general aviation;

5                   (B) rotorcraft;

6                   (C) air ambulance; and

7                   (C) maintenance facilities; and

8           (7) establish processes for obtaining and ana-  
9           lyzing comprehensive and aggregate data for new  
10          and future industry segments.

11          (c) RULE OF CONSTRUCTION.—Nothing in this sec-  
12          tion shall be construed—

13               (1) to require the Administrator to share con-  
14               fidential or proprietary information and data to safe-  
15               ty inspectors for purposes of enforcement; or

16               (2) to limit the applicability of section 44735 of  
17               title 49, United States Code, to the Aviation Safety  
18               Information Analysis and Sharing Program.

19          (d) BRIEFING.—Not later than 180 days after the  
20          date of enactment of this Act, and every 6 months there-  
21          after until the improvements under subsection (a) are  
22          made, the Administrator shall brief the Committee on  
23          Transportation and Infrastructure of the House of Rep-  
24          resentatives and the Committee on Commerce, Science,  
25          and Transportation of the Senate on the progress of im-

1 plementation of the Aviation Safety Information Analysis  
2 and Sharing Program and steps taken to make improve-  
3 ments under subsection (a).

4 **SEC. 515. IMPROVEMENT OF CERTIFICATION PROCESSES.**

5 (a) IN GENERAL.—The Administrator of the Federal  
6 Aviation Administration shall continually look for opportu-  
7 nities and methods to improve the processing of applica-  
8 tions, consideration of applications, communication with  
9 applicants, and quality of feedback provided to applicants,  
10 for aircraft certification projects.

11 (b) CERTIFICATION IMPROVEMENTS.—Not later than  
12 270 days after the date of enactment of this Act, the Ad-  
13 ministrator shall enter into an appropriate arrangement  
14 with a qualified third-party organization or consortium to  
15 identify and assess digital tools and software systems to  
16 allow for efficient and virtual evaluation of an applicant  
17 design, associated documentation, and software or systems  
18 engineering product, including in digital 3 dimensional  
19 formats or using model-based systems engineering design  
20 techniques for aircraft certification projects.

21 (c) PARTIES TO REVIEW.—In identifying digital tools  
22 and software systems as described in subsection (b), the  
23 Administrator shall ensure that the qualified third-party  
24 organization or consortium entering into an arrangement

1 under this section shall, throughout the review, consult  
2 with—

3 (1) the aircraft certification and flight stand-  
4 ards offices or services of the Administration; and

5 (2) at least 3 industry members representing  
6 aircraft and aircraft part manufacturing interests.

7 (d) DIGITAL TOOL AND SOFTWARE SYSTEM RE-  
8 QUIREMENTS.—In identifying digital tools and software  
9 systems under subsection (b), the qualified third-party or-  
10 ganization or consortium shall—

11 (1) consider the interoperability of such systems  
12 to the extent practicable;

13 (2) consider the scalability and usability of such  
14 systems for differing use-cases by aircraft manufac-  
15 turers, aircraft operators, and the Administration,  
16 including cross-office use-cases within the Adminis-  
17 tration;

18 (3) consider such systems currently in use by  
19 United States manufacturers or other civil aviation  
20 authorities for certification and engineering pur-  
21 poses;

22 (4) consider the—

23 (A) available technology support for such  
24 systems; and

1 (B) ability for such systems to be updated  
2 and adapted over time to improve user inter-  
3 faces, including providing additional  
4 functionalities and addressing gaps;

5 (5) consider the ability of digital tools and soft-  
6 ware systems to aid in the electronic review of soft-  
7 ware components of aircraft and aircraft systems;

8 (6) consider the ability of the Administration  
9 and aircraft designers to use digital tools and soft-  
10 ware systems for corrective actions and modifica-  
11 tions in a more rapid fashion;

12 (7) determine if each system provides adequate  
13 protections for the exchange of information between  
14 governmental and nongovernmental entities, includ-  
15 ing—

16 (A) intellectual property protections;

17 (B) cyber and network security protec-  
18 tions; and

19 (C) the ability for governmental and non-  
20 governmental entities to control what is accept-  
21 able and what is restricted for other parties;

22 (8) evaluate the estimated ease of adoption and  
23 any impediments to adoption for personnel of the  
24 Federal Aviation Administration; and



1           (9) evaluate the ability for nongovernmental or-  
2           ganizations of various sizes to adopt and utilize the  
3           digital and software systems identified under sub-  
4           section (b) to improve the aircraft certification appli-  
5           cation and coordination processes with the Adminis-  
6           tration.

7           (e) ASSESSMENT.—After reviewing digital and soft-  
8           ware systems under subsection (b), the qualified third-  
9           party organization or consortium shall provide an assess-  
10          ment to the Administrator as to—

11           (1) whether or not digital and software systems  
12           and tools would improve the coordination of the Ad-  
13           ministration with industry;

14           (2) whether or not such systems and tools  
15           would improve the ability of the Administration to  
16           validate and verify aircraft and software designs in  
17           non-paper formats; and

18           (3) the potential safety benefits or safety risks  
19           of using such systems and tools.

20           (f) CONTENT OF ASSESSMENT.—In the event the  
21           qualified third-party organization or consortium finds that  
22           digital and software systems and tools would assist the  
23           work of the Administration and improve certification  
24           projects processing, the assessment described under sub-  
25           section (e) shall also include—

1           (1) a prioritization, expected costs, and timeline  
2           of acquisitions and training based on immediate and  
3           future needs and benefits; and

4           (2) suggest actions the Administration could  
5           take in order to institutionalize the use of such tech-  
6           nologies at the headquarters and field offices of the  
7           Administration, and to protect information shared  
8           through such technologies, including recommended  
9           updates to orders issued by the Administration.

10          (g) IMPLEMENTATION.—Based on the assessment re-  
11         quired in subsections (e) and (f), if the qualified third-  
12         party organization finds that the use of digital software  
13         systems and tools would assist the work of the agency,  
14         the Administrator shall—

15                 (1) provide the Committee on Transportation  
16                 and Infrastructure of the House of Representatives  
17                 and the Committee on Commerce, Science, and  
18                 Transportation of the Senate with a briefing on the  
19                 intended actions of the Administrator;

20                 (2) not later than 60 days after receiving such  
21                 assessment develop a plan to—

22                         (A) work towards the acquisition of the  
23                         systems and tools recommended, subject to the  
24                         availability of appropriations;

1 (B) update any applicable orders and guid-  
2 ance to allow for the use of these new systems  
3 and tools by personnel of the Administration  
4 and nongovernmental entities applying to or co-  
5 ordinating with the Administration on certifi-  
6 cation related activities, at the discretion of the  
7 applicant or nongovernmental entity;

8 (C) on an ongoing basis review and modify  
9 orders and guidance to improve the use of these  
10 systems and tools as well as addressing any in-  
11 tellectual property vulnerabilities; and

12 (h) BRIEFING.—Not later than 30 months after re-  
13 ceiving such assessment, the Administrator shall provide  
14 the committees described in paragraph (1) with a briefing  
15 on the use, benefits, and any drawbacks of the systems  
16 and tools, including comparisons between certification pro-  
17 grams using and not using digital and software systems  
18 and tools.

19 **SEC. 516. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**  
20 **AVIATION RULEMAKING COMMITTEE.**

21 (a) IN GENERAL.—Not later than 180 days after the  
22 date of enactment of this Act, the Administrator of the  
23 Federal Aviation Administration shall convene an aviation  
24 rulemaking committee to review, and develop findings and  
25 recommendations regarding, instructions for continued

1   airworthiness (as described in section 21.50 of title 14,  
2   Code of Federal Regulations), and provide to the Adminis-  
3   trator a report on such findings and recommendations and  
4   for other related purposes as determined by the Adminis-  
5   trator.

6       (b) COMPOSITION.—The aviation rulemaking com-  
7   mittee established pursuant to subsection (a) shall consist  
8   of members appointed by the Administrator, including  
9   representatives of—

10           (1) holders of type certificates (as described in  
11       subpart B of part 21, title 14, Code of Federal Reg-  
12       ulations);

13           (2) holders of production certificates (as de-  
14       scribed in subpart G of part 21, title 14, Code of  
15       Federal Regulations);

16           (3) holders of parts manufacturer approvals (as  
17       described in subpart K of part 21, title 14, Code of  
18       Federal Regulations);

19           (4) holders of technical standard order author-  
20       izations (as described in subpart O of part 21, title  
21       14, Code of Federal Regulations);

22           (5) operators under parts 121, 125, or 135 of  
23       title 14, Code of Federal Regulations;

1           (6) holders of repair station certificates (as de-  
2       scribed in section 145 of title 14, Code of Federal  
3       Regulations);

4           (7) the certified bargaining representative of  
5       aviation safety inspectors for the Administration;  
6       and

7           (8) aviation safety experts with specific knowl-  
8       edge of instructions for continued airworthiness poli-  
9       cies and regulations.

10       (c) CONSIDERATIONS.—The aviation rulemaking  
11       committee established pursuant to subsection (a) shall  
12       consider—

13           (1) existing standards, regulations, certifi-  
14       cations, assessments, and guidance related to in-  
15       structions for continued airworthiness and the clar-  
16       ity of such standards, regulations, certifications, as-  
17       sessments, and guidance to all parties;

18           (2) the sufficiency of safety data used in pre-  
19       paring instructions for continued airworthiness;

20           (3) the sufficiency of maintenance data used in  
21       preparing instructions for continued airworthiness;

22           (4) the protection of proprietary information  
23       and intellectual property in instructions for contin-  
24       ued airworthiness;

1           (5) the availability of instructions for continued  
2       airworthiness, as needed, for maintenance activities;

3           (6) the need to harmonize or deconflict pro-  
4       posed and existing regulations with other Federal  
5       regulations, guidance, and policies;

6           (7) international collaboration, where appro-  
7       priate and consistent with the interests of safety in  
8       air commerce and national security, with other civil  
9       aviation authorities, international aviation and  
10      standards organizations, and any other appropriate  
11      entities; and

12          (8) any other matter the Administrator deter-  
13      mines appropriate.

14      (d) DUTIES.—The Administrator shall—

15          (1) not later than 2 years after the date of en-  
16      actment of this Act, submit to the Committee on  
17      Transportation and Infrastructure of the House of  
18      Representatives and the Committee on Commerce,  
19      Science, and Transportation of the Senate a copy of  
20      the aviation rulemaking committee report under sub-  
21      section (a); and

22          (2) not later than 180 days after the date of  
23      submission of the report under paragraph (1), ini-  
24      tiate a rulemaking activity or make such policy and  
25      guidance updates necessary to address any con-

1       sensus recommendations reached by the aviation  
2       rulemaking committee established pursuant to sub-  
3       section (a), as determined appropriate by the Ad-  
4       ministrator.

5   **SEC. 517. CLARITY FOR SUPPLEMENTAL TYPE CERTIFI-**  
6                   **CATE REQUIREMENTS.**

7       (a) IN GENERAL.—The Administrator of the Federal  
8   Aviation Administration shall issue or update guidance,  
9   policy documents, orders, job aids, or regulations to clarify  
10  the conditions under which a major alteration will require  
11  a supplemental type certificate under part 21 of title 14,  
12  Code of Federal Regulations.

13       (b) CONTENTS.—Issuances or updates under sub-  
14  section (a) shall include providing clarity around—

15               (1) the terms “might appreciatively effect” and  
16       “no appreciable effect pursuant to sections 1.1 and  
17       21.93 of title 14, Code of Federal Regulations, re-  
18       spectively”; and

19               (2) whether the term “other approved design”,  
20       as such term appears in part 21.1 of title 14, Code  
21       of Federal Regulations, includes engineering data  
22       approved by the Administrator by means other than  
23       through a supplemental type certificate.

24       (c) CONSIDERATIONS.—In satisfying subsection (a),  
25  the Administrator shall make such updates as necessary

1 to provide consideration for the level of effort required by  
2 an applicant to make a major alteration and the associated  
3 level of risk to the national airspace system for a single  
4 aircraft or multiple aircraft using such alteration.

5 **SEC. 518. USE OF ADVANCED TOOLS IN CERTIFYING AERO-**  
6 **SPACE PRODUCTS.**

7 (a) IN GENERAL.—Not later than 30 months after  
8 the date of enactment of this Act, the Administrator of  
9 the Federal Aviation Administration shall complete an as-  
10 sessment of the use of advanced tools during the testing,  
11 analysis, and verification stages of aerospace certification  
12 projects to reduce the risks associated with high-risk flight  
13 profiles and performing limit testing.

14 (b) CONSIDERATIONS.—In carrying out the assess-  
15 ment under subsection (a), the Administrator shall con-  
16 sider—

17 (1) instances where high risk flight profiles and  
18 limit testing have already occurred in the certifi-  
19 cation process and the applicability of such test data  
20 for use in other aspects of flight testing;

21 (2) the safety of pilots during such testing;

22 (3) the value and accuracy of data collected  
23 using such advanced tools;

24 (4) the ability to produce more extensive data  
25 sets using such advanced tools;



1           (5) any aspects of testing for which the use of  
2       such tools would not be valuable or applicable;

3           (6) the cost of using such advanced tools; and

4           (7) the best practices of other civil aviation au-  
5       thorities that permit the use of advanced tools dur-  
6       ing aerospace certification projects.

7       (c) CONSULTATION.—In carrying out the assessment  
8       under subsection (a), the Administrator shall consult  
9       with—

10           (1) aircraft manufacturers, including manufac-  
11       turers that have designed and certified aircraft  
12       under—

13                (A) part 23 of title 14, Code of Federal  
14       Regulations;

15                (B) part 25 of such title; or

16                (C) part 27 of such title;

17           (2) aircraft manufacturers that have designed  
18       and certified, or are in the process of certifying, air-  
19       craft with a novel design under part 21.17(b) of  
20       such title;

21           (3) associations representing aircraft manufac-  
22       turers;

23           (4) researchers and academics in related fields;  
24       and

25           (5) pilots who are experts in flight testing.

1 (d) CONGRESSIONAL REPORT.—Not later than 60  
2 days after the completion of the assessment under sub-  
3 section (a), the Administrator shall brief the Committee  
4 on Transportation and Infrastructure of the House of  
5 Representatives and the Committee on Commerce,  
6 Science, and Transportation of the Senate on—

7 (1) the results of the assessment conducted  
8 under subsection (a); and

9 (2) how the Administrator plans to implement  
10 the findings of the assessment and any changes  
11 needed to Administration policy, guidance, and regu-  
12 lations to allow for and optimize the use of advanced  
13 tools during the certification of aerospace products  
14 in order to reduce risk and improve safety outcomes.

15 **SEC. 519. TRANSPORT AIRPLANE AND PROPULSION CER-**  
16 **TIFICATION MODERNIZATION.**

17 Not later than 1 year after the date of enactment  
18 of this Act, the Administrator of the Federal Aviation Ad-  
19 ministration shall publish a notice of proposed rulemaking  
20 for the rulemaking activity titled “Transport Airplane and  
21 Propulsion Certification Modernization”, published in Fall  
22 2022 in the Unified Agenda of Federal Regulatory and  
23 Deregulatory Actions (RIN 2120–AL42).

1   **SEC. 520. ENGINE FIRE PROTECTION STANDARDS.**

2           (a) IN GENERAL.—Not later than 2 years after the  
3 date of enactment of this Act, the Administrator of the  
4 Federal Aviation Administration shall establish an inter-  
5 nal regulatory review team to review and compare domes-  
6 tic and international airworthiness standards and guid-  
7 ance for aircraft engine firewalls.

8           (b) REVIEW.—In completing the review under sub-  
9 section (a), the regulatory review team shall—

10           (1) identify any significant differences in stand-  
11 ards or guidance with respect to test article selec-  
12 tion, fire test boundaries, and pass-fail criteria;

13           (2) consider if alternative international stand-  
14 ards used by peer civil aviation authorities reflect  
15 best practices that should be adopted by the Admin-  
16 istration;

17           (3) recommend updates, if appropriate, to the  
18 Significant Standards List of the Administration  
19 based on any findings;

20           (4) assess whether a selection of aircraft engine  
21 firewalls certified by other civil aviation authorities,  
22 which were validated by the Administration, comply  
23 with the requirements of the Administration;

24           (5) recommend actions the Administration  
25 should take during future validation activities or

1 with other civil aviation authorities to address any  
2 gaps in requirements; and

3 (6) consult with industry stakeholders during  
4 such review.

5 (c) BRIEFING.—Not later than 120 days after the  
6 completion of the review under subsection (a), the Admin-  
7 istrator shall brief the Committee on Transportation and  
8 Infrastructure of the House of Representatives and the  
9 Committee on Commerce, Science, and Transportation of  
10 the Senate on the findings and recommendations stem-  
11 ming from such review.

12 **SEC. 521. RISK MODEL FOR PRODUCTION FACILITY INSPEC-**  
13 **TIONS.**

14 (a) IN GENERAL.—Not later than 18 months after  
15 the date of enactment of this Act and periodically there-  
16 after, the Administrator of the Federal Aviation Adminis-  
17 tration shall—

18 (1) conduct a review of the risk-based model  
19 used by Federal Aviation Administration certifi-  
20 cation management offices to inform the frequency  
21 of aircraft manufacturing or production facility in-  
22 spections; and

23 (2) update the model to ensure such model ade-  
24 quately accounts for risk at facilities during periods  
25 of increased production.

1 (b) BRIEFINGS.—Not later than 60 days after the  
2 date on which the review is conducted under subsection  
3 (a), the Administrator shall brief the Committee on Trans-  
4 portation and Infrastructure of the House of Representa-  
5 tives and the Committee on Commerce, Science, and  
6 Transportation of the Senate on—

7 (1) the results of the review;

8 (2) any changes made to the risk-based model  
9 described in subsection (a); and

10 (3) how such changes would help improve the  
11 in-plant inspection process.

12 **SEC. 522. SECONDARY COCKPIT BARRIERS.**

13 (a) IN GENERAL.—Not later than 9 months after the  
14 issuance of a final rule on the proposed rule of the Federal  
15 Aviation Administration titled “Installation and Operation  
16 of Flightdeck Installed Physical Secondary Barriers on  
17 Transport Category Airlines in Part 121 Service”, and  
18 issued on August 1, 2022 (87 Fed. Reg. 46892), the Ad-  
19 ministrator of the Federal Aviation Administration shall  
20 convene an aviation rulemaking committee to review and  
21 develop findings and recommendations to require installa-  
22 tion of a secondary cockpit barrier on aircraft operated  
23 under the provisions of part 121 of title 14, Code of Fed-  
24 eral Regulations, that are not captured under another reg-  
25 ulation or proposed regulation.

1 (b) MEMBERSHIP.—The Administrator shall appoint  
2 the members of the rulemaking committee convened under  
3 subsection (a), which shall be comprised of at least 1 rep-  
4 resentative each of—

5 (1) mainline air carriers;

6 (2) regional air carriers;

7 (3) cargo air carriers;

8 (4) aircraft manufacturers;

9 (5) a labor group representing pilots;

10 (6) a labor group representing flight attend-  
11 ants; and

12 (7) other stakeholders the Administrator deter-  
13 mines appropriate.

14 (c) CONSIDERATIONS.—The aviation rulemaking  
15 committee convened under subsection (a) shall consider—

16 (1) minimum dimension requirements for sec-  
17 ondary barriers on all aircraft types operated under  
18 part 121 of title 14, Code of Federal Regulations;

19 (2) secondary barrier performance standards  
20 manufacturers and air carriers must meet for such  
21 aircraft types;

22 (3) the availability of certified secondary bar-  
23 riers suitable for use on such aircraft types;

1           (4) the development, certification, testing, man-  
2           ufacturing, installation, and training for secondary  
3           barriers for such aircraft types;

4           (5) flight duration and stage length;

5           (6) the location of lavatory on such aircraft as  
6           related to operational complexities;

7           (7) operational complexities;

8           (8) any risks to safely evacuate passengers of  
9           such aircraft; and

10          (9) other considerations the Administrator de-  
11          termines appropriate.

12          (d) REPORT TO CONGRESS.—Not later than 4 years  
13 after the date of enactment of this Act, the Administrator  
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 based on the findings and recommenda-  
18 tions of the aviation rulemaking committee convened  
19 under subsection (a), to include—

20           (1) if applicable, any dissenting positions on the  
21           findings and the rationale for each position; and

22           (2) any disagreements, including the rationale  
23           for each position and the reasons for the disagree-  
24           ment.

1 **SEC. 523. REVIEW OF FAA USE OF AEROSPACE SAFETY**

2 **DATA.**

3 (a) IN GENERAL.—Not later than 1 year after the  
4 date of enactment of this Act, the Administrator of the  
5 Federal Aviation Administration shall enter into an appro-  
6 priate arrangement with a qualified third-party organiza-  
7 tion or consortium to evaluate the Administration’s collec-  
8 tion, collation, analysis, and use of aerospace data across  
9 the Administration.

10 (b) CONSULTATION.—In completing the evaluation  
11 under subsection (a), the qualified third-party organiza-  
12 tion or consortium shall—

13 (1) seek the input of experts in data analytics,  
14 including at least 1 expert in the commercial data  
15 services or analytics solutions sector;

16 (2) consult with the National Transportation  
17 Safety Board and the Transportation Research  
18 Board; and

19 (3) consult with appropriate federally funded  
20 research and development centers, to the extent that  
21 such centers are not already involved in the evalua-  
22 tion.

23 (c) SUBSTANCE OF EVALUATION.—In completing the  
24 evaluation under subsection (a), the qualified third-party  
25 organization or consortium shall—



1           (1) compile a list of internal and external  
2           sources, databases, and streams of information the  
3           Administration receives or has access to that provide  
4           the Administration with operational or safety infor-  
5           mation and data about the national airspace system,  
6           its users, and other regulated entities of the Admin-  
7           istration;

8           (2) review data sets to determine completeness  
9           and accuracy of relevant information;

10          (3) identify gaps in information that the Ad-  
11          ministration could fill through sharing agreements,  
12          partnerships, or other means that would add value  
13          during safety trend analysis;

14          (4) assess the Administration's capabilities, in-  
15          cluding analysis systems and workforce skillsets, to  
16          analyze relevant data and information to make in-  
17          formed decisions;

18          (5) review data and information for proper stor-  
19          age, identification controls, and data privacy—

20                (A) as required by law; and

21                (B) consistent with best practices for data  
22                collection, storage, and use;

23          (6) review the format of such data and identify  
24          methods to improve the usefulness of such data;

1           (7) assess internal and external access to data  
2       for—

3           (A) appropriateness based on data type  
4       and level of detail;

5           (B) proper data access protocols and pre-  
6       cautions; and

7           (C) maximizing availability of safety-re-  
8       lated data that could support the improvement  
9       of safety management systems of and trend  
10      identification by regulated entities and the Ad-  
11      ministration;

12          (8) examine the collation and dissemination of  
13      data within offices and between offices of the Ad-  
14      ministration;

15          (9) review and recommend improvements to the  
16      data analysis techniques of the Administration; and

17          (10) recommend investments the Administra-  
18      tion should consider to better collect, manage, and  
19      analyze data sets, including within and between of-  
20      fices of the Administration.

21      (d) ACCESS TO INFORMATION.—The Administration  
22      shall provide the qualified third-party organization or con-  
23      sortium and the experts described in subsection (b) with  
24      adequate access to safety and operational data collected  
25      by and held by the agency across all offices of the Admin-

1 istration, except if specific access is otherwise prohibited  
2 by law.

3 (e) NONDISCLOSURE.—Prior to participating in the  
4 review, the Administrator shall ensure that each person  
5 participating in the evaluation under this section enters  
6 into an agreement with the Administrator in which the  
7 person shall be prohibited from disclosing at any time, ex-  
8 cept as required by law, to any person, foreign or domes-  
9 tic, any non-public information made accessible to the fed-  
10 erally funded research and development center under this  
11 section.

12 (f) REPORT.—The qualified third-party organization  
13 or consortium carrying out the evaluation under this sec-  
14 tion shall provide a report of the findings of the center  
15 to the Administrator and include recommendations to im-  
16 prove the Administration’s collection, collation, analysis,  
17 and use of aerospace data, including recommendations  
18 to—

19 (1) improve data access across offices within  
20 the Administration, as necessary, to support efficient  
21 execution of safety analysis and programs across  
22 such offices;

23 (2) improve data storage best practices;

1           (3) develop or refine methods for collating data  
2           from multiple administration and industry sources;  
3           and

4           (4) procure or use available analytics tools to  
5           draw conclusions and identify previously unrecog-  
6           nized trends or miscategorized risks in the aviation  
7           system, particularly when identification of such in-  
8           formation requires the analysis of multiple sets of  
9           data from multiple sources.

10          (g) IMPLEMENTATION OF RECOMMENDATIONS.—Not  
11         later than 6 months after the receipt of the report under  
12         subsection (f), the Administrator shall review, develop an  
13         implementation plan, and begin the implementation of the  
14         recommendations received in such report.

15          (h) REVIEW OF IMPLEMENTATION.—The qualified  
16         third-party organization or consortium that conducted the  
17         initial evaluation, and any experts who contributed to such  
18         evaluation pursuant to subsection (b)(1), shall provide  
19         regular feedback and advice to the Administrator on the  
20         implementation plan developed under subsection (g) and  
21         any implementation activities for at least 2 years begin-  
22         ning on the date of the receipt of the report under sub-  
23         section (f).

24          (i) REPORT TO CONGRESS.—The Administrator shall  
25         submit to the Committee on Transportation and Infra-

1 structure of the House of Representatives and the Com-  
2 mittee on Commerce, Science, and Transportation of the  
3 Senate the report described in subsection (f) and the im-  
4 plementation plan described in subsection (g).

5 (j) EXISTING REPORTING SYSTEMS.—Consistent  
6 with section 132 of the Aircraft Certification, Safety, and  
7 Accountability Act (Public Law 116–260), the Executive  
8 Director of the Transportation Research Board, in con-  
9 sultation with the Secretary of Transportation and the Ad-  
10 ministrator, may further harmonize data and sources fol-  
11 lowing the implementation of recommendations contained  
12 in the report required under subsection (g).

13 **SEC. 524. PART 135 DUTY AND REST.**

14 (a) PART 91 TAIL-END FERRY RULEMAKING.—Not  
15 later than 3 years after the date of enactment of this Act,  
16 the Administrator of the Federal Aviation Administration  
17 shall require that any operation conducted by a flightcrew  
18 member during an assigned duty period under the oper-  
19 ational control of an operator holding a certificate under  
20 part 135 of title 14, Code of Federal Regulations, before,  
21 during, or after the duty period (including any operations  
22 under part 91 of title 14, Code of Federal Regulations),  
23 without an intervening rest period, shall count towards the  
24 flight time and duty period limitations of such flightcrew

1 member under part 135 of title 14, Code of Federal Regu-  
2 lations.

3 (b) RECORD KEEPING.—Not later than 1 year after  
4 the date of enactment of this Act, the Administrator shall  
5 update any Administration policy and guidance regarding  
6 complete and accurate record keeping practices for opera-  
7 tors holding a certificate under part 135 of title 14, Code  
8 of Federal Regulations, in order to properly document, at  
9 a minimum—

- 10 (1) flightcrew assignments;  
11 (2) flightcrew rest notifications;  
12 (3) compliance with flight and duty times limi-  
13 tations and post-duty rest requirements; and  
14 (4) duty period start and end times.

15 (c) SAFETY MANAGEMENT SYSTEM OVERSIGHT.—  
16 The Administrator, in performing oversight of the safety  
17 management system of an operator holding a certificate  
18 under part 135 of title 14, Code of Federal Regulations,  
19 following the implementation of the final rule issued based  
20 on the rulemaking titled “Safety Management Systems”,  
21 and published on January 11, 2023 (88 Fed. Reg 1932),  
22 shall ensure such operator is evaluating and appropriately  
23 mitigating aviation safety risks, including, at minimum,  
24 risks associated with—

1           (1) inadequate flightcrew member duty and rest  
2       periods; and

3           (2) incomplete records pertaining to flightcrew  
4       rest, duty, and flight times.

5   **SEC. 525. COCKPIT VOICE AND VIDEO RECORDERS.**

6       (a) IN GENERAL.—Not later than 7 years after the  
7       date of enactment of this Act, an air carrier certificated  
8       under part 121 of title 14, Code of Federal Regulations,  
9       may not operate an aircraft under part 121 of such title  
10      that is not equipped with a cockpit voice recorder and a  
11      cockpit video recorder each capable of recording at least  
12      25 hours of data.

13      (b) ARC ESTABLISHMENT.—Not later than 180 days  
14      after the date of enactment of this Act, the Administrator  
15      of the Federal Aviation Administration shall establish an  
16      aviation rulemaking committee to provide consensus rec-  
17      ommendations for the installation and operation of record-  
18      ers described in subsection (a).

19      (c) MEMBERSHIP.—The Administrator shall appoint  
20      the members of the aviation rulemaking committee estab-  
21      lished in subsection (b), which shall be comprised of at  
22      least 1 representative of each of the following:

23           (1) Air carriers.

24           (2) Air cargo carriers.

1           (3) Aircraft manufacturers, including manufac-  
2           turers of cockpit voice recorders and cockpit video  
3           recorders.

4           (4) Aircraft part and component suppliers, in-  
5           cluding suppliers of cockpit voice recorders and cock-  
6           pit video recorders.

7           (5) Pilot labor groups.

8           (6) Safety experts.

9           (7) Other stakeholder groups that the Adminis-  
10          trator determines appropriate.

11         (d) DUTIES.—Not later than 2 years after the date  
12         of enactment of this Act, the aviation rulemaking com-  
13         mittee established under subsection (b) shall submit to the  
14         Administrator a report on the consensus recommendations  
15         required under such subsection.

16         (e) REPORT TO CONGRESS.—Not later than 10 days  
17         after the issuance of the report required under subsection  
18         (d), the Administrator shall submit to the Committee on  
19         Transportation and Infrastructure of the House of Rep-  
20         resentatives and the Committee on Commerce, Science,  
21         and Transportation of the Senate the report submitted  
22         under subsection (d).

23         (f) RULEMAKING.—Not later than 3 years after the  
24         submission of the report under subsection (d), the Admin-  
25         istrator shall issue a final rule to issue regulations revising



1 part 121 of title 14, Code of Federal Regulations, and es-  
2 tablishing other relevant regulations, based on the con-  
3 sensus recommendations of such report to account for the  
4 requirement under subsection (a) and the limitations  
5 under subsection (g).

6 (g) LIMITATIONS.—The Administrator shall take  
7 such action as may be necessary to ensure that any data  
8 from a recording on a cockpit voice recorder or cockpit  
9 video recorder—

10 (1) is protected from unlawful or unauthorized  
11 disclosure to the public;

12 (2) is used exclusively by a Federal agency for  
13 a criminal investigation, aircraft accident, or aircraft  
14 incident investigation; and

15 (3) is not used by an air carrier as a basis for  
16 any adverse employment action against an employee  
17 of the air carrier except as related to the findings  
18 of an investigation described in paragraph (2).

19 (h) SAVINGS CLAUSE.—Nothing in subsections (b)  
20 through (f) shall be construed as constraining or otherwise  
21 mandating delays to rulemaking efforts of the Federal  
22 Aviation Administration related to cockpit voice recorders  
23 or cockpit video recorders underway on the date of enact-  
24 ment of this Act.

1   **SEC. 526. FLIGHT DATA RECOVERY FROM OVERWATER OP-**  
2                           **ERATIONS.**

3           (a) IN GENERAL.—The Administrator of the Federal  
4   Aviation Administration shall direct the Aviation Rule-  
5   making Advisory Committee (hereinafter referred to as  
6   the “Committee” in this section) to review regulations re-  
7   garding flight data recovery for aircraft—

8               (1) operated under part 121 of title 14, Code  
9               of Federal Regulations; and

10              (2) used in extended overwater operations.

11          (b) CONSIDERATIONS.—In carrying out the review  
12   pursuant to subsection (a), the Committee shall evaluate  
13   if aircraft described in subsection (a) should be equipped  
14   with a cockpit voice recorder and a flight data recorder  
15   that,—

16              (1) provide a means, in the event of an acci-  
17   dent, to recover mandatory flight data parameters in  
18   a manner that does not require the underwater re-  
19   trieval of the cockpit voice recorder or flight data re-  
20   corder;

21              (2) is equipped with a tamper-resistant method  
22   to broadcast sufficient information to a ground sta-  
23   tion to establish the location where an aircraft ter-  
24   minates flight as the result of an accident within 6  
25   nautical miles of the point of impact of the aircraft;  
26   and

1           (3) is equipped with an airframe low-frequency  
2       underwater locating device that functions for at least  
3       90 days and that can be detected by appropriate  
4       equipment.

5       (c) RECOMMENDATIONS.—The Committee shall, if  
6       applicable, provide recommendations to the Administrator  
7       to update such regulations described in subsection (a).

8       **SEC. 527. EMERGENCY MEDICAL EQUIPMENT ON PAS-**  
9                               **SENGER AIRCRAFT.**

10       (a) IN GENERAL.—Not later than 18 months after  
11       date of enactment of this Act, the Administrator of the  
12       Federal Aviation Administration shall review and update,  
13       as appropriate, part 121 of title 14, Code of Federal Regu-  
14       lations, regarding emergency medical equipment, including  
15       the contents of emergency medical kits.

16       (b) CONSIDERATION.—In carrying out subsection (a),  
17       that Administrator shall consider—

18           (1) the benefits and costs of requiring any new  
19       medications or equipment necessary to be included  
20       in approved emergency medical kits under part 121  
21       of title 14, Code of Federal Regulations; and

22           (2) whether the minimum contents of emer-  
23       gency medical kits include the appropriate medica-  
24       tions and equipment to address, at a minimum—

- 1 (A) the emergency medical needs of chil-  
2 dren and pregnant women;  
3 (B) opioid overdose;  
4 (C) anaphylaxis; and  
5 (D) cardiac arrest.

6 **SEC. 528. NAVIGATION AIDS STUDY.**

7 (a) IN GENERAL.—Not later than 180 days after the  
8 date of enactment of this Act, the inspector general of the  
9 Department of Transportation shall initiate a study exam-  
10 ining the effects of reclassifying navigation aids to Design  
11 Assurance Level–A from Design Assurance Level–B, in-  
12 cluding the following navigation aids:

- 13 (1) Distance measuring equipment.  
14 (2) Very high frequency omni-directional range.  
15 (3) Tactical air navigation.  
16 (4) Wide area augmentation system.

17 (b) CONTENTS.—In conducting the study required  
18 under subsection (a), the inspector general shall address—

- 19 (1) the cost-benefit analyses associated with the  
20 reclassification described in such subsection;  
21 (2) the findings from the operational safety as-  
22 sessments and preliminary hazard analyses of the  
23 navigation aids listed in such subsection;  
24 (3) the risks of such reclassification on naviga-  
25 tion aid equipment currently in use;

1           (4) the potential impacts on global interoper-  
2           ability of navigational aids; and

3           (5) what additional actions should be taken  
4           based on the findings of this subsection.

5           (c) REPORT.—Not later than 24 months after the  
6           date of enactment of this Act, the inspector general shall  
7           submit to the Committee on Transportation and Infra-  
8           structure of the House of Representatives and the Com-  
9           mittee on Commerce, Science, and Transportation of the  
10          Senate a report describing the results of the study con-  
11          ducted under subsection (a).

12   **SEC. 529. REMOTE TOWERS.**

13          (a) STUDY.—

14           (1) IN GENERAL.—Not later than 90 days after  
15           the date of enactment of this Act, the Administrator  
16           of the Federal Aviation Administration shall seek to  
17           enter into an agreement with a qualified organiza-  
18           tion to conduct a study examining the viability and  
19           feasibility of remote tower technology available on  
20           the date of enactment of this Act to accommodate  
21           existing air traffic activity at non-towered, public-use  
22           airports.

23           (2) CONSIDERATIONS.—In the study conducted  
24           under subsection (a), the qualified organization se-

1       lected under such subsection shall consider and in-  
2       clude in such study—

3               (A) the effectiveness and adequacy of the  
4       pilot program established under section 161 of  
5       the FAA Reauthorization Act of 2018 (49  
6       U.S.C. 47104 note) in—

7                   (i) assessing the installation, mainte-  
8       nance, and operational costs and benefits  
9       of remote tower technology; and

10                  (ii) establishing a clear process for the  
11       safety and operational certification of such  
12       technology;

13               (B) a description of actions that the Ad-  
14       ministration has undertaken to carry out such  
15       pilot program;

16               (C) any barriers related to the safety and  
17       operational certification of such technology;

18               (D) the number and type of non-towered  
19       airports in the national airspace system;

20               (E) the availability and development of re-  
21       mote tower technology;

22               (F) the potential to use remote tower sys-  
23       tems to control air traffic at multiple airports  
24       and from a single physical location, similar to  
25       a terminal radar approach control facility;

1 (G) staffing flexibility to support seasonal  
2 staffing of remote towers;

3 (H) safety factors related to the potential  
4 need for such remote tower technology;

5 (I) the potential to use remote tower sys-  
6 tems to surveil for unmanned aircraft, in con-  
7 junction with unmanned aircraft system traffic  
8 management systems, to enhance air traffic  
9 management of manned air traffic;

10 (J) factors related to the demand for re-  
11 mote tower technology;

12 (K) an examination of remote tower use in  
13 other countries;

14 (L) projected costs associated with install-  
15 ing and maintain remote tower technology at a  
16 single airport; and

17 (M) recommendations regarding the most  
18 cost-effective approach to provide air traffic  
19 control services at non-towered airports in the  
20 national airspace system.

21 (3) INPUT.—In carrying out the study under  
22 subsection (a), the qualified organization selected  
23 under such subsection shall—

1 (A) seek coordination with the Air Traffic  
2 Organization and other offices of the Adminis-  
3 tration; and

4 (B) seek the participation of representa-  
5 tives of—

6 (i) the exclusive bargaining represent-  
7 atives of air traffic controllers certified  
8 under section 7111 of title 5, United  
9 States Code;

10 (ii) manufacturers of remote towers;

11 (iii) airport operators; and

12 (iv) other stakeholders that the Ad-  
13 ministrator determines appropriate.

14 (4) REPORT.—Not later than 1 year after the  
15 date of enactment of this Act, the Administrator  
16 shall submit to the Committee on Transportation  
17 and Infrastructure of the House of Representatives  
18 and the Committee on Commerce, Science, and  
19 Transportation of the Senate a report detailing the  
20 results of the study under subsection (a).

21 (b) CERTIFICATION PROCESS.—

22 (1) IN GENERAL.—Not later than 1 year after  
23 the completion of the study required under sub-  
24 section (a), the Administrator shall establish a proc-  
25 ess for the certification of system design and oper-



1        ational approval of remote towers for use at public-  
2        use airports.

3            (2) CONSULTATION.—In carrying out sub-  
4        section (b), the Administrator shall consult with the  
5        following:

6            (A) The exclusive bargaining representa-  
7        tive of the air traffic controllers certified under  
8        section 7111 of title 5, United States Code.

9            (B) Manufacturers of remote towers.

10          (C) Non-towered airport operators.

11          (3) REQUIREMENTS.—In developing the certifi-  
12        cation process required under subsection (b), the Ad-  
13        ministrator shall—

14            (A) establish requirements for the system  
15        design and operational approval of remote tow-  
16        ers, including—

17            (i) sensor and camera visual require-  
18        ments;

19            (ii) datalink latency requirements; and

20            (iii) visual presentation design re-  
21        quirements for monitors used to display  
22        sensor and camera feeds;

23            (B) establish tower-closure standards for  
24        contingency operations and procedures for re-  
25        mote tower failures and malfunctions; and

1 (C) consider the use of—

2 (i) ground— and space—based tele-  
3 communications infrastructure; and

4 (ii) any other wireless telecommuni-  
5 cations infrastructure that may enable the  
6 operation of a remote tower.

7 (4) OPERATIONAL APPROVAL ASSESSMENTS.—

8 In developing the operational approval process re-  
9 quired under this subsection, the Administrator  
10 shall—

11 (A) determine the appropriate number of  
12 air traffic controllers necessary to staff a re-  
13 mote tower for safe air traffic control oper-  
14 ations at the respective airport based on the ex-  
15 isting or projected air traffic activity at the air-  
16 port;

17 (B) use a safety risk management panel  
18 process to address any safety issues with re-  
19 spect to the remote tower;

20 (C) if the remote tower is intended to be  
21 installed at a non-towered airport, assess the  
22 safety benefits of the remote tower against the  
23 lack of an existing tower; and

24 (D) establish, to the satisfaction of the Ad-  
25 ministrator and using performance-based cri-

1           teria, to the extent appropriate, published in  
2           advance, the level of safety necessary for the  
3           operation of the remote tower at the airport.

4           (5) AIRPORT OPERATORS.—An airport operator  
5           seeking to install or construct a certified remote  
6           tower shall submit to the Administrator an applica-  
7           tion in such form and containing such information  
8           as the Administrator may require.

9           (6) IMPLEMENTATION.—In carrying out this  
10          section, the Administrator shall—

11                (A) identify air traffic control information  
12                and data that assists the Administrator in cat-  
13                egorically certifying remote towers at different  
14                types of airports;

15                (B) implement processes necessary to col-  
16                lect the information and data identified in sub-  
17                paragraph (A); and

18                (C) develop criteria from the information  
19                and data identified in subparagraph (A) to as-  
20                sess remote towers for widespread use at cat-  
21                egories of public-use airports.

22           (7) PRIORITIZATION OF REMOTE TOWER CER-  
23           TIFICATION APPLICANTS.—With respect to applica-  
24           tions submitted as required by paragraph (4), the  
25           Administrator shall prioritize—

1 (A) airports that do not have a permanent  
2 air traffic control tower at the time of applica-  
3 tion;

4 (B) airports that would provide small and  
5 rural community air service; or

6 (C) airports that have been newly accepted  
7 as of the date of enactment of this Act into the  
8 Contract Tower Program.

9 (8) BRIEFING.—Not later than 180 days after  
10 receiving the report required under subsection (a),  
11 and annually thereafter through fiscal year 2028,  
12 the Administrator shall brief the Committee on  
13 Transportation and Infrastructure of the House of  
14 Representatives and the Committee on Commerce,  
15 Science, and Transportation of the Senate on the  
16 status of the activities required under this section.

17 (c) DEFINITIONS.—In this section:

18 (1) AIR TRAFFIC ACTIVITY.—The term “air  
19 traffic activity” means the number of takeoffs, land-  
20 ings, and simulated approaches of an airport and  
21 the time of which such takeoffs, landings, and simu-  
22 lated approaches occur.

23 (2) CONTRACT TOWER PROGRAM.—The term  
24 “Contract Tower Program” has the meaning given

1       such term in section 47124(e) of title 49, United  
2       States Code.

3           (3) QUALIFIED ORGANIZATION.—The term  
4       “qualified organization” means an independent non-  
5       profit organization that recommends solutions to  
6       public policy challenges through objective analysis.

7           (4) REMOTE TOWER.—The term “remote  
8       tower” has the meaning given such term in section  
9       161(a)(9) of the FAA Reauthorization Act of 2018  
10      (49 U.S.C. 47104 note).

11 **SEC. 530. WEATHER REPORTING SYSTEMS STUDY.**

12      (a) IN GENERAL.—Not later than 180 days after the  
13      date of enactment of this Act, the Comptroller General  
14      of the United States shall initiate a study to examine how  
15      to improve the procurement, functionality, and sustain-  
16      ability of weather reporting systems, including—

- 17           (1) automated weather observing systems;  
18           (2) automated surface observing systems;  
19           (3) visual weather observing systems; and  
20           (4) non-Federal weather reporting systems.

21      (b) CONTENTS.—In conducting the study required  
22      under section (a), the Comptroller General shall address—

- 23           (1) the current state of the supply chain related  
24      to weather reporting systems and the components of  
25      such systems, including—

1 (A) the adequacy of suppliers of such sys-  
2 tems and components;

3 (B) the affordability of such systems and  
4 components; and

5 (C) the availability and affordability of re-  
6 placement parts;

7 (2) the average age of weather reporting sys-  
8 tems infrastructure installed in the national airspace  
9 system;

10 (3) challenges to maintaining and replacing  
11 weather reporting systems, including—

12 (A) root causes of weather reporting sys-  
13 tem outages, including failures of such systems,  
14 and supporting systems such as telecommuni-  
15 cations infrastructure; and

16 (B) the degree to which such outages af-  
17 fect weather reporting in the national airspace  
18 system;

19 (4) mitigation measures to maintain aviation  
20 safety during such an outage; and

21 (5) alternative means of obtaining weather ele-  
22 ments at airports, including wind direction, wind  
23 speed, barometric pressure setting, and cloud cov-  
24 erage, including visibility.

1       (c) CONSULTATION.—In conducting the study re-  
2       quired under subsection (a), the Comptroller General shall  
3       consult with the appropriate stakeholders and Federal  
4       agencies involved in installing, managing, and supporting  
5       weather reporting systems in the national airspace system.

6       (d) REPORT.—

7           (1) IN GENERAL.—Not later than 2 years after  
8       the date of enactment of this Act, the Comptroller  
9       General shall submit to the Committee on Transpor-  
10      tation and Infrastructure of the House of Represent-  
11      atives and the Committee on Commerce, Science,  
12      and Transportation of the Senate a report describ-  
13      ing the results of the study conducted under sub-  
14      section (a).

15          (2) RECOMMENDATIONS.—The Comptroller  
16      General shall include in the report submitted under  
17      paragraph (1) recommendations for—

18           (A) ways to improve the resiliency and re-  
19      dundancy of weather reporting systems;

20           (B) alternative means of compliance for  
21      obtaining weather elements at airports; and

22           (C) if necessary, changes to Orders of the  
23      Administration, including the following:

24           (i) Surface Weather Observing, Joint  
25      Order 7900.5.

1 (ii) Notices to Air Missions, Joint  
2 Order 7930.2.

3 **SEC. 531. GAO STUDY ON EXPANSION OF THE FAA WEATH-**  
4 **ER CAMERA PROGRAM.**

5 (a) STUDY.—The Comptroller General of the United  
6 States shall conduct a study on the feasibility and benefits  
7 and costs of expanding the Weather Camera Program of  
8 the Federal Aviation Administration to locations in the  
9 United States that lack weather camera services.

10 (b) CONSIDERATIONS.—In conducting the study re-  
11 quired under subsection (a), the Comptroller General shall  
12 review—

13 (1) the potential effects of the existing Weather  
14 Camera Program on weather-related aviation acci-  
15 dents and flight interruptions;

16 (2) the potential benefits and costs associated  
17 with expanding the Weather Camera Program;

18 (3) limitations on the real-time access of weath-  
19 er camera information by pilots and aircraft opera-  
20 tors;

21 (4) non-safety related regulatory structures or  
22 barriers to the allowable use of weather camera in-  
23 formation for the purposes of aircraft operations;

24 (5) limitations of existing weather camera sys-  
25 tems at the time of the study;



- 1 (6) alternative sources of viable weather data;
- 2 (7) funding mechanisms for weather camera in-
- 3 stallation and operations; and
- 4 (8) other considerations the Comptroller Gen-
- 5 eral determines appropriate.

6 (c) REPORT TO CONGRESS.—Not later than 28  
7 months after the date of enactment of this Act, the Comp-  
8 troller General shall submit to the Committee on Trans-  
9 portation and Infrastructure of the House of Representa-  
10 tives and the Committee on Commerce, Science, and  
11 Transportation of the Senate a report on the results of  
12 the study required under subsection (a).

13 **SEC. 532. STUDY ON AVIATION SAFETY IN ERA OF WIRE-**  
14 **LESS CONNECTIVITY.**

15 (a) IN GENERAL.—Not later than 180 days after the  
16 date of enactment of this Act, the Administrator of the  
17 Federal Aviation Administration shall seek to enter into  
18 an agreement with the National Academies to conduct a  
19 study on matters related to potential conflicts between  
20 uses of radio spectrum by the aviation ecosystem and wire-  
21 less telecommunication networks.

22 (b) CONTENTS.—The study described in subsection  
23 (a) shall address approaches to mitigating potential safety  
24 hazards posed by conflicts between uses of spectrum by  
25 the aviation ecosystem and wireless telecommunications

1 network, including best practices and policy recommenda-  
2 tions for the Federal Aviation Administration to—

3 (1) improve the process by which proposed  
4 spectrum reallocations or auctions are thoroughly re-  
5 viewed in advance to ensure that any comments, ob-  
6 jections, or technical concerns from stakeholders or  
7 Federal agencies in any Federal Communication  
8 Commission proceeding are definitively assessed and,  
9 if necessary, addressed;

10 (2) assess the effects of proposed spectrum re-  
11 allocations or auctions on the aviation ecosystem in  
12 a timely manner to better meet the needs of the  
13 aviation system or to establish realistic timeframes  
14 relating to potential aviation equipment modifica-  
15 tions or replacements; and

16 (3) better communicate to relevant Federal  
17 partners and agencies when a proposed spectrum re-  
18 allocation or auctions may pose a potential risk to  
19 aviation safety.

20 (c) STAKEHOLDER VIEWS.—In conducting the study  
21 under subsection (a), the National Academy shall consult  
22 with relevant stakeholders, including—

23 (1) air carriers operating under part 121 of  
24 title 14, Code of Federal Regulations;

1           (2) manufacturers of aircraft and aircraft com-  
2       ponents;

3           (3) wireless telecommunication carriers;

4           (4) labor unions representing pilots;

5           (5) air traffic system safety specialists;

6           (6) other representatives of the telecommuni-  
7       cations industry;

8           (7) aviation safety experts;

9           (8) radio spectrum experts; and

10          (9) such other stakeholders as the Adminis-  
11       trator determines appropriate.

12       (d) REPORT TO CONGRESS.—Not later than 2 years  
13       after the date of enactment of this Act, the National Acad-  
14       emies shall complete and submit a report on the study de-  
15       scribed in subsection (a) to—

16           (1) the Administrator;

17           (2) the Committee on Transportation and In-  
18       frastructure of the House of Representatives; and

19           (3) the Committee on Commerce, Science, and  
20       Technology of the Senate.

21       **SEC. 533. RAMP WORKER SAFETY CALL TO ACTION.**

22       (a) CALL TO ACTION RAMP WORKER SAFETY RE-  
23       VIEW.—Not later than 180 days after the date of enact-  
24       ment of this Act, the Administrator of the Federal Avia-  
25       tion Administration shall initiate a Call to Action safety

1 review of airport ramp worker safety in order to bring  
2 stakeholders together to share best practices and imple-  
3 ment actions to address airport ramp worker safety.

4 (b) CONTENTS.—The Call to Action safety review re-  
5 quired pursuant to subsection (a) shall include—

6 (1) a review of Administration regulations,  
7 guidance, and directives related to airport ramp  
8 worker procedures and oversight of such processes;

9 (2) a review of reportable accidents and inci-  
10 dents involving airport ramp workers, including any  
11 identified contributing factors to the reportable acci-  
12 dent or incident;

13 (3) a review of training and related educational  
14 materials for airport ramp workers, including super-  
15 visory employees;

16 (4) a review of devices and methods for commu-  
17 nication on the ramp;

18 (5) a review of markings on the ramp that de-  
19 fine restriction, staging, safety, or hazard zones;

20 (6) a review of aircraft jet blast and engine in-  
21 take safety markings; and

22 (7) a process for stakeholders, including air-  
23 lines, aircraft manufacturers, airports, labor, and  
24 aviation safety experts, to provide feedback and  
25 share best practices.

1 (c) REPORT AND ACTIONS.—Not later than 180 days  
2 after the conclusion of the Call to Action safety review  
3 pursuant to subsection (a), the Administrator shall—

4 (1) submit to the Committee on Transportation  
5 and Infrastructure of the House of Representatives  
6 and the Committee on Commerce, Science, and  
7 Transportation of the Senate a report on the results  
8 of the review and any recommendations for actions  
9 or best practices to improve airport ramp worker  
10 safety, including the identification of risks and pos-  
11 sible mitigations to be considered in any applicable  
12 safety management system of air carriers and air-  
13 ports; and

14 (2) initiate such actions as are necessary to act  
15 upon the findings of the review under subsection (b).

16 **SEC. 534. SAFETY DATA ANALYSIS FOR AIRCRAFT WITHOUT**  
17 **TRANSPONDERS.**

18 (a) IN GENERAL.—Not later than 90 days after the  
19 date of enactment of this Act, the Administrator of the  
20 Federal Aviation Administration, in coordination with the  
21 Chairman of the National Transportation Safety Board,  
22 shall collect and analyze data relating to accidents and in-  
23 cidents involving covered exempt aircraft that occurred  
24 within 30 nautical miles of an airport.

1 (b) REQUIREMENTS.—The analysis required under  
2 subsection (a) shall include with respect to covered exempt  
3 aircraft a review of—

4 (1) incident and accident data since 2006;

5 (2) incidents and accidents involving midair  
6 events, including collisions;

7 (3) incidents and accidents involving ground  
8 proximity warning system alerts;

9 (4) incidents and accidents involving traffic col-  
10 lision avoidance system alerts;

11 (5) incidents and accidents involving a loss of  
12 separation or near miss; and

13 (6) the causes of the accidents and incidents  
14 described in paragraphs (1) through (5).

15 (c) REPORT TO CONGRESS.—Not later than 1 year  
16 after the date of enactment of this Act, the Administrator  
17 shall submit to the Committee on Transportation and In-  
18 frastructure of the House of Representatives and the Com-  
19 mittee on Commerce, Science, and Transportation of the  
20 Senate a report containing the results of the analysis re-  
21 quired under subsection (a) and, if appropriate, rec-  
22 ommendations on how to reduce the number of incidents  
23 and accidents associated with such covered exempt air-  
24 craft.

1 (d) COVERED EXEMPT AIRCRAFT DEFINED.—In this  
2 section, the term “covered exempt aircraft” means air-  
3 craft, balloons, and gliders exempt from air traffic control  
4 transponder and altitude reporting equipment and use re-  
5 quirements under part 91.215(b)(3) of title 14, Code of  
6 Federal Regulations.

7 **SEC. 535. CRASH-RESISTANT FUEL SYSTEMS IN ROTOR-**  
8 **CRAFT.**

9 (a) IN GENERAL.—The Administrator of the Federal  
10 Aviation Administration shall task the Aviation Rule-  
11 making Advisory Committee to—

12 (1) review the data analysis conducted and the  
13 recommendations developed by the Aviation Rule-  
14 making Advisory Committee Rotorcraft Occupant  
15 Protection Working Group of the Administration;

16 (2) update the 2018 report of such working  
17 group on rotorcraft occupant protection by—

18 (A) reviewing National Transportation  
19 Safety Board data from 2016 through 2023 on  
20 post-crash fires in helicopter accidents; and

21 (B) determining whether and to what ex-  
22 tent crash-resistant fuel systems could have  
23 prevented fatalities; and

24 (3) develop recommendations for either the Ad-  
25 ministrator or the helicopter industry to encourage

1 helicopter owners and operators to expedite the in-  
2 stallation of crash-resistant fuel systems in the air-  
3 craft of such owners and operators regardless of  
4 original certification and manufacture date.

5 (b) SCHEDULE.—

6 (1) DEADLINE.—Not later than 18 months  
7 after the Administrator tasks the Aviation Rule-  
8 making Advisory Committee under subsection (a),  
9 the Committee shall submit the recommendations  
10 developed under subsection (a)(2) to the Adminis-  
11 trator.

12 (2) IMPLEMENTATION.—If applicable, and not  
13 later than 180 days after receiving the recommenda-  
14 tions under paragraph (1), the Administrator  
15 shall—

16 (A) begin implementing, as appropriate,  
17 any consensus safety recommendations the Ad-  
18 ministrator receives from the Aviation Rule-  
19 making Advisory Committee, and brief the  
20 Committee on Transportation and Infrastruc-  
21 ture of the House of Representatives and the  
22 Committee on Commerce, Science, and Trans-  
23 portation of the Senate on any recommenda-  
24 tions the Administrator does not implement;  
25 and



1 (B) partner with the United States Heli-  
2 copter Safety Team, as appropriate, to facilitate  
3 implementation of any recommendations for the  
4 helicopter industry pursuant to subsection  
5 (a)(2)

6 **SEC. 536. REDUCING TURBULENCE ON PART 121 AIRCRAFT**  
7 **OPERATIONS.**

8 (a) IN GENERAL.—Not later than 3 years after the  
9 date of enactment of this Act, the Administrator of the  
10 Federal Aviation Administration shall review and imple-  
11 ment, as appropriate, the recommendations made by the  
12 Chair of the National Transportation Safety Board to the  
13 Administrator contained in the safety research report ti-  
14 tled “Preventing Turbulence-Related Injuries in Air Car-  
15 rier Operations Conducted Under Title 14 Code of Federal  
16 Regulations Part 121”, issued on August 10, 2021  
17 (NTSB/SS–21/01).

18 (b) REPORT.—

19 (1) IN GENERAL.—Not later than 1 year after  
20 completing the review under subsection (a), and  
21 every 2 years thereafter, the Administrator shall  
22 submit to the Committee on Transportation and In-  
23 frastructure of the House of Representatives and the  
24 Committee on Commerce, Science, and Transpor-  
25 tation of the Senate a report on the status of the

1        recommendations in the safety research report de-  
2        scribed in subsection (a) until the earlier of—

3                (A) the date on which such recommenda-  
4        tions have been adopted; or

5                (B) the date that is 10 years after the date  
6        of enactment of this Act.

7        (2) CONTENTS.—If the Administrator decides  
8        not to implement a recommendation in the safety re-  
9        search report described in subsection (a), the Ad-  
10       ministrator shall provide, as a part of the report re-  
11       quired under paragraph (1), a description of why the  
12       Administrator did not implement such recommenda-  
13       tion.

14   **SEC. 537. STUDY ON RADIATION EXPOSURE.**

15        (a) STUDY.—Not later than 120 days after the date  
16       of enactment of this Act, the Administrator of the Federal  
17       Aviation Administration shall seek to enter into an agree-  
18       ment with the National Academies of Sciences, Engineer-  
19       ing, and Medicine under which the National Research  
20       Council of the National Academies shall conduct a study  
21       on radiation exposure onboard various aircraft types oper-  
22       ated under part 121 of title 14, Code of Federal Regula-  
23       tions.

1 (b) SCOPE OF STUDY.—In conducting the study  
2 under subsection (a), the National Research Council shall  
3 assess—

4 (1) radiation concentrations in such aircraft at  
5 takeoff, in-flight at high altitudes, and upon landing;

6 (2) the health risks and impact of radiation ex-  
7 posure to flight attendants and passengers onboard  
8 aircraft operating at high altitudes; and

9 (3) mitigation measures to prevent and reduce  
10 the health and safety impacts of radiation exposure  
11 to flight attendants and passengers.

12 (c) REPORT TO CONGRESS.—Not later than 16  
13 months after the initiation of the study required under  
14 subsection (a), the Secretary shall submit to the appro-  
15 priate committees of Congress the study conducted by the  
16 National Research Council pursuant to this section.

17 (d) APPROPRIATE COMMITTEES OF CONGRESS DE-  
18 FINED.—In this section, the term “appropriate commit-  
19 tees of Congress” means the Committee on Transpor-  
20 tation and Infrastructure and the Committee on Energy  
21 and Commerce of the House of Representatives and the  
22 Committee on Commerce, Science, and Transportation of  
23 the Senate.

24 **SEC. 538. DETERRING CREWMEMBER INTERFERENCE.**

25 (a) TASK FORCE.—

1           (1) IN GENERAL.—Not later than 120 days  
2       after the date of enactment of this Act, the Adminis-  
3       trator of the Federal Aviation Administration shall  
4       convene a task force to develop voluntary standards  
5       and best practices relating to suspected violations of  
6       sections 46318, 46503, and 46504 of title 49,  
7       United States Code, including—

8           (A) proper and consistent incident docu-  
9       mentation and reporting techniques;

10          (B) best practices for flight crew and cabin  
11       crew response, including de-escalation;

12          (C) improved coordination between stake-  
13       holders, including flight crew and cabin crew,  
14       airport staff, other Federal agencies as appro-  
15       priate, and law enforcement; and

16          (D) appropriate enforcement actions.

17       (2) MEMBERSHIP.—The task force convened  
18       under paragraph (1) shall be comprised representa-  
19       tives of—

20          (A) air carriers;

21          (B) airport sponsors and airport law en-  
22       forcement agencies;

23          (C) other Federal agencies determined nec-  
24       essary by the Administrator; and

1 (D) labor organizations representing air  
2 carrier pilots;

3 (E) labor organizations representing flight  
4 attendants; and

5 (F) labor organizations representing  
6 ticketing, check-in, or other customer service  
7 representatives employed by air carriers.

8 (b) ANNOUNCEMENTS.—Not later than 90 days after  
9 the date of enactment of this Act, the Administrator shall  
10 initiate such actions as may be necessary to include in the  
11 briefing of passengers before takeoff required under sec-  
12 tion 121.571 of title 14, Code of Federal Regulations, a  
13 statement informing passengers that it is against Federal  
14 law to assault or threaten to assault any individual on an  
15 aircraft or interfere with the duties of a crewmember.

16 (c) DEFINITIONS.—For purposes of this section, the  
17 definitions in section 40102(a) of title 49, United States  
18 Code, shall apply to terms in this section.

19 **SEC. 539. CABIN TEMPERATURE STANDARDS.**

20 (a) IN GENERAL.—Not later than 24 months after  
21 the date of enactment of this Act, the Administrator of  
22 the Federal Aviation Administration shall review existing  
23 standards produced by recognized industry standards or-  
24 ganizations on safe air temperatures and humidity levels  
25 in enclosed environments, including onboard aircraft, and

1 determine the validity of such standards, including the  
2 American Society of Heating, Refrigerating and Air-Con-  
3 ditioning Engineers (in this section referred to as  
4 “ASHRAE”) standards titled “Air Quality within Com-  
5 mercial Aircraft” (ASHRAE Guideline 28–2021) and  
6 “Thermal Environmental Conditions for Human Occu-  
7 pancy” (ASHRAE Standard 55–2020).

8 (b) CONSULTATION.—In conducting the review under  
9 subsection (a), the Administrator shall consult with—

10 (1) certificate holders under part 121 of title  
11 14, Code of Federal Regulations;

12 (2) certified labor representatives of flight at-  
13 tendants, pilots, and other crewmembers;

14 (3) relevant Federal agencies; and

15 (4) other relevant stakeholders, as appropriate.

16 (c) ACADEMIC STUDY.—In the event that the Admin-  
17 istrator determines, through the review carried out under  
18 subsection (a), that there is not an appropriate standard  
19 to determine unsafe temperatures onboard aircraft oper-  
20 ated under part 121 of title 14, Code of Federal Regula-  
21 tions, the Administrator shall enter into an appropriate  
22 agreement with the National Academies to—

23 (1) conduct a study of unsafe aircraft cabin  
24 temperatures and aircraft conditions that contribute  
25 to such temperatures; and

1           (2) provide recommendations for air carriers  
2           and aircraft manufacturers to improve the manage-  
3           ment of temperature and related factors onboard  
4           aircraft.

5           (d) REPORTS.—

6           (1) FAA.—Not later than 3 months after com-  
7           pleting the review required under subsection (a), the  
8           Administrator shall submit to the Committee on  
9           Transportation and Infrastructure of the House of  
10          Representatives and the Committee on Commerce,  
11          Science, and Transportation of the Senate a report  
12          on the findings and determination of the review.

13          (2) NATIONAL ACADEMIES.—If a report is pro-  
14          duced under subsection (c), not later than 1 month  
15          after receiving such report the Administrator shall  
16          submit to the Committee on Transportation and In-  
17          frastructure of the House of Representatives and the  
18          Committee on Commerce, Science, and Transpor-  
19          tation of the Senate such report.

20   **SEC. 540. CABIN AIR QUALITY.**

21          (a) REPORTING OF SMOKE OR FUME EVENTS ON-  
22          BOARD COMMERCIAL AIRCRAFT.—

23          (1) IN GENERAL.—Not later than 180 days  
24          after the date of the enactment of this Act, the Ad-  
25          ministrator of the Federal Aviation Administration

1       shall develop a standardized system for a flight at-  
2       tendants, pilots, and aircraft maintenance techni-  
3       cians of air carriers to voluntarily report fume  
4       events onboard passenger-carrying aircraft operating  
5       under part 121 of title 14, Code of Federal Regula-  
6       tions.

7               (2) INFORMATION SUBMISSION.—The system  
8       developed under paragraph (1) shall include a meth-  
9       od of submission, which shall request at least the  
10      following information:

11               (A) Identification of the flight number,  
12      type, and registration of the aircraft.

13               (B) The date of the reported fume event  
14      onboard the aircraft.

15               (C) Description of smoke or fume in the  
16      aircraft, including the nature, intensity, and  
17      visual consistency or smell (if any).

18               (D) The location of the smoke or fumes in  
19      the aircraft.

20               (E) The source (if discernible) of the  
21      smoke or fumes in the aircraft.

22               (F) The phase of flight during which  
23      smoke or fumes first became present.

24               (G) The duration of the fume event.



1 (H) Any required onboard medical atten-  
2 tion for passengers or crew members.

3 (I) Any additional factors as determined  
4 appropriate by the Administrator or crew mem-  
5 ber submitting a report.

6 (3) GUIDELINES FOR SUBMISSION.—The Ad-  
7 ministrator shall issue guidelines on how to submit  
8 the information described in paragraph (2).

9 (4) CONFIRMATION OF SUBMISSION.—Upon  
10 submitting the information described in paragraph  
11 (2), the submitting party shall receive a duplicate  
12 record of the submission and confirmation of receipt.

13 (5) USE OF INFORMATION.—The Adminis-  
14 trator—

15 (A) may not publish any information sub-  
16 mitted under this section;

17 (B) shall maintain a database of such in-  
18 formation;

19 (C) at the request of an air carrier, shall  
20 provide to such air carrier any information sub-  
21 mitted under this section that is relevant to  
22 such air carrier, except any information that  
23 may be used to identify the party submitting  
24 such information;

1 (D) may not, without validation, assume  
2 that information submitted under this section is  
3 accurate for the purposes of initiating rule-  
4 making or taking an enforcement action;

5 (E) may use information submitted under  
6 this section to inform the oversight of the safety  
7 management system of an air carrier; and

8 (F) may use information submitted under  
9 this section for the purpose of performing a  
10 study or supporting a study sponsored by the  
11 Administrator.

12 (b) STUDY.—

13 (1) IN GENERAL.—Not later than 3 years after  
14 the date of enactment of this Act, the Administrator  
15 of the Federal Aviation Administration shall seek to  
16 enter into the appropriate arrangements with the  
17 National Academies to conduct a study and issue  
18 recommendations to be made publicly available per-  
19 taining to cabin air quality and any risk of, and po-  
20 tential for, persistent and accidental fume events on-  
21 board a passenger-carrying aircraft operating under  
22 part 121 of title 14, Code of Federal Regulations.

23 (2) SCOPE.—In carrying out a study pursuant  
24 to paragraph (1), the National Academies shall ex-  
25 amine—

1 (A) the information collected pursuant to  
2 subsection (a);

3 (B) the report issued pursuant to section  
4 326 of the FAA Reauthorization Act of 2018  
5 (49 U.S.C. 40101 note) and any identified as-  
6 sumptions or gaps described in such report;

7 (C) any health risks or impacts of fume  
8 events on flight crews, including flight attend-  
9 ants and pilots, and passengers onboard air-  
10 craft operating under part 121 of title 14, Code  
11 of Federal Regulations;

12 (D) instances of persistent or regularly oc-  
13 ccurring (as determined by the National Acad-  
14 emies) fume events in such aircraft;

15 (E) instances of accidental, unexpected, or  
16 irregularly occurring (as determined by the Na-  
17 tional Academies) fume events on such aircraft,  
18 including whether such accidental events are  
19 more frequent during various phases of oper-  
20 ations, including ground operations, taxiing,  
21 take off, cruise, and landing;

22 (F) the likely originating material of, and  
23 the air contaminants present during, the situa-  
24 tions described in subparagraphs (D) and (E);

1 (G) the frequencies, durations, and likely  
2 causes of the situations described in subpara-  
3 graphs (D) and (E); and

4 (H) any additional data on fume events as  
5 determined appropriate by the National Acad-  
6 emies.

7 (3) RECOMMENDATIONS.—The National Acad-  
8 emies shall provide recommendations based on the  
9 study conducted under paragraph (1)—

10 (A) that shall, at minimum, address how  
11 to—

12 (i) improve overall cabin air quality of  
13 passenger-carrying aircraft;

14 (ii) improve the detection, accuracy,  
15 and reporting of fume events; and

16 (iii) reduce the frequency and impact  
17 of fume events; and

18 (B) for any updates to standards, guide-  
19 lines, or regulations that could help achieve the  
20 recommendations described in subparagraph  
21 (A).

22 (4) REPORT TO CONGRESS.—Not later than 1  
23 month after the completion of the study conducted  
24 under paragraph (1), the Administrator shall submit  
25 to the Committee on Transportation and Infrastruc-

1       ture of the House of Representatives and the Com-  
2       mittee on Commerce, Science, and Transportation of  
3       the Senate a copy of such study.

4       (c) FUME EVENT DEFINED.—In this section, the  
5       term “fume event” means the presence of fumes in the  
6       cabin, including smoke.

7       **SEC. 541. EVACUATION STANDARDS FOR TRANSPORT CAT-**  
8       **EGORY AIRPLANES.**

9       (a) IN GENERAL.—Not later than 6 months after the  
10      date of enactment of this Act, the Administrator of the  
11      Federal Aviation Administration shall task the Aviation  
12      Rulemaking Advisory Committee with reviewing and pro-  
13      posing updates to the evacuation requirements under sec-  
14      tion 25.803 of title 14, Code of Federal Regulations, and  
15      appendix J to part 25 of such title.

16      (b) CONSIDERATIONS.—In tasking the Aviation Rule-  
17      making Advisory Committee under subsection (a), the Ad-  
18      ministrator shall, at a minimum, task the Committee to—

19           (1) evaluate whether the representative pas-  
20           senger loads, prescribed in regulation on the date of  
21           enactment of this Act, represent a realistic composi-  
22           tion of passengers on an aircraft operated under  
23           part 121 of title 14, Code of Federal Regulations,  
24           including accounting for—

25                   (A) children, including infants;

1 (B) passengers who do not speak English;

2 (C) passengers with disabilities; and

3 (D) service animals (as such term is de-  
4 fined in section 35.104 and 36.104 of title 28,  
5 Code of Federal Regulations, or successor regu-  
6 lations); and

7 (2) determine if there are technologies or tech-  
8 niques that can be used to more accurately represent  
9 categories of passengers who are unable to provide  
10 consent during evacuation testing, but should be  
11 simulated in such testing;

12 (3) evaluate whether the requirements pre-  
13 scribed in regulation on the date of enactment of  
14 this Act adequately consider the varying sizes,  
15 weight, and matter or baggage present in an aircraft  
16 cabin; and

17 (4) determine whether the evacuation testing  
18 performed, associated with section 25.803 of title  
19 14, Code of Federal Regulations, considers the seat  
20 size, seat pitch, seating layout, aisle width, and aisle  
21 layout of the aircraft type being tested.

22 (c) CONSULTATION.—In tasking the Aviation Rule-  
23 making Advisory Committee under subsection (a), the Ad-  
24 ministrator shall allow such Committee to consult with the  
25 National Transportation Safety Board, transport category

1 aircraft manufacturers, air carriers certificated under part  
2 121 of title 14, Code of Federal Regulations, crew mem-  
3 bers of such air carriers, emergency responders, groups  
4 representing passengers and passengers with disabilities,  
5 and other relevant experts.

6 (d) RULEMAKING.—Not later than 18 months after  
7 receiving such recommendations to update section 25.803  
8 of title 14, Code of Federal Regulations, and appendix J  
9 to part 25 of such title, the Administrator shall issue a  
10 final rulemaking based on the recommendations provided  
11 by the aviation rulemaking advisory committee tasked  
12 under this section, as necessary.

13 (e) PASSENGER WITH DISABILITIES.—In this sec-  
14 tion, the term “passenger with disabilities” means any  
15 qualified individual with a disability, as such term is de-  
16 fined in section 382.3 of title 14, Code of Federal Regula-  
17 tions, or successor regulations.

18 **SEC. 542. LITHIUM-ION POWERED WHEELCHAIRS.**

19 (a) IN GENERAL.—Not later than 1 year after the  
20 date of enactment of this Act, the Secretary of Transpor-  
21 tation shall task the Air Carrier Access Act Advisory Com-  
22 mittee (in this section referred to as the “Committee”)  
23 to conduct a review of regulations regarding lithium-ion  
24 battery powered wheelchairs and mobility aids and provide  
25 recommendations to the Secretary to ensure safe transport

1 of such wheelchairs and mobility aids in air transpor-  
2 tation.

3 (b) CONSIDERATIONS.—In conducting the review re-  
4 quired under subsection (a), the Committee shall consider  
5 the following:

6 (1) Any existing or necessary standards for lith-  
7 ium-ion batteries, including casings or other similar  
8 components, in such wheelchairs and mobility aids.

9 (2) The availability of necessary containment or  
10 storage devices, including fire containment covers or  
11 fire-resistant storage containers, for such wheel-  
12 chairs and mobility aids.

13 (3) The policies of each air carrier (as such  
14 term is defined in part 121 of title 14, Code of Fed-  
15 eral Regulations) pertaining to lithium-ion battery  
16 powered wheelchairs and mobility aids (as in effect  
17 on the date of enactment of this Act).

18 (4) Any other considerations the Secretary de-  
19 termines appropriate.

20 (c) CONSULTATION REQUIREMENT.—In conducting  
21 the review required under subsection (a), the Committee  
22 shall consult with the Administrator of the Pipeline and  
23 Hazardous Materials Safety Administration.

24 (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 sub-  
15   section (a), in the form of a report.

16       (f) PUBLICATION.—The Secretary shall publish the  
17   report required under subsection (e) on the public website  
18   of 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  
22   of 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,  
2 Code of Federal Regulations.

3 (b) UPDATES.—Upon completion of the review re-  
4 quired under subsection (a), the Administrator shall, at  
5 a minimum, update the following:

6 (1) Advisory Circular 120–40B, issued July 29,  
7 1991.

8 (2) Advisory Circular 120–45A, issued Feb-  
9 ruary 5, 1992.

10 (3) Advisory Circular 120–50A, issued Feb-  
11 ruary 9, 1996.

12 (4) Advisory Circular 120–63, issued October  
13 11, 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  
6       the date of enactment of this Act, the Comptroller General  
7       of the United States shall conduct a study into the Na-  
8       tional Simulator Program of the Federal Aviation Admin-  
9       istration that is part of the Air Transportation Division’s  
10      Training and Simulation Group.

11      (b) CONSIDERATIONS.—In conducting the study re-  
12      quired under subsection (a), the Comptroller General  
13      shall, at a minimum, assesses—

14           (1) how the program described under subsection  
15      (a), is maintained to reflect and account for ad-  
16      vancement in technologies pertaining to flight sim-  
17      ulation training devices (as defined in part 1 of title  
18      14, Code of Federal Regulations, and appendix F to  
19      part 60 of such title);

20           (2) the staffing levels, critical competencies,  
21      and skills gaps of Administration personnel respon-  
22      sible for carrying out and supporting the program  
23      described 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  
4 date of enactment of this Act, the Comptroller General  
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 on the findings of the study conducted  
9 under subsection (a).

10 **SEC. 545. GAO STUDY ON FAA ALIGNMENT WITH BEST**  
11 **AVAILABLE TECHNOLOGIES AND STAND-**  
12 **ARDS.**

13 (a) IN GENERAL.—The Comptroller General of the  
14 United States shall conduct a study on the incorporation  
15 of best available technologies by the Federal Aviation Ad-  
16 ministration to increase aviation safety and improve the  
17 health and safety of aviation workers.

18 (b) SCOPE.—In conducting the study under sub-  
19 section (a), the Comptroller General shall—

20 (1) analyze the degree to which the Adminis-  
21 trator of the Federal Aviation Administration is ena-  
22 bling the use or adoption of technologies used by  
23 other air navigation service providers to meet ICAO  
24 standards; and

1           (2) identify any barriers to adoption of such  
2       technologies.

3       (c) REPORT.—Not later than 4 years after the date  
4 of enactment of this Act, the Comptroller General shall  
5 report to the Committee on Transportation and Infra-  
6 structure of the House of Representatives and the Com-  
7 mittee on Commerce, Science, and Transportation of the  
8 Senate on the findings of the study.

9       (d) ICAO DEFINED.—In this section, the term  
10 “ICAO” means the International Civil Aviation Organiza-  
11 tion.

12 **SEC. 546. ADVANCED SIMULATION TRAINING.**

13       (a) IN GENERAL.—Notwithstanding section  
14 61.159(a)(6) of title 14, Code of Federal Regulations (or  
15 any successor regulations), a person who is applying for  
16 an airline transport certificate with an airplane category  
17 and class rating may obtain up to 150 additional hours  
18 of the total aeronautical experience requirement in a full  
19 flight simulator representing an airplane that provides six-  
20 degrees of freedom motion, provided the aeronautical ex-  
21 perience—

22           (1) was accomplished as part of a Federal Avia-  
23 tion Administration approved training course in  
24 parts 121, 135, 141, or 142 of such title; and

1           (2) does not qualify for flight credit hours for  
2           an individual applying for an airline transport pilot  
3           certificate with restricted privileges under para-  
4           graphs (a), (b), (c), and (d) of section 61.160 of  
5           such title (or any successor regulation).

6           (b) RULE OF CONSTRUCTION.—Nothing in this sec-  
7           tion shall be construed to affect the ability of a person  
8           to also obtain 100 hours of aeronautical experience in a  
9           flight training device or full flight simulator under section  
10          61.159(a)(6) of title 14, Code of Federal Regulations (or  
11          any successor regulations).

12          (c) RULEMAKING.—

13           (1) IN GENERAL.—Not later than 2 years after  
14           the date of enactment of this Act, the Administrator  
15           of the Federal Aviation Administration shall issue a  
16           final rule to update part 61 of title 14, Code of Fed-  
17           eral Regulations, to reflect changes made by this  
18           section.

19           (2) CONSULTATION.—The Administrator shall  
20           consult with the Air Carrier Training Aviation Rule-  
21           making Committee—

22                   (A) in developing the rule under paragraph  
23                   (1), and

24                   (B) in evaluating, notwithstanding sub-  
25                   section (a), whether the additional 150 hours

1           allowed under subsection (a) may be accrued in  
2           a full flight simulator representing an airplane  
3           that provides three-degrees of freedom motion.

4           (3) APPLICABILITY.—Nothing in this sub-  
5           section, nor any potential failure of the Adminis-  
6           trator to issue a final rule under paragraph (1),  
7           shall be construed to prohibit the immediate applica-  
8           bility of subsection (a).

9           (d) DEFINITIONS.—In this section, the terms “flight  
10          training device” and “full flight simulator” have the  
11          meanings given such terms in section 1.1 of title 14, Code  
12          of Federal Regulations.

## 13       **Subtitle B—Aviation Cybersecurity**

### 14       **SEC. 571. FINDINGS.**

15          Congress finds the following:

16               (1) Congress has repeatedly tasked the Federal  
17          Aviation Administration with responsibility for se-  
18          curing the national airspace system, including the  
19          air traffic control system and other air navigation  
20          services, civil aircraft, and aeronautical products and  
21          articles through safety regulation and oversight.  
22          These mandates have routinely included protecting  
23          against associated cyber threats affecting aviation  
24          safety or the Administration’s provision of safe, se-

1       cure, and efficient air navigation services and air-  
2       space management.

3           (2) In 2016, Congress passed the FAA Exten-  
4       sion, Safety, and Security Act of 2016, which estab-  
5       lished requirements for the Federal Aviation Admin-  
6       istration to enhance the national airspace system's  
7       cybersecurity and included mandates for the Admin-  
8       istration to—

9           (A) develop a cybersecurity strategic plan;

10          (B) coordinate with other Federal agencies  
11       to identify cyber vulnerabilities;

12          (C) develop a cyber threat model; and

13          (D) complete a comprehensive, strategic  
14       policy framework to identify and mitigate cyber-  
15       security risks to the air traffic control system.

16          (3) In 2018, Congress passed the FAA Reau-  
17       thorization Act of 2018 which—

18          (A) authorized funding for the construction  
19       of Federal Aviation Administration facilities  
20       dedicated to improving the cybersecurity of the  
21       national airspace system;

22          (B) required the Federal Aviation Admin-  
23       istration to review and update its comprehen-  
24       sive, strategic policy framework for cybersecu-  
25       rity to assess the degree to which the frame-



1 work identifies and addresses known cybersecu-  
2 rity risks associated with the aviation system,  
3 and evaluate existing short- and long-term ob-  
4 jectives for addressing cybersecurity risks to the  
5 national airspace system;

6 (C) created a Chief Technology Officer po-  
7 sition within the Federal Aviation Administra-  
8 tion to be responsible for, among other things,  
9 coordinating the implementation, operation,  
10 maintenance, and cybersecurity of technology  
11 programs relating to the air traffic control sys-  
12 tem with the aviation industry and other Fed-  
13 eral agencies; and

14 (D) directed the National Academy of  
15 Sciences to study the cybersecurity workforce of  
16 the Federal Aviation Administration in order to  
17 develop recommendations to increase the size,  
18 quality, and diversity of such workforce.

19 (4) Congress has tasked the Federal Aviation  
20 Administration with being the primary Federal  
21 agency to assess and address the threats posed from  
22 cyber incidents relating to Federal Aviation Admin-  
23 istration-provided air traffic control and air naviga-  
24 tion services and the threats posed from cyber inci-  
25 dents relating to civil aircraft, aeronautical products

1 and articles, aviation networks, aviation systems,  
2 services, and operations, and the aerospace industry  
3 affecting aviation safety or the provision of safe, se-  
4 cure, and efficient air navigation services and air-  
5 space management by the Administration.

6 (5) Since 2005, the Federal Aviation Adminis-  
7 tration has been addressing cyber vulnerabilities in  
8 civil aircraft and aeronautical products and articles  
9 during the safety certification process.

10 **SEC. 572. AEROSPACE PRODUCT SAFETY.**

11 (a) CYBERSECURITY STANDARDS.—Section 44701(a)  
12 of title 49, United States Code, is amended—

13 (1) in paragraph (1) by inserting “cybersecu-  
14 rity,” after “quality of work,”; and

15 (2) in paragraph (5)—

16 (A) by inserting “cybersecurity and” after  
17 “standards for”; and

18 (B) by striking “procedure” and inserting  
19 “procedures”.

20 (b) EXCLUSIVE RULEMAKING AUTHORITY.—Section  
21 44701 of title 49, United States Code, is amended by add-  
22 ing at the end the following:

23 “(g) EXCLUSIVE RULEMAKING AUTHORITY.—Not-  
24 withstanding any other provision of law and except as pro-  
25 vided in section 40131, the Administrator, in consultation

1 with the heads of such other agencies as the Administrator  
2 determines necessary, shall have exclusive authority to  
3 prescribe regulations for purposes of assuring civil air-  
4 craft, including unmanned aircraft systems, aircraft en-  
5 gine, propeller, and appliance cybersecurity.”.

6 **SEC. 573. FEDERAL AVIATION ADMINISTRATION REGULA-**  
7 **TIONS, POLICY, AND GUIDANCE.**

8 (a) IN GENERAL.—Chapter 401 of title 49, United  
9 States Code, is further amended by adding at the end the  
10 following:

11 **“§ 40132. National airspace system cyber threat man-**  
12 **agement process**

13 “(a) ESTABLISHMENT.—The Administrator of the  
14 Federal Aviation Administration, in consultation with  
15 other agencies as the Administrator determines necessary,  
16 shall establish a national airspace system cyber threat  
17 management process to protect the national airspace sys-  
18 tem cyber environment, including the safety, security, and  
19 efficiency of the air navigation services provided by the  
20 Administration.

21 “(b) ISSUES TO BE ADDRESSED.—In establishing  
22 the national airspace system cyber threat management  
23 process under subsection (a), the Administrator shall, at  
24 a minimum—

1           “(1) monitor the national airspace system for  
2       cybersecurity incidents;

3           “(2) in consultation with appropriate Federal  
4       agencies, evaluate the cyber threat landscape for the  
5       national airspace system, including updating such  
6       evaluation on both annual and threat-based  
7       timelines;

8           “(3) conduct national airspace system cyber in-  
9       cident analyses;

10          “(4) create a cyber common operating picture  
11       for the national airspace system cyber environment;

12          “(5) coordinate national airspace system cyber  
13       incident responses with other appropriate Federal  
14       agencies;

15          “(6) track cyber incident detection, response,  
16       mitigation implementation, recovery, and closure;

17          “(7) establish a process, or utilize existing proc-  
18       esses, to collect relevant interagency and stakeholder  
19       national airspace system cyber incident data, includ-  
20       ing data from other Federal agencies and private  
21       persons; and

22          “(8) consider any other matter the Adminis-  
23       trator determines appropriate.

24       “(c) DEFINITIONS.—In this section:

1 “(1) CYBER COMMON OPERATING PICTURE.—

2 The term ‘cyber common operating picture’ means  
3 the correlation of a detected cyber incident or cyber  
4 threat in the national airspace system and other  
5 operational anomalies to provide a holistic view of  
6 potential cause and impact.

7 “(2) CYBER ENVIRONMENT.—The term ‘cyber  
8 environment’ means the information environment  
9 consisting of the interdependent networks of infor-  
10 mation technology infrastructures and resident data,  
11 including the internet, telecommunications networks,  
12 computer systems, and embedded processors and  
13 controllers.

14 “(3) CYBER INCIDENT.—The term ‘cyber inci-  
15 dent’ means an action that creates noticeable deg-  
16 radation, disruption, or destruction to the cyber en-  
17 vironment and causes a safety or other negative im-  
18 pact on operations of—

19 “(A) the national airspace system;

20 “(B) civil aircraft; or

21 “(C) aeronautical products and articles.

22 “(4) CYBER THREAT.—The term ‘cyber threat’  
23 means the threat of an action that, if carried out,  
24 would constitute a cyber incident or an electronic at-  
25 tack.

1           “(5) ELECTRONIC ATTACK.—The term ‘elec-  
2           tronic attack’ means the use of electromagnetic spec-  
3           trum energy to impede operations in the cyber envi-  
4           ronment, including through techniques such as jam-  
5           ming or spoofing.”.

6           (b) CLERICAL AMENDMENT.—The analysis for chap-  
7           ter 401 of title 49, United States Code, is further amend-  
8           ed by adding at the end the following:

          “40132. National airspace system cyber threat management process.”.

9           **SEC. 574. CIVIL AVIATION CYBERSECURITY RULEMAKING**  
10                           **COMMITTEE.**

11           (a) IN GENERAL.—Not later than 1 year after the  
12           date of enactment of this Act, the Administrator of the  
13           Federal Aviation Administration shall convene an aviation  
14           rulemaking committee on civil aircraft cybersecurity to  
15           conduct a review and develop findings and recommenda-  
16           tions on cybersecurity standards for civil aircraft, aircraft  
17           ground support information systems, airports, air traffic  
18           control mission systems, and aeronautical products and  
19           articles.

20           (b) DUTIES.—The Administrator shall—

21                   (1) not later than 2 years after the date of en-  
22                   actment of this Act, 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 based on the findings of the aviation rulemaking  
2 committee convened under subsection (a); and

3 (2) not later than 180 days after the date of  
4 submission of the report under paragraph (1) and,  
5 in consultation with other agencies as the Adminis-  
6 trator determines necessary, for consensus rec-  
7 ommendations reached by such aviation rulemaking  
8 committee—

9 (A) undertake a rulemaking, if appro-  
10 priate, based on such recommendations; and

11 (B) submit to the Committee on Transpor-  
12 tation and Infrastructure of the House of Rep-  
13 resentatives and the Committee on Commerce,  
14 Science, and Transportation of the Senate a  
15 supplemental report with explanations for each  
16 consensus recommendation not addressed, if ap-  
17 plicable, by a rulemaking under subparagraph  
18 (A).

19 (c) COMPOSITION.—The aviation rulemaking com-  
20 mittee convened under subsection (a) shall consist of mem-  
21 bers appointed by the Administrator, including representa-  
22 tives of—

23 (1) aircraft manufacturers, to include at least 1  
24 manufacturer of transport category aircraft;

25 (2) air carriers;

1           (3) unmanned aircraft system stakeholders, in-  
2           cluding operators, service suppliers, and manufactur-  
3           ers of hardware components and software applica-  
4           tions;

5           (4) manufacturers of powered-lift aircraft;

6           (5) airports;

7           (6) original equipment manufacturers of ground  
8           and space based aviation infrastructure;

9           (7) aviation safety experts with specific knowl-  
10          edge of aircraft cybersecurity; and

11          (8) a non-profit which operates 1 or more feder-  
12          ally funded research and development centers with  
13          specific knowledge of aviation and cybersecurity.

14       (d) MEMBER ELIGIBILITY.—Prior to a member’s ap-  
15       pointment under subsection (c), the Administrator shall  
16       determine if there is cause for such member to be re-  
17       stricted from possessing sensitive security information.  
18       Upon a determination of no cause being found regarding  
19       the member, and upon the member voluntarily signing a  
20       nondisclosure agreement, the member may be granted ac-  
21       cess to sensitive security information that is relevant to  
22       the member’s duties on the aviation rulemaking com-  
23       mittee. The member shall protect the sensitive security in-  
24       formation in accordance with part 1520 of title 49, Code  
25       of Federal Regulations.



1       (e) PROHIBITION ON COMPENSATION.—The members  
2 of the aviation rulemaking committee convened under sub-  
3 section (a) shall not receive pay, allowances, or benefits  
4 from the Government by reason of their service on such  
5 committee.

6       (f) CONSIDERATIONS.—The Administrator shall di-  
7 rect such committee to consider—

8           (1) existing cybersecurity standards, regula-  
9 tions, policies, and guidance, including those from  
10 other Federal agencies;

11          (2) threat- and risk-based security approaches  
12 used by the aviation industry, including the assess-  
13 ment of the potential costs and benefits of cyberse-  
14 curity actions;

15          (3) data gathered from cybersecurity reporting;

16          (4) data gathered from safety reporting;

17          (5) the diversity of operations and systems on  
18 aircraft and amongst air carriers;

19          (6) security of design data;

20          (7) the need to harmonize or deconflict pro-  
21 posed and existing standards, regulations, policies,  
22 and guidance with other Federal standards, regula-  
23 tions, policies, and guidance;

24          (8) design approval holder aircraft network se-  
25 curity guidance for operators;

1           (9) the need for such standards, regulations,  
2           policies, and guidance as applied to civil aircraft in-  
3           formation, data, networks, systems, services, oper-  
4           ations, and technology;

5           (10) Federal Aviation Administration services,  
6           aviation industry services, and aircraft use of posi-  
7           tioning, navigation, and timing data in the context  
8           of Executive Order 13905, as in effect on the date  
9           of enactment of this Act;

10          (11) updates needed to airworthiness regula-  
11          tions and systems safety assessment methods used  
12          to show compliance with airworthiness requirements  
13          for design, function, installation, and certification of  
14          civil aircraft, aeronautical products and articles, and  
15          aircraft networks;

16          (12) updates needed to air carrier operating  
17          and maintenance regulations to ensure continued ad-  
18          herence with processes and procedures established in  
19          airworthiness regulations to provide cybersecurity  
20          protections for aircraft systems, including for contin-  
21          ued airworthiness;

22          (13) policies and procedures to coordinate with  
23          other Federal agencies, including intelligence agen-  
24          cies, and the aviation industry in sharing informa-  
25          tion and analyses related to cyber threats to civil

1 aircraft information, data, networks, systems, serv-  
2 ices, operations, and technology and aeronautical  
3 products and articles;

4 (14) the response of the Administrator and  
5 aviation industry to, and recovery from, cyber inci-  
6 dents, including by coordinating with other Federal  
7 agencies, including intelligence agencies;

8 (15) processes for members of the aviation in-  
9 dustry to voluntarily report to the Federal Aviation  
10 Administration cyber incidents that may affect avia-  
11 tion safety in a manner that protects trade secrets  
12 and confidential business information;

13 (16) the unique nature of the aviation industry,  
14 including aircraft networks, aircraft systems, and  
15 aeronautical products, and the interconnectedness of  
16 cybersecurity and aviation safety;

17 (17) appropriate cybersecurity controls for air-  
18 craft networks, aircraft systems, and aeronautical  
19 products and articles to protect aviation safety, in-  
20 cluding airworthiness;

21 (18) appropriate cybersecurity controls for air-  
22 ports relative to the size and nature of airside oper-  
23 ations of such airports to ensure aviation safety;

24 (19) minimum standards for protecting civil  
25 aircraft, aeronautical products and articles, aviation

1 networks, aviation systems, services, and operations  
2 from cyber threats and cyber incidents;

3 (20) international collaboration, where appro-  
4 priate and consistent with the interests of aviation  
5 safety in air commerce and national security, with  
6 other civil aviation authorities, international aviation  
7 and standards organizations, and any other appro-  
8 priate entities to protect civil aviation from cyber in-  
9 cidents and cyber threats;

10 (21) the recommendations and implementation  
11 of the Aircraft System Information Security/Protec-  
12 tion report of the aviation rulemaking advisory com-  
13 mittee submitted on August 22, 2016; and

14 (22) any other matter the Administrator deter-  
15 mines appropriate.

16 (g) DEFINITIONS.—The definitions set forth in sec-  
17 tion 40131 of title 49, United States Code (as added by  
18 this subtitle), shall apply to this section.

19 **TITLE VI—AEROSPACE**  
20 **INNOVATION**  
21 **Subtitle A—Unmanned Aircraft**  
22 **Systems**

23 **SEC. 601. DEFINITIONS.**

24 (a) DEFINITION.—Section 44801(1) of title 49,  
25 United States Code, is amended—

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

3 (2) in subparagraph (C) by striking the period  
4 at the end and inserting a semicolon; and

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

6 “(D) is able to maintain safe flight control  
7 in the event of a power or flight control failure  
8 during flight; and

9 “(E) is programmed to initiate a controlled  
10 landing in the event of a tether separation.”.

11 **SEC. 602. UNMANNED AIRCRAFT SYSTEM TEST RANGES.**

12 (a) IN GENERAL.—Section 44803 of title 49, United  
13 States Code, is amended by striking subsections (a)  
14 through (h) and inserting the following:

15 “(a) IN GENERAL.—The Administrator of the Fed-  
16 eral Aviation Administration shall carry out and update,  
17 as appropriate, a program to enable a broad variety of  
18 testing and evaluation activities at unmanned aircraft sys-  
19 tem test ranges, as in effect on the day before the date  
20 of enactment of the Securing Growth and Robust Leader-  
21 ship in American Aviation Act, to the extent consistent  
22 with aviation safety and efficiency, and for purposes of  
23 the safe integration of unmanned aircraft systems into the  
24 national airspace system.

1       “(b) AIRSPACE REQUIREMENTS.—In carrying out the  
2 program under subsection (a)—

3           “(1) the Administrator may establish non-  
4 regulatory special use airspace areas upon the re-  
5 quest of a test range sponsor selected by the Admin-  
6 istrator under subsection (a), for purposes of accom-  
7 modating hazardous testing and evaluation activities  
8 to inform the safe integration of unmanned aircraft  
9 systems into the national airspace system, or for  
10 purposes of other activities authorized by the Ad-  
11 ministrator under subsection (g);

12           “(2) each selected test range sponsor for a des-  
13 igned test range shall be considered the using  
14 agency for purposes of the respective nonregulatory  
15 special use airspace areas established by the Admin-  
16 istrator under this section; and

17           “(3) the Administrator may require that each  
18 selected test range sponsor for a designated test  
19 range provide a draft environmental review con-  
20 sistent with the National Environmental Policy Act  
21 of 1969 (42 U.S.C. 4321 et seq.), subject to the su-  
22 pervision and adoption of the Administrator, with re-  
23 spect to any request for the establishment of a non-  
24 regulatory special use airspace area under this sec-  
25 tion.

1       “(c) PROGRAM REQUIREMENT.—In carrying out the  
2 program under subsection (a), the Administrator—

3           “(1) may develop operational standards and air  
4 traffic requirements for flight operations at test  
5 ranges;

6           “(2) shall coordinate with, and leverage the re-  
7 sources of, other Federal agencies, as the Adminis-  
8 trator considers appropriate;

9           “(3) shall address both civil and public aircraft  
10 operations;

11          “(4) shall provide for verification of the safety  
12 of flight systems and related navigation procedures  
13 as it relates to continued development of standards  
14 for integration into the national airspace system;

15          “(5) shall engage test range sponsors, as nec-  
16 essary and within available resources, in projects for  
17 testing and evaluation of flight systems to facilitate  
18 the development of standards by the Administration  
19 for the safe integration of unmanned aircraft sys-  
20 tems into the national airspace system, which may  
21 include solutions for—

22           “(A) developing and enforcing geographic  
23 and altitude limitations;

1           “(B) providing for alerts by manufacturers  
2           regarding any hazards or limitations on flight,  
3           including prohibition on flight, as necessary;

4           “(C) sense and avoid capabilities;

5           “(D) technology to support communica-  
6           tions, navigation, and surveillance;

7           “(E) unmanned aircraft system operations  
8           beyond-visual-line-of-sight, at nighttime, or over  
9           people;

10          “(F) operation of multiple unmanned air-  
11          craft systems by a single remote pilot or oper-  
12          ator;

13          “(G) unmanned aircraft systems traffic  
14          management capabilities or services;

15          “(H) counter unmanned aircraft system  
16          capabilities;

17          “(I) improving privacy protections through  
18          the use of advances in unmanned aircraft sys-  
19          tems; and

20          “(J) other critical priority areas for which  
21          testing and evaluation is needed.

22          “(6) shall coordinate periodically with all test  
23          range sponsors to ensure test range sponsors know  
24          which data should be collected, how data can be de-  
25          identified to flow more readily to the Administration,



1        what procedures should be followed, and what test-  
2        ing and evaluations would advance efforts to safely  
3        integrate unmanned aircraft systems into the na-  
4        tional airspace system; and

5            “(7) shall allow test range sponsors to receive  
6        Federal funding, other than from the Federal Avia-  
7        tion Administration, including in-kind contributions,  
8        from test range participants in the furtherance of  
9        testing and evaluation objectives.

10       “(d) EXEMPTION.—Except as provided in subsection  
11       (g), the requirements of section 44711, including related  
12       implementing regulations, shall not apply to persons ap-  
13       proved by the test range sponsor for operation at a des-  
14       ignated test range under this section.

15       “(e) RESPONSIBILITIES OF TEST RANGE SPON-  
16       SOR.—The sponsor of each test range under subsection  
17       (a) shall—

18            “(1) provide access to all interested private and  
19        public entities seeking to carry out testing and eval-  
20        uation activities at the test range designated pursu-  
21        ant to this section, to the greatest extent practicable,  
22        consistent with safety and any operating procedures  
23        established by the test range sponsor, including ac-  
24        cess by small business concerns (as that term is de-

1       scribed in section 3(a) of the Small Business Act (15  
2       U.S.C. 632(a));

3           “(2) ensure all activities remain within the geo-  
4       graphical boundaries and altitude limitations estab-  
5       lished for the nonregulatory special use airspace  
6       area covering the test range;

7           “(3) ensure no activity is conducted at the des-  
8       ignated test range in a careless or reckless manner;

9           “(4) establish safe operating procedures for all  
10      operators approved for activities at the test range,  
11      including provisions for maintaining operational con-  
12      trol and ensuring protection of persons and property  
13      on the ground, subject to approval by the Adminis-  
14      trator;

15          “(5) exercise direct oversight of all operations  
16      conducted at the test range;

17          “(6) consult with the Administrator on the na-  
18      ture of planned activity at the test range and wheth-  
19      er temporary segregation of the nonregulatory spe-  
20      cial use airspace area is required to contain the ac-  
21      tivity consistent with aviation safety;

22          “(7) protect proprietary technology, sensitive  
23      data, or sensitive research of any civil or private en-  
24      tity when using the test range;

1           “(8) maintain detailed records of all ongoing  
2           and completed testing and evaluation activities con-  
3           ducted at the test range and all operators con-  
4           ducting such activities, for inspection by, and report-  
5           ing to, the Administrator, as required by agreement  
6           between the Administrator and the test range spon-  
7           sor;

8           “(9) make all original records available for in-  
9           spection upon request by the Administrator; and

10          “(10) provide recommendations to the Adminis-  
11          trator to further enable public and private testing  
12          and evaluation activities at the test ranges that con-  
13          tribute to the safe integration of unmanned aircraft  
14          systems by the Administration into the national air-  
15          space system, on a quarterly basis until the program  
16          terminates.

17          “(f) TESTING.—

18          “(1) IN GENERAL.—The Administrator may au-  
19          thorize a sponsor of a test range designated under  
20          subsection (a) to host testing and evaluation activi-  
21          ties other than those directly related to the integra-  
22          tion of unmanned aircraft systems into the national  
23          airspace system, provided that the activity is nec-  
24          essary to inform the development of standards or

1 policy for integrating new types of flight systems  
2 into the national airspace system.

3 “(2) WAIVER.—In carrying out this subsection,  
4 the Administrator may waive the requirements of  
5 section 44711, including related regulations, to the  
6 extent consistent with aviation safety.

7 “(g) AGREEMENTS.—The Administrator may use the  
8 transaction authority under section 106(l)(6) to enter into  
9 appropriate agreements to direct testing and evaluation  
10 activities related to unmanned aircraft systems, including  
11 at any test range designated under subsection (a).

12 “(h) TERMINATION.—The program under this sec-  
13 tion shall terminate on September 30, 2028.”.

14 (b) CONFORMING AMENDMENT.—Section 44801(10)  
15 of title 49, United States Code, is amended by striking  
16 “any of the 6 test ranges” and all that follows through  
17 “January 1, 2009” and inserting “the test ranges estab-  
18 lished by the Administrator under section 44803”.

19 **SEC. 603. UNMANNED AIRCRAFT IN THE ARCTIC.**

20 (a) IN GENERAL.—Section 44804 of title 49, United  
21 States Code, is amended—

22 (1) in section heading by striking “**Small un-**  
23 **manned**” and inserting “**Unmanned**”; and

24 (2) by striking “small” each place it appears.

1 (b) CLERICAL AMENDMENT.—The analysis for chap-  
2 ter 448 of title 49, United States Code, is amended by  
3 striking the item relating to section 44804 and insert the  
4 following:

“44804. Unmanned aircraft in the Arctic.”.

5 **SEC. 604. PUBLIC SAFETY USE OF TETHERED UAS.**

6 (a) IN GENERAL.—Section 44806 of title 49, United  
7 States Code, is amended—

8 (1) in the section heading by inserting “**and**  
9 **public safety use of unmanned aircraft**  
10 **systems**” after “**systems**”;

11 (2) in subsection (c)—

12 (A) in the subsection heading by inserting  
13 “SAFETY USE OF” after “PUBLIC”; and

14 (B) in paragraph (1)—

15 (i) in the matter preceding subpara-  
16 graph (A)—

17 (I) by striking “Not later than  
18 180 days after the date of enactment  
19 of this Act, the” and inserting “The”;

20 (II) by striking “permit the use  
21 of” and inserting “permit”;

22 (III) by striking “public”; and

23 (IV) by inserting “by a public  
24 safety organization for such systems”  
25 after “systems”;

1 (ii) by striking subparagraph (A) and  
2 inserting the following:

3 “(A) operated—

4 “(i) at or below an altitude of 150  
5 feet above ground level within class B, C,  
6 D, E, or G airspace, but not at a greater  
7 altitude than the ceiling depicted on the  
8 UAS facility maps published by the Fed-  
9 eral Aviation Administration, where appli-  
10 cable;

11 “(ii) within zero-grid airspaces as de-  
12 picted on such UAS facility maps, only if  
13 operated in life-saving or emergency situa-  
14 tions and with prior notification to the Ad-  
15 ministration in a manner determined by  
16 the Administrator; or

17 “(iii) above 150 feet above ground  
18 level within class B, C, D, E, or G airspace  
19 only with prior authorization from the Ad-  
20 ministrator;”;

21 (iii) by striking subparagraph (B);  
22 and

23 (iv) by redesignating subparagraphs  
24 (C), (D), and (E) as subparagraphs (B),  
25 (C), and (D), respectively; and

1 (C) in paragraph (3) by striking “Public  
2 actively” and inserting “Actively”; and  
3 (3) by adding at the end, the following:

4 “(e) DEFINITION.—In this section, the term ‘public  
5 safety organization’ means an entity that primarily en-  
6 gages in activities related to the safety and well-being of  
7 the general public, including law enforcement, fire depart-  
8 ments, emergency medical services, and other organiza-  
9 tions that protect and serve the public in matters of safety  
10 and security.”.

11 (b) CLERICAL AMENDMENT.—The analysis for chap-  
12 ter 448 of title 49, United States Code, is amended by  
13 striking the item relating to section 44806 and inserting  
14 the following:

“44806. Public unmanned aircraft systems and public safety use of unmanned  
aircraft systems.”.

15 **SEC. 605. SPECIAL AUTHORITY FOR UNMANNED AIRCRAFT**  
16 **SYSTEMS.**

17 Section 44807 of title 49, United States Code, is  
18 amended—

19 (1) in subsection (a)—

20 (A) by inserting “or chapter 447” after  
21 “this chapter”;

22 (B) by striking “the Secretary of Trans-  
23 portation” and inserting “the Administrator of  
24 the Federal Aviation Administration”; and

1 (C) by striking “if certain” and inserting  
2 “how”;

3 (2) in subsection (b)—

4 (A) by striking “the Secretary” and insert-  
5 ing “the Administrator”; and

6 (B) in paragraph (1)—

7 (i) by striking “which types of un-  
8 manned aircraft systems, if any, as a re-  
9 sult of their size” and inserting “how the  
10 unmanned aircraft, as a result of such air-  
11 craft’s size”; and

12 (ii) by striking “do not create” and  
13 inserting “does not create”;

14 (3) in subsection (c) to read as follows:

15 “(c) REQUIREMENTS FOR SAFE OPERATION.—

16 “(1) IN GENERAL.—For unmanned aircraft sys-  
17 tems that the Administrator determines under this  
18 section may operate safely in the national airspace  
19 system, the Administrator shall establish require-  
20 ments, or a process to accept proposed requirements,  
21 for the safe operation of such aircraft systems in the  
22 national airspace system, including operation related  
23 to testing and evaluation of proprietary systems.

24 “(2) TREATMENT OF MITIGATION MEASURES.—

25 To the extent that a proposed operation will be con-



1       ducted exclusively within the airspace of a Mode C  
2       Veil during the entirety of the operation, such oper-  
3       ation shall be treated as satisfying the requirements  
4       of section 91.113(b) of title 14, Code of Federal  
5       Regulations, so long as the operation employs—

6               “(A) ADS-B In-based detect and avoid ca-  
7               pabilities;

8               “(B) air traffic control communication and  
9               coordination; and

10              “(C) aeronautical information management  
11              systems to notify other aircraft operators of  
12              such operations.

13              “(3) RULE OF CONSTRUCTION.—Nothing in  
14              this subsection shall be construed to give an un-  
15              manned aircraft operating pursuant to this section  
16              the right of way over a manned aircraft.”;

17              (4) in subsection (d) by striking “2023” and in-  
18              serting “2033”; and

19              (5) by adding at the end the following:

20              “(e) LIMITATION.—In making determinations under  
21              this section, the Administrator may not consider un-  
22              manned aircraft systems to the extent that such systems  
23              may meet the requirements of established regulations ap-  
24              plicable to the proposed operation of a system.”.

1 **SEC. 606. RECREATIONAL OPERATIONS OF DRONE SYS-**  
2 **TEMS.**

3 (a) SPECIFIED EXCEPTION FOR LIMITED REC-  
4 REATIONAL OPERATIONS OF UNMANNED AIRCRAFT.—  
5 Section 44809 of title 49, United States Code, is amend-  
6 ed—

7 (1) in subsection (a) by striking paragraph (6)  
8 and inserting the following:

9 “(6) Except for circumstances when the Admin-  
10 istrator establishes alternative altitude ceilings or as  
11 otherwise authorized in section (c), in Class G air-  
12 space, the aircraft is flown from the surface to not  
13 more than 400 feet above ground level and complies  
14 with all airspace and flight restrictions and prohibi-  
15 tions established under this subtitle, such as special  
16 use airspace designations and temporary flight re-  
17 strictions.”;

18 (2) by striking subsection (c) and inserting the  
19 following:

20 “(c) OPERATIONS AT FIXED SITES.—

21 “(1) IN GENERAL.—The Administrator shall es-  
22 tablish a process to approve, and publicly dissemi-  
23 nate the location of, fixed sites at which a person  
24 may carry out recreational unmanned aircraft sys-  
25 tem operations.

26 “(2) OPERATING PROCEDURES.—

1           “(A) CONTROLLED AIRSPACE.—Persons  
2           operating unmanned aircraft under paragraph  
3           (1) from a fixed site within Class B, Class C,  
4           or Class D airspace or within the lateral bound-  
5           aries of the surface area of Class E airspace  
6           designated for an airport, or a community-  
7           based organization sponsoring operations within  
8           such airspace, shall make the location of the  
9           fixed site known to the Administrator and shall  
10          establish a mutually agreed upon operating pro-  
11          cedure with the air traffic control facility.

12          “(B) ALTITUDE.—The Administrator, in  
13          coordination with community-based organiza-  
14          tions sponsoring operations at fixed sites, shall  
15          develop a process to approve requests for rec-  
16          reational unmanned aircraft systems operations  
17          at fixed sites that exceed the maximum altitude  
18          contained in a UAS Facility Map.

19          “(C) CLASS G AIRSPACE.—Subject to com-  
20          pliance with all airspace and flight restrictions  
21          and prohibitions established under this subtitle,  
22          such as special use airspace designations and  
23          temporary flight restrictions, persons operating  
24          drones under paragraph (1) from a fixed site at  
25          which the operations are sponsored by a com-

1 community-based organization may operate within  
2 Class G airspace—

3 “(i) up to 400 feet above ground level,  
4 without prior authorization from the Ad-  
5 ministrator; and

6 “(ii) above 400 feet above ground  
7 level, with prior authorization from the Ad-  
8 ministrator.

9 “(3) UNMANNED AIRCRAFT WEIGHING 55  
10 POUNDS OR GREATER.—A person may operate an  
11 unmanned aircraft weighing 55 pounds or greater,  
12 including the weight of anything attached to or car-  
13 ried by the aircraft, under paragraph (1) if—

14 “(A) the unmanned aircraft complies with  
15 standards and limitations developed by a com-  
16 munity-based organization and approved by the  
17 Administrator; and

18 “(B) the aircraft is operated from a fixed  
19 site as described in paragraph (1).

20 “(4) FAA-RECOGNIZED IDENTIFICATION  
21 AREAS.—In implementing subpart C of part 89 of  
22 title 14, Code of Federal Regulations, the Adminis-  
23 trator shall prioritize the review and adjudication of  
24 requests to establish FAA Recognized Identification  
25 Areas at fixed sites established under this section.”;

1           (3) in subsection (d) by striking the subsection  
2           heading and all that follows through “(3) SAVINGS  
3           CLAUSE.—” and inserting “(d) SAVINGS CLAUSE.—  
4           ”;

5           (4) in subsection (d) by striking “subsection (a)  
6           of”;

7           (5) in subsection (f)(1) by striking “updates  
8           to”;

9           (6) by striking subsection (g)(1) and inserting  
10          the following:

11          “(1) IN GENERAL.—The Administrator, in con-  
12          sultation with manufacturers of unmanned aircraft  
13          systems, community-based organizations, and other  
14          industry stakeholders, shall develop, maintain, and  
15          update, as necessary, an aeronautical knowledge and  
16          safety test. Such test shall be administered electroni-  
17          cally by the Administrator or a person designated by  
18          the Administrator.”; and

19          (7) in subsection (h)—

20                (A) by redesignating paragraphs (1)  
21                through (6) as paragraphs (2) through (7), re-  
22                spectively; and

23                (B) by inserting before paragraph (2) (as  
24                so redesignated) the following:

1           “(1) is recognized by the Administrator of the  
2       Federal Aviation Administration;”.

3       (b) USE OF UNMANNED AIRCRAFT SYSTEMS FOR  
4       EDUCATIONAL PURPOSES.—Section 350 of the FAA Re-  
5       authorization Act of 2018 (49 U.S.C. 44809 note) is  
6       amended—

7           (1) in subsection (a)—

8               (A) by redesignating paragraphs (2) and  
9               (3) as paragraphs (3) and (4), respectively; and

10              (B) by inserting before paragraph (3) (as  
11              so redesignated) the following:

12              “(2) operated by an elementary school or sec-  
13       ondary school for educational or research pur-  
14       poses;”; and

15           (2) in subsection (d)—

16               (A) in paragraph (2) by inserting “an ele-  
17       mentary school, or a secondary school,” after  
18       “with respect to the operation of an unmanned  
19       aircraft system by an institution of higher edu-  
20       cation,”; and

21               (B) by inserting after paragraph (2) the  
22       following:

23              “(3) ELEMENTARY SCHOOL.—The term ‘ele-  
24       mentary school’ has the meaning given to that term

1 by section 8101 of the Elementary and Secondary  
2 Education Act of 1965 (20 U.S.C. 7801(19)).

3 “(4) SECONDARY SCHOOL.—The term ‘sec-  
4 ondary school’ has the meaning given to that term  
5 by section 8101 of the Elementary and Secondary  
6 Education Act of 1965 (20 U.S.C. 7801(45)).”.

7 **SEC. 607. AIRPORT SAFETY AND AIRSPACE HAZARD MITI-**  
8 **GATION AND ENFORCEMENT.**

9 Section 44810(h) of title 49, United States Code, is  
10 amended by striking “2023” and inserting “2028”.

11 **SEC. 608. APPLICATIONS FOR DESIGNATION.**

12 Section 2209 of the FAA Extension, Safety, and Se-  
13 curity Act of 2016 (Public Law 114–190) is further  
14 amended—

15 (1) in subsection (b)(1)(C)—

16 (A) in clause (iv), by striking “Other loca-  
17 tions that warrant such restrictions” and in-  
18 serting “State correctional facilities”; and

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

20 “(v) Eligible outdoor gatherings.”;

21 and

22 (2) by adding at the end the following:

23 “(f) ELIGIBLE OUTDOOR GATHERING DEFINED.—In  
24 this section, the term ‘eligible outdoor gathering’ means  
25 an event that—

1 “(1) is primarily outdoors;

2 “(2) has an estimated daily attendance of  
3 20,000 or greater in at least 1 of the preceding 3  
4 years;

5 “(3) has defined and static geographical bound-  
6 aries; and

7 “(4) is advertised in the public domain.

8 “(f) DEADLINES.—

9 “(1) Not later than March 1, 2024, the Admin-  
10 istrator shall publish a notice of proposed rule-  
11 making to carry out the requirements of this section.

12 “(2) Not later than 16 months after publishing  
13 the notice of proposed rulemaking under paragraph  
14 (1), the Administrator shall issue a final rule.”.

15 **SEC. 609. BEYOND VISUAL LINE OF SIGHT RULEMAKING.**

16 (a) IN GENERAL.—Not later than 4 months after the  
17 date of enactment of this Act, the Administrator of the  
18 Federal Aviation Administration shall issue a notice of  
19 proposed rulemaking establishing airworthiness and oper-  
20 ational regulations for unmanned aircraft systems oper-  
21 ated beyond visual line of sight that are intended to oper-  
22 ate primarily at or below 400 feet above ground level.

23 (b) CONTENTS.—In carrying out subsection (a), the  
24 Administrator shall—

25 (1) establish a means to accept proposed—



1 (A) airworthiness standards for unmanned  
2 aircraft;

3 (B) standards for associated elements of  
4 unmanned aircraft; and

5 (C) qualification standards for remote pi-  
6 lots operating unmanned aircraft;

7 (2) enable the ability for unmanned aircraft to  
8 be operated for agricultural purposes;

9 (3) establish a process by which the Adminis-  
10 trator may approve or accept third party compliance  
11 services in support of the safe integration of un-  
12 manned aircraft systems into the national airspace  
13 system; and

14 (4) establish protocols, as appropriate, for  
15 networked information exchange, including network-  
16 based remote identification in support of beyond vis-  
17 ual line of sight operations.

18 (c) UNMANNED AIRCRAFT AIRWORTHINESS STAND-  
19 ARDS.—In carrying out subsection (b)(1)(A), the Adminis-  
20 trator shall—

21 (1) define the operational environments for  
22 which airworthiness is needed to ensure aviation  
23 safety;

1           (2) establish an airworthiness category or cat-  
2           egories for unmanned aircraft to be eligible for a  
3           special airworthiness certificate; and

4           (3) establish a process to approve standards,  
5           means of compliance, and declarations of compli-  
6           ance.

7           (d) UNMANNED AIRCRAFT ASSOCIATED ELEMENTS  
8           STANDARDS.—

9           (1) IN GENERAL.—In carrying out subsection  
10          (b)(1)(B), the Administrator shall establish a proc-  
11          ess to accept or approve the associated elements of  
12          an unmanned aircraft that, when considered collec-  
13          tively with other associated elements and an un-  
14          manned aircraft, meet an acceptable performance-  
15          based safety standard.

16          (2) CONSIDERATIONS.—In establishing the  
17          process under paragraph (1), the Administrator  
18          shall consider the ways associated elements of an  
19          unmanned aircraft system interact with other associ-  
20          ated elements and unmanned aircraft.

21          (e) REMOTE PILOT QUALIFICATIONS.—

22          (1) IN GENERAL.—In carrying out subsection  
23          (b)(1)(C), the Administrator shall establish quali-  
24          fications and standards, or a means to accept pro-

1 posed qualifications and standards, for remote pilots  
2 operating unmanned aircraft systems.

3 (2) CONSIDERATIONS.—In carrying out sub-  
4 section (e)(1), the Administrator shall account for  
5 the varying levels of automation of unmanned air-  
6 craft systems.

7 (3) RULE OF CONSTRUCTION.—Nothing in this  
8 subsection may be construed to allow for the estab-  
9 lishment of type-ratings that apply specifically and  
10 exclusively to an aircraft manufactured by 1 manu-  
11 facturer.

12 (f) INTERIM APPROVALS.—Before the date on which  
13 the Administrator issues a final rule under this section,  
14 the Administrator shall use the process described in sec-  
15 tion 44807 of title 49, United States Code, to authorize  
16 unmanned aircraft system operations conducted beyond  
17 visual line of sight.

18 (g) FINAL RULE.—Not later than 16 months after  
19 the date of enactment of this Act, the Administrator shall  
20 issue a final rule establishing the regulations required  
21 under this section.

22 (h) DEFINITIONS.—In this section:

23 (1) ASSOCIATED ELEMENTS.—The term “asso-  
24 ciated elements” means any component of an un-  
25 manned aircraft system, not permanently affixed to

1 the unmanned aircraft, required for the remote pilot  
2 to operate such aircraft safely and efficiently in the  
3 national airspace system.

4 (2) BEYOND VISUAL LINE OF SIGHT.—The  
5 term “beyond visual line of sight” means a distance  
6 at which the remote pilot in command of an un-  
7 manned aircraft system cannot see the unmanned  
8 aircraft with vision unaided by any device other than  
9 corrective lenses.

10 (3) UNMANNED AIRCRAFT; UNMANNED AIR-  
11 CRAFT SYSTEM.—The terms “unmanned aircraft”  
12 and “unmanned aircraft system” have the meaning  
13 given such terms in section 44801 of title 49, United  
14 States Code.

15 **SEC. 610. UAS TRAFFIC MANAGEMENT.**

16 (a) IN GENERAL.—Not later than 3 years after the  
17 date of enactment of this Act, the Administrator of the  
18 Federal Aviation Administration may enter into agree-  
19 ments for purposes of—

20 (1) testing and refining UTM capabilities and  
21 services to inform the development of UTM stand-  
22 ards in subsection (b);

23 (2) authorizing UTM service providers that  
24 meet the requirements described in subsection (b) to

1 provide UTM services to better enable advanced un-  
2 manned aircraft systems operations, including—

3 (A) beyond visual line of sight operations;

4 (B) aircraft-to-aircraft communications;

5 and

6 (C) operations in which an individual acts  
7 as remote pilot in command of more than 1 un-  
8 manned aircraft at the same time; and

9 (3) fostering the safe integration of unmanned  
10 aircraft systems using UTM capabilities and services  
11 within the national airspace system.

12 (b) STANDARDIZATION.—

13 (1) IN GENERAL.—In carrying out subsection  
14 (a), the Administrator shall publish requirements as-  
15 sociated with UTM, including—

16 (A) the types of operations requiring, or  
17 benefitting from, the use of UTM capabilities  
18 and services described in subsection (a), includ-  
19 ing beyond visual line of sight operations;

20 (B) areas of operation or categories of air-  
21 space requiring, or benefitting from, the use of  
22 UTM capabilities and services;

23 (C) performance-based technical standards  
24 for UAS operations using UTM capabilities and  
25 services; and

1 (D) application program interfaces that en-  
2 able UTM service suppliers to integrate UTM  
3 capabilities and services into other systems for  
4 use by users of the national airspace system, in-  
5 cluding unmanned aircraft system operators.

6 (2) INTERNATIONAL HARMONIZATION.—In car-  
7 rying out paragraph (1), the Administrator shall  
8 seek to harmonize, to the extent practicable and ad-  
9 visable, UTM standards with standards produced by  
10 recognized industry standards organizations or other  
11 peer civil aviation authorities.

12 (3) FEEDBACK OF CONCEPT OF OPERATIONS.—  
13 Not later than 90 days after the date of enactment  
14 of this Act, the Administrator shall solicit feedback  
15 from stakeholders on the most recently published  
16 UTM concept of operations of the Administration.

17 (4) FINALIZATION OF CONCEPT OF OPER-  
18 ATIONS.—Not later than 1 year after the date of en-  
19 actment of this Act, the Administrator shall publish  
20 a final version of the UTM concept of operations of  
21 the Administration.

22 (c) STAKEHOLDER PARTNERSHIPS.—In carrying out  
23 subsection (a), the Administrator shall establish a means  
24 by which the Administrator can enter into cooperative  
25 agreements, contracts, other transaction agreements, and

1 other appropriate mechanisms with appropriate persons,  
2 partnerships, and consortia to enable qualified third-par-  
3 ties to design, build, develop, fund, and manage UTM.

4 (d) RULES OF CONSTRUCTION.—

5 (1) BEYOND VISUAL LINE OF SIGHT OPER-  
6 ATIONS.—Nothing in this section shall be construed  
7 to prevent or prohibit beyond visual line of sight op-  
8 erations through the use of technologies other than  
9 UTM capabilities and services.

10 (2) AIRSPACE.—Nothing in this section shall be  
11 construed to alter the authority under section 40103  
12 of title 49, United States Code.

13 (e) BRIEFING.—Not later than 90 days after the date  
14 of enactment of this Act, and annually thereafter, the Ad-  
15 ministrator shall brief the Committee on Transportation  
16 and Infrastructure of the House of Representatives and  
17 the Committee on Commerce, Science, and Transportation  
18 of the Senate on progress made by the Administration de-  
19 tailing the implementation and requirements of this sec-  
20 tion and any applicable timelines to completion.

21 (f) DEFINITIONS.—In this section:

22 (1) APPROPRIATE PERSONS.—The term “appro-  
23 priate persons” means a Federal, State, local, Trib-  
24 al, or territorial governmental entity, or a person.

1           (2) UTM.—The term “UTM” means the man-  
2       ner in which the Administration will support oper-  
3       ations for unmanned aircraft systems operating in  
4       low-altitude airspace.

5   **SEC. 611. RADAR DATA PILOT PROGRAM.**

6       (a) SENSITIVE RADAR DATA FEED PILOT PRO-  
7   GRAM.—Not later than 1 year after the date of enactment  
8   of this Act, the Administrator of the Federal Aviation Ad-  
9   ministration, in coordination with the Secretary of De-  
10   fense, and other heads of relevant Federal agencies, shall  
11   establish a pilot program to make airspace data feeds con-  
12   taining classified or controlled unclassified information  
13   available to qualified users, in conjunction with subsection  
14   (b).

15       (b) AUTHORIZATION.—In carrying out subsection (a),  
16   the Administrator and the heads of other relevant Federal  
17   agencies and in coordination with the Secretary of De-  
18   fense, shall establish a process to authorize qualified enti-  
19   ties to receive airspace data feeds containing classified in-  
20   formation related to air traffic within the national airspace  
21   system and use such information in an agreed upon man-  
22   ner to—

23           (1) provide—

24               (A) air traffic management services; and



1 (B) unmanned aircraft system traffic man-  
2 agement services; or

3 (2) to test technologies that may enable or en-  
4 hance the provision of the services described in para-  
5 graph (1).

6 (c) BRIEFING.—Not later than 90 days after estab-  
7 lishing the pilot program under subsection (a), and annu-  
8 ally thereafter, the Administrator shall brief the Com-  
9 mittee on Transportation and Infrastructure of the House  
10 of Representatives and the Committee on Commerce,  
11 Science, and Transportation of the Senate on the findings  
12 of the Administrator related to the pilot program estab-  
13 lished under this section.

14 (d) SUNSET.—This section shall cease to be effective  
15 on October 1, 2028.

16 (e) DEFINITION OF QUALIFIED USER.—In this sec-  
17 tion, the term “qualified user” means an entity authorized  
18 to receive airspace data feeds containing classified or con-  
19 trolled unclassified information pursuant to subsection  
20 (b).

21 **SEC. 612. ELECTRONIC CONSPICUITY STUDY.**

22 (a) IN GENERAL.—The Comptroller General of the  
23 United States shall conduct a study of technologies and  
24 methods that may be used by operators of unmanned air-  
25 craft systems to detect and avoid manned aircraft that

1 may lawfully operate below 500 feet above ground level  
2 and that are—

3 (1) not equipped with a transponder or auto-  
4 matic dependent surveillance-broadcast out equip-  
5 ment; or

6 (2) otherwise not electronically conspicuous.

7 (b) CONSULTATION.—In conducting the study re-  
8 quired under subsection (a), the Comptroller General shall  
9 consult with—

10 (1) representatives from—

11 (A) unmanned aircraft systems manufac-  
12 turers and operators;

13 (B) general aviation operators;

14 (C) aerial applicators; and

15 (D) helicopter operators, including State  
16 and local governments; and

17 (2) any other person the Comptroller General  
18 determines appropriate.

19 (c) REPORT.—Not later than 1 year after the date  
20 of the enactment of this Act, the Comptroller General shall  
21 submit to the Committee on Transportation and Infra-  
22 structure of the House of Representatives and the Com-  
23 mittee on Commerce, Science, and Transportation of the  
24 Senate a report describing the results of such study.

1   **SEC. 613. REMOTE IDENTIFICATION ALTERNATIVE MEANS**  
2                   **OF COMPLIANCE.**

3           (a) STUDY.—The Administrator of the Federal Avia-  
4 tion Administration shall review and evaluate the final  
5 rule titled “Remote Identification of Unmanned Aircraft”,  
6 issued on January 15, 2021, to determine the feasibility  
7 and advisability of whether unmanned aircraft manufac-  
8 turers and operators can meet the intent of such final rule  
9 through alternative means of compliance, including  
10 through network-based remote identification.

11          (b) REPORT.—Not later than 1 year after the date  
12 of enactment of this Act, the Administrator shall submit  
13 to the Committee on Transportation and Infrastructure  
14 of the House of Representatives and the Committee on  
15 Commerce, Science, and Transportation of the Senate a  
16 report on the results of the study under subsection (a).

17   **SEC. 614. PART 107 WAIVER IMPROVEMENTS.**

18          (a) IN GENERAL.—The Administrator of the Federal  
19 Aviation Administration shall adopt a performance- and  
20 risk-based approach in reviewing requests for certificates  
21 of waiver under section 107.200 of title 14, Code of Fed-  
22 eral Regulations.

23          (b) STANDARDIZATION OF WAIVER APPLICATION.—

24               (1) IN GENERAL.—In carrying out subsection

25          (a), the Administrator shall improve the process es-

1       tablished to submit requests for certificates of waiv-  
2       er described in subsection (a).

3           (2) FORMAT.—In carrying out paragraph (1),  
4       the Administrator may not require the use of open-  
5       ended descriptive prompts that are required to be  
6       filled out by an applicant, except to provide appli-  
7       cants the ability to provide the Administration with  
8       information for an unusual or irregular operation.

9           (3) DATA.—

10           (A) IN GENERAL.—In carrying out para-  
11       graph (1), the Administrator shall leverage data  
12       gathered from previous requests for certificates  
13       of waivers.

14           (B) CONSIDERATIONS.—In carrying out  
15       subparagraph (A), the Administrator shall safe-  
16       ly use—

17                   (i) big data analytics; and

18                   (ii) machine learning.

19       (c) CONSIDERATION OF PROPERTY OWNERSHIP IN-  
20       TEREST.—

21           (1) IN GENERAL.—In determining whether to  
22       issue a certificate of waiver under section 107.200 of  
23       title 14, Code of Federal Regulations, the Adminis-  
24       trator shall—

1 (A) consider whether the waiver applicant  
2 has control over access to all real property on  
3 the ground within the area of operation; and

4 (B) recognize and account for the safety  
5 enhancements of such controlled access.

6 (2) RULE OF CONSTRUCTION.—Nothing in this  
7 subsection shall be construed to direct the Adminis-  
8 trator to consider the lack of control over access to  
9 all real property on the ground within an area of op-  
10 eration, or a lack of property interest in such area  
11 of operation, as negatively affecting the safety of the  
12 operation intended to be conducted under such cer-  
13 tificate of waiver.

14 (d) PUBLIC AVAILABILITY OF WAIVERS.—

15 (1) IN GENERAL.—The Administrator shall  
16 publish all certificates of waiver issued under section  
17 107.200 of title 14, Code of Federal Regulations, on  
18 the website of the Administration, including, with re-  
19 spect to each issued certificate of waiver—

20 (A) the terms, conditions, and limitations;  
21 and

22 (B) the class of airspace and any restric-  
23 tions related to operating near airports or heli-  
24 ports.

1           (2) PUBLICATION.—In carrying out paragraph  
2           (1), the Administrator shall ensure that published  
3           information is made available in a manner that pre-  
4           vents inappropriate disclosure of proprietary infor-  
5           mation.

6           (e) PRECEDENTIAL USE OF PREVIOUSLY APPROVED  
7           WAIVERS.—

8           (1) WAIVER APPROVAL PRECEDENT.—Except  
9           as provided in paragraph (3), if the Administrator  
10          determines, using criteria for a particular waiver,  
11          that an application for a certificate of waiver issued  
12          under section 107.200 of title 14, Code of Federal  
13          Regulations, is substantially similar (or is comprised  
14          of elements that are substantially similar) to an ap-  
15          plication for a certificate of waiver that the Adminis-  
16          trator has previously approved, the Administrator  
17          may streamline, as appropriate, the approval of ap-  
18          plications with substantially similar conditions and  
19          limitations as a previously approved application.

20          (2) RULE OF CONSTRUCTION.—Nothing in  
21          paragraph (1) shall be construed to preclude an ap-  
22          plicant for a certificate of waiver from applying to  
23          modify a condition, or remove a limitation of, such  
24          certificate.

25          (f) MODIFICATION OF WAIVERS.—

1           (1) IN GENERAL.—The Administrator shall es-  
2       tablish an expedited review process for a request to  
3       modify or renew certificates of waiver previously  
4       issued under section 107.200 of title 14, Code of  
5       Federal Regulations, as appropriate.

6           (2) USE OF REVIEW PROCESS.—The review  
7       process established under paragraph (1) shall be  
8       used to review certificates of waiver that cover oper-  
9       ations that are substantially similar in all material  
10      facts to operations covered under a subsequently  
11      issued certificate of waiver.

12 **SEC. 615. ACCEPTABLE LEVELS OF RISK AND RISK ASSESS-**  
13 **MENT METHODOLOGY.**

14      (a) IN GENERAL.—Not later than 180 days after the  
15      date of enactment of this Act, the Administrator of the  
16      Federal Aviation Administration shall establish acceptable  
17      levels of risk, and develop a risk assessment methodology  
18      associated with such levels of risk, to enable unmanned  
19      aircraft system operations conducted—

20           (1) under waivers issued to part 107 of title 14,  
21      Code of Federal Regulations;

22           (2) pursuant to section 44807 of title 49,  
23      United States Code; or

24           (3) pursuant to future regulations promulgated  
25      by the Administrator, as appropriate.

1 (b) ACCEPTABLE LEVELS OF RISK.—In carrying out  
2 subsection (a), the Administrator shall establish accept-  
3 able levels of risk for unmanned aircraft system operations  
4 in the national airspace system and a method for assessing  
5 the operational risk of a proposed operation in accordance  
6 with such acceptable level.

7 (c) RISK ASSESSMENT METHODOLOGY.—In carrying  
8 out subsections (a) and (b), the Administrator shall de-  
9 velop a risk assessment methodology to allow remote pilots  
10 in command operating unmanned aircraft systems pursu-  
11 ant to subsection (a) to determine the risk associated with  
12 a specific operation, and mitigate such a risk, as nec-  
13 essary.

14 (d) RISK ASSESSMENT METHODOLOGY CONSIDER-  
15 ATIONS.—In establishing the risk assessment methodology  
16 described under this section, the Administrator shall con-  
17 sider—

18 (1) the time of day of the operation;

19 (2) the population density of the area of oper-  
20 ation;

21 (3) the class of airspace and such requirements  
22 necessary for airspace users to legally operate in  
23 each class of airspace;



1           (4) the proximity to infrastructure, to the ex-  
2           tent that proximity mitigates risk to other operators  
3           of the national airspace system;

4           (5) the nature of the detect and avoid mitiga-  
5           tion measures of an unmanned aircraft system; and

6           (6) the attributes and characteristics of the un-  
7           manned aircraft of the unmanned aircraft system,  
8           including the—

9                   (A) size;

10                   (B) visibility;

11                   (C) maximum takeoff weight;

12                   (D) maximum indicated airspeed; and

13                   (E) payload.

14       (e) PUBLICATION.—The Administrator shall make  
15       the risk assessment methodology established under this  
16       section available to the public on an appropriate website  
17       of the Administration.

18       (f) DEFINITIONS OF UNMANNED AIRCRAFT AND UN-  
19       MANNED AIRCRAFT SYSTEM.—In this section, the terms  
20       “unmanned aircraft” and “unmanned aircraft system”  
21       have the meanings given such terms in section 44801 of  
22       title 49, United States Code.

23       **SEC. 616. ENVIRONMENTAL REVIEW.**

24       (a) GUIDANCE UPDATES.—Not later than 180 days  
25       after the date of enactment of this Act, the Administrator

1 of the Federal Aviation Administration shall publish un-  
2 manned aircraft system-specific guidance and implementa-  
3 tion procedures. Such guidance and implementation proce-  
4 dures shall—

5           (1) provide guidance to streamline environ-  
6 mental assessments at a programmatic level, as the  
7 Administrator considers appropriate, for an un-  
8 manned aircraft system operator's network of oper-  
9 ations within a defined geographical region, includ-  
10 ing within and over approved commercial or indus-  
11 trial sites closed or restricted to the public;

12           (2) provide guidance for nationwide pro-  
13 grammatic approaches for large scale distributed un-  
14 manned aircraft system operations whereby a Pro-  
15 grammatic Environmental Assessment or Environ-  
16 mental Impact Statement can be leveraged for sub-  
17 sequent related actions to ensure efficient environ-  
18 mental review;

19           (3) consider additional Categorical Exclusions  
20 based on previously prepared and finalized Environ-  
21 mental Assessments or in consultation with the  
22 Council on Environmental Quality;

23           (4) prioritize proposed projects or activities that  
24 can be shown to—

1 (A) offset or limit the impacts of non-zero  
2 emission activities;

3 (B) offset or limit the release of environ-  
4 mental pollutants to soil or water; or

5 (C) demonstrate other factors to the ben-  
6 efit of the environment as determined by the  
7 Administrator;

8 (5) contain intra-agency process improvements  
9 to avoid providing conflicting safety and environ-  
10 mental feedback to operators;

11 (6) contain standards and criteria for engaging  
12 specialized third parties to support the Administra-  
13 tion's preparation and review of documentation re-  
14 lating to the requirements of the National Environ-  
15 mental Policy Act of 1969 (42 U.S.C. 4321 et seq.)  
16 to ensure streamlined timelines for complex reviews;  
17 and

18 (7) any other modifications the Administrator  
19 considers necessary within the stated environmental  
20 objectives of the National Environmental Policy Act  
21 of 1969 (42 U.S.C. 4321 et seq.) and the Federal  
22 priority to maintain global leadership in aviation in-  
23 novation.

24 (b) BRIEFING.—No later than 90 days after the date  
25 of enactment of this Act, the Administrator shall brief the

1 Committee on Transportation and Infrastructure of the  
2 House of Representatives and the Committee on Com-  
3 merce, Science, and Transportation of the Senate on the  
4 plan of the Administration to implement subsection (b),  
5 including each of the considerations specified in the sub-  
6 section, and an explanation for any consideration the Ad-  
7 ministrator does not intend to implement.

8 (c) CONCURRENT REVIEWS.—If the Administrator  
9 determines that the review of an unmanned aircraft sys-  
10 tem’s design, construction, maintenance and operational  
11 sustainability, airworthiness approval, or operational ap-  
12 proval requires environmental assessment, including re-  
13 quirements under the National Environmental Policy Act  
14 of 1969 (42 U.S.C. 4321 et seq.), the Administrator shall,  
15 to the maximum extent practicable, conduct such reviews  
16 and analyses concurrent with one another.

17 (d) RULE OF CONSTRUCTION.—Nothing in this sec-  
18 tion shall be construed as prohibiting, restricting or other-  
19 wise limiting the authority of the Secretary of Transpor-  
20 tation or the Administrator from implementing or com-  
21 plying with the requirements of the National Environ-  
22 mental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and  
23 any related requirements to ensure the protection of the  
24 environment and aviation safety.

1 (e) ASSOCIATED UAS CERTIFICATION STAND-  
2 ARDS.—

3 (1) IN GENERAL.—The Administrator shall de-  
4 velop and establish substantive criteria and stand-  
5 ards metrics used by the Administrator to determine  
6 whether to approve or disapprove the airworthiness  
7 of an unmanned aircraft pursuant to part 36 of title  
8 14, Code of Federal Regulations.

9 (2) SUBSTANTIVE CRITERIA AND STANDARDS  
10 METRICS.—In establishing the substantive criteria  
11 and standards metrics as required under paragraph  
12 (1), the Administrator shall include such criteria and  
13 metrics related to the airworthiness of unmanned  
14 aircraft for the following:

15 (A) Noise impacts.

16 (B) Visual impacts.

17 (3) PUBLICATION.—The Administrator shall  
18 publish in the Federal Register and post on a  
19 website of the Federal Aviation Administration the  
20 criteria and metrics established pursuant to para-  
21 graph (1).

22 (f) DEFINITION OF UNMANNED AIRCRAFT SYS-  
23 TEM.—In this section, the term “unmanned aircraft sys-  
24 tem” has the meaning given such term in section 44801  
25 of title 49, United States Code.

1 **SEC. 617. CARRIAGE OF HAZARDOUS MATERIALS.**

2 (a) NEAR-TERM APPROVALS.—Not later than 180  
3 days after the date of enactment of this Act, the Adminis-  
4 trator of the Federal Aviation Administration shall coordi-  
5 nate with the Administrator of the Pipeline and Haz-  
6 ardous Materials Safety Administration to revise processes  
7 in effect on the date of enactment of this Act for the car-  
8 riage of hazardous materials by unmanned aircraft sys-  
9 tems to provide 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 reg-  
13 ulatory and operator certification processes of the  
14 Federal Aviation Administration for unmanned air-  
15 craft 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

1 Federal Aviation Administration, for unmanned air-  
2 craft 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  
23 risk 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 estab-  
8 lish or revise a de minimis amount or a haz-  
9 ardous material.

10 (B) PERIODIC UPDATES.—The Secretary  
11 shall—

12 (i) periodically review, as necessary,  
13 de minimis amounts of hazardous mate-  
14 rials established under paragraph (1);

15 (ii) determine whether such amounts  
16 of 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 estab-  
23 lished.

24 (c) SAVING CLAUSE.—Nothing in this section shall  
25 be construed to—



1           (1) limit the authority of the Secretary, the Ad-  
2           ministrators 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  
6           the safe carriage of hazardous materials by aircraft;  
7           and

8           (2) confer upon the Administrator of the Fed-  
9           eral Aviation Administration the authorities of the  
10          Administrator of the Pipeline and Hazardous Mate-  
11          rials Safety Administration, as described in part 175  
12          of title 49, Code of Federal Regulations, and chapter  
13          51 of title 49, United States Code.

14       (d) EXEMPTION.—The authorities of the Adminis-  
15       trator related to the transportation, packaging, marking,  
16       or description of hazardous materials in section 106(g)(1)  
17       of title 49, United States Code, shall not apply to the ex-  
18       tent necessary to enact the requirements of this section.

19       (e) DEFINITIONS.—In the section:

20           (1) UNMANNED AIRCRAFT SYSTEM.—The term  
21           “unmanned aircraft system” has the meaning given  
22           the term in section 44801 of title 49, United States  
23           Code.

24           (2) CONSUMER COMMODITY.—The term “con-  
25           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  
6 RESPONSE.—

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 the Administrator considers ap-  
12 propriate, shall develop a plan on the use of un-  
13 manned aircraft systems by public entities in wild-  
14 fire response efforts, including wildfire detection,  
15 mitigation, and suppression.

16 (2) PLAN CONTENTS.—The plan under sub-  
17 section (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  
5 14, Code of Federal Regulations, for public en-  
6 tities that use unmanned aircraft systems for  
7 aerial wildfire detection, mitigation, and sup-  
8 pression; and

9 (C) improve coordination between the rel-  
10 evant Federal agencies and public entities on  
11 the use of unmanned aircraft systems in wild-  
12 fire response efforts.

13 (3) PLAN SUBMISSION.—Upon completion of  
14 the plan under subsection (a), the Administrator of  
15 the Federal Aviation Administration shall submit  
16 such plan to, and provide a briefing for, the Com-  
17 mittee on Transportation and Infrastructure of the  
18 House of Representatives and the Committee on  
19 Commerce, Science, and Transportation of the Sen-  
20 ates.

21 (4) PUBLICATION.—Upon submission of the  
22 plan under subsection (a), the Administrator of the  
23 Federal Aviation Administration shall publish such  
24 plan on a publicly available website of the Adminis-  
25 tration.

1 (b) APPLICABILITY.—This section shall only apply to  
2 unmanned aircraft systems that are—

3 (1) operated by, or on behalf of, a public entity;

4 (2) operated in airspace covered by a wildfire-  
5 related temporary flight restriction under section  
6 91.137 of title 14, Code of Federal Regulations; and

7 (3) under the operational control of, or other-  
8 wise are being operationally coordinated by, an au-  
9 thorized aviation coordinator responsible for coordi-  
10 nating disaster relief aircraft within the airspace  
11 covered by such temporary flight restriction.

12 (c) INTERAGENCY COORDINATION.—Not later than  
13 180 days after the date of enactment of this Act, the Ad-  
14 ministrator shall seek to enter into the necessary agree-  
15 ments to provide a liaison of the Administration to the  
16 National Interagency Fire Center to facilitate the use of  
17 manned and unmanned aircraft in wildfire response ef-  
18 forts, including wildfire detection, mitigation, and suppres-  
19 sion.

20 (d) SAVINGS CLAUSE.—Nothing in this Act shall be  
21 construed to confer upon the Administrator of the Federal  
22 Aviation Administration the authorities of the Administra-  
23 tion of the Federal Emergency Management Agency on  
24 wildfire response under section 611 of the Robert T. Staf-

1 ford Disaster Relief and Emergency Assistance Act (42  
2 U.S.C. 5196).

3 (e) DEFINITIONS.—In this section:

4 (1) PUBLIC ENTITY.—The term “public entity”  
5 means—

6 (A) a Federal agency;

7 (B) a State government;

8 (C) a local government;

9 (D) a Tribal government; and

10 (E) a territorial government.

11 (2) PUBLIC LAND.—The term “public land”  
12 has the meaning given such term in section 205 of  
13 the Sikes Act (16 U.S.C. 670k).

14 (3) UNMANNED AIRCRAFT SYSTEM.—The term  
15 “unmanned aircraft system” has the meaning given  
16 such term in section 44801 of title 49, United  
17 States Code.

18 (4) WILDFIRE.—The term “wildfire” has the  
19 meaning given that term in section 2 of the Emer-  
20 gency Wildfire Suppression Act (42 U.S.C. 1856m).

21 **SEC. 619. PILOT PROGRAM FOR UAS INSPECTIONS OF FAA**  
22 **INFRASTRUCTURE.**

23 (a) IN GENERAL.—Not later than 180 days after the  
24 date of enactment of this Act, the Secretary of Transpor-  
25 tation shall establish and initiate a pilot program to sup-

1 plement appropriate inspection and oversight activities of  
2 the department with unmanned aircraft systems for the  
3 purposes of increasing employee safety, enhancing data  
4 collection, increasing the accuracy of inspections, reducing  
5 costs, and other purposes the Secretary considers to be  
6 in the broader interests of good government.

7 (b) GROUND-BASED AVIATION INFRASTRUCTURE.—  
8 Under the program required in subsection (a), the Admin-  
9 istrator of the Federal Aviation Administration shall  
10 evaluate the use of unmanned aircraft systems to inspect  
11 ground-based aviation infrastructure that may require vis-  
12 ual inspection in hard-to-reach areas, including—

- 13 (1) navigational aids;
- 14 (2) air traffic control towers;
- 15 (3) radar facilities;
- 16 (4) communication facilities; and
- 17 (5) other air traffic control facilities.

18 (c) COORDINATION.—In carrying out the pilot pro-  
19 gram established under subsection (a), the Secretary shall  
20 consult with the labor union certified under section 7111  
21 of title 5, United States Code, to represent personnel re-  
22 sponsible for the inspection of the ground-based aviation  
23 infrastructure described in subsection (b).

24 (d) COVERED FOREIGN UNMANNED AIRCRAFT SYS-  
25 TEM.—The Secretary may not carry out an inspection

1 under this section using an unmanned aircraft system  
2 manufactured by—

3 (1) an entity domiciled in the People’s Republic  
4 of China or the Russian Federation; or

5 (2) an entity, or a subsidiary or affiliate of an  
6 entity, that is subject to influence or control by—

7 (A) the Government of the People’s Repub-  
8 lic of China;

9 (B) the Chinese Communist Party; or

10 (C) the Russian Federation.

11 (e) BRIEFING.—Not later than 2 years after the date  
12 of enactment of this Act, and annually thereafter until the  
13 termination of the pilot program under this section, the  
14 Secretary shall provide to the Committee on Transpor-  
15 tation and Infrastructure of the House of Representatives  
16 and the Committee on Commerce, Science, and Transpor-  
17 tation of the Senate a briefing on the status and results  
18 of the pilot program established under subsection (a), in-  
19 cluding—

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,  
2           associated with the use of unmanned aircraft sys-  
3           tems to supplement conventional inspection, data  
4           collection, or oversight activities;

5           (4) the fleet of unmanned aircraft systems  
6           maintained by the Department of Transportation for  
7           the program, or an overview of the services used as  
8           part of the pilot program; and

9           (5) recommendations for improving the use or  
10          efficacy of unmanned aircraft systems to supplement  
11          the Department's conventional inspection, data col-  
12          lection, 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 pro-  
22               gram under this section and determine whether to  
23               permanently incorporate the use of unmanned air-  
24               craft systems into the regular inspection, data collec-  
25               tion, and 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  
6       on Commerce, Science, and Transportation of the  
7       Senate a report on the final results of the pilot pro-  
8       gram and the actions taken by the Administrator  
9       pursuant to 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  
16       to facilitate the use of eligible small unmanned aircraft  
17       systems to support more efficient inspection, operation,  
18       construction, maintenance, modernization, and repair of  
19       critical infrastructure to improve worker safety related to  
20       critical infrastructure projects.

21       (b) USE OF GRANT AMOUNTS.—A governmental enti-  
22       ty 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 govern-  
3       mental 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  
7       not have the resources or expertise to safely carry  
8       out or assist in carrying out the activities described  
9       under subsection (a); and

10          (4) support the program management capability  
11       of the governmental entity to use an eligible small  
12       unmanned 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 critical  
3           infrastructure.

4           (e) LIMITATION.—Nothing in this section shall be  
5           construed as to interfere with an agreement between a  
6           governmental entity and a labor union, including require-  
7           ments under section 5333(b) of title 49, United States  
8           Code.

9           (f) REPORT TO CONGRESS.—Not later than 1 year  
10          after the first grant is provided under this section, the  
11          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 a report that evaluates the program  
15          carried out under this section, including—

16                (1) a description of the number of grants  
17                awarded;

18                (2) the amount of each grant;

19                (3) the activities funded under this section; and

20                (4) the effectiveness of such funded activities in  
21          meeting the objectives described in subsection (a).

22          (g) FUNDING.—

23                (1) FEDERAL SHARE.—

24                        (A) IN GENERAL.—Except as provided in  
25                        subparagraph (B), the Federal share of the cost

1 of a project carried out using a grant under  
2 this section shall not exceed 50 percent of the  
3 total project cost.

4 (B) WAIVER.—The Secretary may increase  
5 the Federal share requirement under subpara-  
6 graph (A) to up to 75 percent for a project car-  
7 ried out using a grant under this section by a  
8 governmental entity if such entity—

9 (i) submits a written application to  
10 the Secretary requesting an increase in the  
11 Federal share; and

12 (ii) demonstrates that the additional  
13 assistance is necessary to facilitate the ac-  
14 ceptance and full use of a grant under this  
15 section, such as alleviating economic hard-  
16 ship, meeting additional workforce needs,  
17 or such other uses that the Secretary de-  
18 termines to be appropriate.

19 (2) AUTHORIZATION OF APPROPRIATIONS.—Out  
20 of amounts authorized to be appropriated under sec-  
21 tion 106(k) of title 49, United States Code, the Sec-  
22 retary shall make available to carry out this sec-  
23 tion—

24 (A) \$2,000,000 for fiscal year 2024;

25 (B) \$12,000,000 for fiscal year 2025;

- 1 (C) \$12,000,000 for fiscal year 2026;  
2 (D) \$12,000,000 for fiscal year 2027; and  
3 (E) \$12,000,000 for fiscal year 2028.

4 (h) DEFINITIONS.—In this section:

5 (1) COVERED FOREIGN ENTITY.—The term  
6 “covered foreign entity” means an entity—

7 (A) included on the Consolidated Screening  
8 List or Entity List as designated by the Sec-  
9 retary of Commerce;

10 (B) domiciled in the People’s Republic of  
11 China or the Russian Federation;

12 (C) subject to influence or control by the  
13 government of the People’s Republic of China  
14 or by the Russian Federation; or

15 (D) is a subsidiary or affiliate of an entity  
16 described in subparagraphs (A) through (C).

17 (8) CRITICAL INFRASTRUCTURE.—The term  
18 “critical infrastructure” has the meaning given such  
19 term in subsection (e) of the Critical Infrastructures  
20 Protection Act of 2001 (42 U.S.C. 5195c(e)).

21 (7) ELEMENT OF CRITICAL INFRASTRUC-  
22 TURE.—The term “element of critical infrastruc-  
23 ture” means a critical infrastructure facility or  
24 asset, including public bridges, tunnels, roads, high-  
25 ways, dams, electric grid, water infrastructure, com-

1       munication systems, pipelines, or other related facili-  
2       ties or assets, as determined by the Secretary.

3           (4) ELIGIBLE SMALL UNMANNED AIRCRAFT  
4       SYSTEM.—The term “eligible small unmanned air-  
5       craft system” means a small unmanned aircraft sys-  
6       tem manufactured or assembled by a company that  
7       is domiciled in the United States and is not a cov-  
8       ered foreign entity.

9           (5) ELIGIBLE SMALL UNMANNED AIRCRAFT  
10      SYSTEM TECHNOLOGY.—The term “eligible small  
11      unmanned 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  
16      a covered foreign entity.

17           (6) GOVERNMENTAL ENTITY.—The term “gov-  
18      ernmental entity” means—

19           (A) a State, the District of Columbia, the  
20      Commonwealth of Puerto Rico, a territory of  
21      the United States, or a political subdivision  
22      thereof;

23           (B) a unit of local government;

24           (C) a Tribal Government;

1 (D) a metropolitan planning organization;

2 or

3 (E) a consortia of more than 1 of the enti-  
4 ties described in subparagraphs (A) through  
5 (D).

6 (7) PROJECT.—The term “project” means a  
7 project for the inspection, operation, maintenance,  
8 repair, modernization, or construction of an element  
9 of critical infrastructure, including mitigating envi-  
10 ronmental hazards to such infrastructure.

11 (8) SMALL UNMANNED AIRCRAFT; UNMANNED  
12 AIRCRAFT SYSTEM.—The terms “small unmanned  
13 aircraft” and “unmanned aircraft system” have the  
14 meanings given such terms in section 44801 of title  
15 49, United States Code.

16 **SEC. 621. DRONE EDUCATION AND WORKFORCE TRAINING**  
17 **GRANT PROGRAM.**

18 (a) AUTHORITY.—Not later than 180 days after the  
19 date of enactment of this Act, the Secretary of Transpor-  
20 tation shall establish a drone education and training grant  
21 program to make grants to educational institutions for  
22 workforce training for eligible small unmanned aircraft  
23 system technology.

24 (b) USE OF GRANT AMOUNTS.—Amounts from a  
25 grant under this section shall be used in furtherance of

1 activities authorized under sections 631 and 632 of the  
2 FAA Reauthorization Act of 2018 (49 U.S.C. 40101  
3 note).

4 (c) ELIGIBILITY.—To be eligible to receive a grant  
5 under this section, an educational institution shall submit  
6 an application to the Secretary at such time, in such form,  
7 and containing such information as the Secretary may re-  
8 quire.

9 (d) AUTHORIZATION OF APPROPRIATIONS.—Out of  
10 amounts authorized to be appropriated under section  
11 106(k) of title 49, United States Code, the Secretary shall  
12 make available to carry out this section—

- 13 (1) \$2,000,000 for fiscal year 2024;
- 14 (2) \$12,000,000 for fiscal year 2025;
- 15 (3) \$12,000,000 for fiscal year 2026;
- 16 (4) \$12,000,000 for fiscal year 2027; and
- 17 (5) \$12,000,000 for fiscal year 2028.

18 (e) DEFINITIONS.—In this section:

19 (1) COVERED FOREIGN ENTITY.—The term  
20 “covered foreign entity” means an entity—

21 (A) included on the Consolidated Screening  
22 List or Entity List as designated by the Sec-  
23 retary of Commerce;

24 (B) domiciled in the People’s Republic of  
25 China or the Russian Federation;



1 (C) subject to influence or control by the  
2 government of the People’s Republic of China  
3 or by the Russian Federation; or

4 (D) is a subsidiary or affiliate of an entity  
5 described in subparagraphs (A) through (C).

6 (2) EDUCATIONAL INSTITUTION.—The term  
7 “educational institution” means an institution of  
8 higher education (as defined in section 101 of the  
9 High Education Act of 1965 (20 U.S.C. 1001)) that  
10 participates in a program authorized under sections  
11 631 and 632 of the FAA Reauthorization Act of  
12 2018 (49 U.S.C. 40101 note).

13 (3) ELIGIBLE SMALL UNMANNED AIRCRAFT  
14 SYSTEM.—The term “eligible small unmanned air-  
15 craft system” means a small unmanned aircraft sys-  
16 tem manufactured or assembled by a company that  
17 is domiciled in the United States and is not a cov-  
18 ered foreign entity.

19 (4) SMALL UNMANNED AIRCRAFT; UNMANNED  
20 AIRCRAFT SYSTEM.—The terms “small unmanned  
21 aircraft” and “unmanned aircraft system” have the  
22 meanings given such terms in section 44801 of title  
23 49, United States Code.

1 **SEC. 622. DRONE WORKFORCE TRAINING PROGRAM STUDY.**

2 (a) IN GENERAL.—Not later than 1 year after the  
3 date of enactment of this Act, the Comptroller General  
4 of the United States shall initiate a study of the effective-  
5 ness of the Collegiate Training Initiative Program for Un-  
6 manned Aircraft Systems, established pursuant to section  
7 632 of the FAA Reauthorization Act 2018 (49 U.S.C.  
8 40101 note).

9 (b) REPORT.—Upon completion of the study under  
10 subsection (a), the Comptroller General shall submit to the  
11 Committee on Transportation and Infrastructure of the  
12 House of Representatives and the Committee on Com-  
13 merce, Science, and Transportation of the Senate a report  
14 describing—

15 (1) the findings of the study; and

16 (2) any recommendations to improve and ex-  
17 pand the Collegiate Training Initiative Program for  
18 Unmanned Aircraft Systems.

19 **SECTION 623. UAS INTEGRATION OFFICE.**

20 The Executive Director of the UAS Integration Of-  
21 fice of the Federal Aviation Administration shall—

22 (1) support rulemaking proceedings, in coordi-  
23 nation with the Assistant Administrator of Rule-  
24 making and Regulatory Improvement, regarding the  
25 integration of unmanned aircraft systems into the  
26 national airspace system;

1           (2) support the review and adjudication of sub-  
2       missions under the processes established under sec-  
3       tion 44807 of title 49, United States Code, as  
4       amended by section 605;

5           (3) support the development, modification, and  
6       acceptance or approval of relevant consensus stand-  
7       ards, means of compliance, and declarations of com-  
8       pliance related to unmanned aircraft systems;

9           (4) ensure the timely consideration of airworthi-  
10      ness and operational determinations related to un-  
11      manned aircraft systems by relevant offices of the  
12      Administration;

13          (5) consult, advise, and coordinate with relevant  
14      lines of business and staff offices of the Administra-  
15      tion to support the activities of the Administration  
16      and efficiently carry out the duties described in this  
17      section;

18          (6) hire full-time equivalent employees, as nec-  
19      essary, to build expertise within the UAS Integration  
20      Office to assess unmanned aviation technologies and  
21      related operational risk mitigation; and

22          (7) engage in any other activities determined  
23      necessary by the Executive Director or the Adminis-  
24      trator of the Federal Aviation Administration, to ful-  
25      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  
9 termination 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  
13 referred 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 air-  
25 craft;

1 (B) coordination of procedures for oper-  
2 ations in controlled airspace; and

3 (C) communication protocols.

4 (2) The use cases of unmanned aircraft sys-  
5 tems, including evaluating and assessing the poten-  
6 tial benefits of using unmanned aircraft systems.

7 (3) The development of processes and meth-  
8 odologies to address safety concerns related to the  
9 operation of unmanned aircraft systems, including  
10 risk assessments and mitigation strategies.

11 (4) Unmanned aircraft system training, edu-  
12 cation, and workforce development programs, includ-  
13 ing evaluating aeronautical knowledge gaps in the  
14 unmanned aircraft system workforce, assessing the  
15 workforce needs of unmanned aircraft system oper-  
16 ations, and establishing a strong pipeline to ensure  
17 a robust unmanned aircraft system workforce.

18 (5) The analysis of unmanned aircraft system  
19 data and trends.

20 (6) Unmanned aircraft system infrastructure,  
21 including the use of existing aviation infrastructure  
22 and the development of necessary infrastructure.

23 (c) MEMBERSHIP.—

24 (1) IN GENERAL.—The Advisory Committee  
25 shall 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 hold-  
10      ing a certificate for design or production of  
11      such unmanned 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 representatives for pi-  
24      lots, air traffic control specialists employed by

1 the Administration, aircraft mechanics, and  
2 aviation safety inspectors.

3 (d) REPORTING.—

4 (1) IN GENERAL.—The Advisory Committee  
5 shall submit to the Secretary an annual report of the  
6 activities, findings, and recommendations of the  
7 Committee.

8 (2) CONGRESSIONAL REPORTING.—The Sec-  
9 retary shall submit to the Committee on Transpor-  
10 tation and Infrastructure of the House of Represent-  
11 atives and the Committee on Commerce, Science,  
12 and Transportation of the Senate the reports re-  
13 quired under paragraph (1).

14 (e) DEFINITION OF UNMANNED AIRCRAFT.—In this  
15 section, the term “unmanned aircraft” has the meaning  
16 given such term in section 44801 of title 49, United States  
17 Code.

18 **SEC. 626. NEXTGEN ADVISORY COMMITTEE MEMBERSHIP**  
19 **EXPANSION.**

20 (a) IN GENERAL.—Not later than 90 days after the  
21 date of enactment of this Act, the Secretary of Transpor-  
22 tation shall take such actions as may be necessary to ex-  
23 pand the membership of the NextGen Advisory Committee  
24 chartered by the Secretary on June 15, 2022, and any  
25 subsequent chartered committees, to include a representa-

1 tive from the unmanned aircraft system industry and a  
2 representative from the powered-lift industry.

3 (b) QUALIFICATIONS.—The representatives required  
4 under subsection (a) shall have the following qualifica-  
5 tions, as applicable:

6 (1) Demonstrated expertise in the design, man-  
7 ufacture, and operation of unmanned aircraft sys-  
8 tems.

9 (2) Demonstrated experience in the develop-  
10 ment or implementation of unmanned aircraft sys-  
11 tems 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,  
17 United States Code, is amended by adding at the end the  
18 following:

19 “(5)(A) In issuing a temporary flight restric-  
20 tion, the Administrator shall—

21 “(i) ensure there is a specific and  
22 articulable safety or security basis for the size,  
23 scope, and duration of such restriction;



1 “(ii) immediately distribute a notice of the  
2 temporary flight restriction via the Notice to  
3 Air Missions system; and

4 “(iii) detail in the notice required under  
5 clause (ii)—

6 “(I) the safety basis for the restric-  
7 tion; and

8 “(II) how a covered person may law-  
9 fully and expeditiously operate an aircraft  
10 within the restriction.

11 “(B) In this paragraph, the term ‘covered per-  
12 son’ means—

13 “(i) a public safety agency;

14 “(ii) a first responder;

15 “(iii) an accredited news representative; or

16 “(iv) any other person as determined ap-  
17 propriate by the Administrator.”.

18 **SEC. 628. INTERAGENCY COORDINATION.**

19 (a) SENSE OF CONGRESS.—It is the sense of Con-  
20 gress that—

21 (1) the purpose of the joint Department of De-  
22 fense-Federal Aviation Administration executive  
23 committee (referred to in this subsection as “Execu-  
24 tive Committee”) on conflict and dispute resolution  
25 as described in Section 1036(b) of the Duncan Hun-

1       ter National Defense Authorization Act for Fiscal  
2       Year 2009 (Public Law 110–417) is to resolve dis-  
3       putes on the matters of policy and procedures be-  
4       tween the Department of Defense and the Federal  
5       Aviation Administration relating to airspace, aircraft  
6       certifications, aircrew training, and other issues, in-  
7       cluding the access of unmanned aerial systems of the  
8       Department of Defense to the national airspace sys-  
9       tem;

10       (2) by mutual agreement of Executive Com-  
11       mittee leadership, operating with the best of inten-  
12       tions, the current scope of activities and membership  
13       of the Executive Committee has exceeded the origi-  
14       nal intent of, and tasking to, the Executive Com-  
15       mittee; and

16       (3) the expansion described in paragraph (2)  
17       has resulted in an imbalance in the oversight of cer-  
18       tain Federal entities in matters concerning civil avia-  
19       tion safety and security.

20       (b) IN GENERAL.—

21       (1) CHARTER REVISION.—Not later than 180  
22       days after the date of enactment of this Act, the Ad-  
23       ministrator of the Federal Aviation Administration  
24       shall seek to revise the charter of the Executive  
25       Committee to reflect the scope, objectives, member-

1 ship, and activities described in such section 1036(b)  
2 in order to achieve the increasing, and ultimately  
3 routine, access of unmanned aircraft systems (as de-  
4 fined in section 44801 of title 49, United States  
5 Code) into the national airspace system.

6 (2) SUNSET.—Not earlier than 2 years after  
7 the date of enactment of this Act, the Administrator  
8 shall seek to sunset its activities by joint agreement  
9 of the Administrator and the Secretary of Defense.

10 **SEC. 629. REVIEW OF REGULATIONS TO ENABLE**  
11 **UNESCORTED UAS OPERATIONS.**

12 (a) IN GENERAL.—Not later than 2 years after the  
13 date of enactment of this Act, the Administrator of the  
14 Federal Aviation Administration shall, in coordination  
15 with the Secretary of Defense, conduct a review of require-  
16 ments necessary to permit an unmanned aircraft systems  
17 (excluding small unmanned aircraft systems) operated by  
18 a Federal agency or an armed service to be operated in  
19 the national airspace system, including outside of re-  
20 stricted airspace, without being escorted by a manned air-  
21 craft.

22 (b) REPORT.—Not later than 2 years after the date  
23 of enactment of this Act, the Administrator shall submit  
24 to the Committee on Transportation and Infrastructure  
25 of the House of Representatives and the Committee on

1 Commerce, Science, and Transportation of the Senate a  
2 report on the results of the review, including findings and  
3 recommendations on regulatory and statutory changes  
4 that can be made to enable the operations described under  
5 subsection (a).

6 (c) DEFINITIONS.—The definitions under section  
7 44801 of title 49, United States Code, shall apply to this  
8 section.

9 **SEC. 630. UAS OPERATIONS OVER HIGH SEAS.**

10 (a) IN GENERAL.—An unmanned aircraft system op-  
11 eration that begins and ends within the United States or  
12 the territorial waters of the United States, shall not be  
13 considered international flight regardless of whether the  
14 unmanned aircraft system enters international airspace.

15 (b) DEFINITION OF UNMANNED AIRCRAFT SYS-  
16 TEM.—In this section, the term “unmanned aircraft sys-  
17 tem” has the meaning given such term in section 44801  
18 of title 49, United States Code.

19 **SECTION 631. BEYOND BEYOND.**

20 (a) FAA BEYOND PROGRAM EXTENSION.—

21 (1) IN GENERAL.—The Administrator of the  
22 Federal Aviation Administration shall extend the  
23 BEYOND program of the Administration (referred  
24 to in this section as the “Program”), and the exist-  
25 ing agreements with State, local, and Tribal govern-

1       ments entered into under the program, including any  
2       related approvals and exemptions, to September 30,  
3       2025.

4           (2) SCOPE.—In extending the Program under  
5       paragraph (1), the Administrator shall address addi-  
6       tional factors, including—

7           (A) increasing automation in civil aircraft,  
8       including unmanned aircraft systems and new  
9       or emerging aviation technologies;

10          (B) operations of such aircraft and tech-  
11       nologies, including beyond visual line-of sight;  
12       and

13          (C) the social and economic impacts of  
14       such operations.

15       (b) FAA BEYOND PROGRAM EXPANSION.—Not later  
16   than 6 months after the extension date described in sub-  
17   section (a)(1), the Administrator shall expand the Pro-  
18   gram to test the use of new and emerging aviation con-  
19   cepts and technologies, including concepts and tech-  
20   nologies unrelated to unmanned aircraft systems, to evalu-  
21   ate and inform Administration policies, rulemaking, and  
22   guidance related to the safe integration of such concepts  
23   and technologies into the national airspace system.

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  
6   States to the Secretary of Transportation contained  
7   in the report titled “Drones: FAA Should Improve  
8   Its Approach to Integrating Drones into the Na-  
9   tional Airspace System” issued in January 2023  
10   (GAO–23–105189); and

11          (2) the inspector general of the Department of  
12   Transportation to the Administrator contained in  
13   the audit report titled “FAA Made Progress  
14   Through Its UAS Integration Pilot Program, but  
15   FAA and Industry Challenges Remain To Achieve  
16   Full UAS Integration” issued in April 2022 (Project  
17   ID: AV2022027).

18          (b) BRIEFING.—Not later than 12 months after the  
19   date of enactment of this Act, the Administrator shall pro-  
20   vide a briefing to the Committee on Transportation and  
21   Infrastructure of the House of Representatives and the  
22   Committee on Commerce, Science, and Transportation of  
23   the Senate annually on the status of the activities de-  
24   scribed in subsection (a).

1   **SEC. 633. AUTHORIZATION OF APPROPRIATIONS FOR KNOW**  
2                   **BEFORE YOU FLY CAMPAIGN.**

3           There is hereby authorized to be appropriated to the  
4 Administrator \$1,000,000 for each of fiscal years 2024  
5 through 2028, out of funds made available under section  
6 106(k) of title 49, United States Code, for the Know Be-  
7 fore You Fly educational campaign or similar public infor-  
8 mational efforts intended to broaden unmanned aircraft  
9 systems safety 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 “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  
17 term is defined in section 44801)), infrastructure in-  
18 spections, or any other activity undertaken by a gov-  
19 ernmental entity that the Administrator determines  
20 is inherently governmental” after “biological or geo-  
21 logical 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) PROPOSED RULEMAKING.—Not later than 3  
3 months after the date of enactment of Act, the Adminis-  
4 trator of the Federal Aviation Administration shall issue  
5 a notice of proposed rulemaking for a special Federal avia-  
6 tion regulation establishing procedures for certifying pow-  
7 ered-lift pilots and providing operational rules for pow-  
8 ered-lift aircraft providing commercial service.

9 (b) FINAL RULEMAKING.—Not later than 16 months  
10 after the date of enactment of this Act, the Administrator  
11 shall publish a final rule for a special Federal aviation reg-  
12 ulation establishing procedures for certifying powered-lift  
13 pilots and providing operational rules for powered-lift air-  
14 craft.

15 (c) FUTURE RULEMAKING.—Not later than 5 years  
16 after the date of enactment of this Act, the Administrator  
17 shall initiate a rulemaking activity providing for a perma-  
18 nent pathway for the—

19 (1) performance-based certification of powered-  
20 lift aircraft;

21 (2) certification of powered-lift airmen; and

22 (3) operation of powered-lift aircraft in com-  
23 mercial service and air transportation.

24 (d) RULEMAKING CONSIDERATIONS.—



1           (1) CONTENTS OF RULEMAKINGS.—In the de-  
2       velopment of the rulemakings required under sub-  
3       sections (b) and (c), the Administrator shall—

4           (A) provide for a combination of pilot  
5       training requirements, including simulators, to  
6       ensure the safe operation of powered-lift air-  
7       craft;

8           (B) grant an individual with an existing  
9       commercial airplane (single- or multi-engine) or  
10      helicopter pilot certificate the authority to serve  
11      as pilot-in-command of a powered-lift aircraft in  
12      commercial operation following the completion  
13      of a Federal Aviation Administration-approved  
14      pilot type rating for such type of aircraft;

15          (C) to the maximum extent practicable,  
16      align powered-lift pilot qualifications with sec-  
17      tion 2.1.1.4 of the International Civil Aviation  
18      Organization's Annex 1; and

19          (D) consider the adoption of the rec-  
20      ommendations contained in document 10103 of  
21      the International Civil Aviation Organization  
22      for powered-lift operations, as appropriate.

23          (2) CONSIDERATIONS FOR FUTURE  
24      RULEMAKINGS.—In the development of the

1 rulemakings required under subsection (c), the Ad-  
2 ministrator shall—

3 (A) consider and plan for unmanned and  
4 remotely piloted powered-lift aircraft systems,  
5 and the associated elements of such aircraft,  
6 through the promulgation of performance-based  
7 regulations;

8 (B) consider and plan for alternative fuel  
9 types and propulsion methods, including review-  
10 ing the performance-based nature of parts 33  
11 and 35 of title 14, Code of Federal Regulations;  
12 and

13 (C) work to harmonize the certification  
14 and operational requirements of the Federal  
15 Aviation Administration with the certification  
16 and operational requirements of civil aviation  
17 authorities with bilateral safety agreements in  
18 place with the United States, to the extent har-  
19 monization does not negatively impact domestic  
20 manufacturers and operators.

21 (e) INTERIM APPLICATION OF RULES AND PRIVI-  
22 LEGES IN LIEU OF RULEMAKING.—Beginning 24 months  
23 after the date of enactment of this Act, if a final rule has  
24 not been published pursuant to subsection (b)—

1           (1) rules in effect on such date that apply to  
2           the operation and the operator of rotorcraft or fixed-  
3           wing aircraft under subchapters F, G, H, and I of  
4           chapter 1 of title 14, Code of Federal Regulations,  
5           shall be—

6                   (A) deemed to apply to—

7                           (i) the operation of a powered-lift air-  
8                           craft in the national airspace system; and

9                           (ii) the operator of such a powered-lift  
10                          aircraft; and

11                   (B) applicable as determined by the oper-  
12                   ator of an airworthy powered-lift aircraft in  
13                   consultation with the Administrator and con-  
14                   sistent with sections 91.3 and 91.13 of title 14,  
15                   Code of Federal Regulations; and

16           (2) upon the completion of a type rating for a  
17           specific powered-lift aircraft, airmen that hold a  
18           pilot or instructor certification with airplane cat-  
19           egory ratings in any class or rotorcraft category rat-  
20           ings in the helicopter class shall be deemed to have  
21           privileges of a powered-lift rating for that aircraft.

22           (f) TERMINATION OF INTERIM RULES AND PRIVI-  
23           LEGES.—Subsection (e) shall cease to have effect 1 month  
24           after the effective date of a final rule issued pursuant to  
25           subsection (b).

1 **SEC. 653. POWERED-LIFT AIRCRAFT ENTRY INTO SERVICE.**

2 (a) IN GENERAL.—The Administrator of the Federal  
3 Aviation Administration shall, in consultation with exclu-  
4 sive bargaining representatives of air traffic controllers  
5 certified under section 7111 of title 5, United States Code,  
6 take such actions as may be necessary to safely integrate  
7 powered-lift aircraft into the national airspace system, in-  
8 cluding in controlled airspace, and learn from any efforts  
9 to adopt and update related policy and guidance.

10 (b) AIR TRAFFIC POLICIES FOR ENTRY INTO SERV-  
11 ICE.—Not later than 24 months after the date of enact-  
12 ment of this Act, the Administrator shall update air traffic  
13 orders and policies, to the extent necessary, and address  
14 air traffic control system challenges in order to allow for—

15 (1) the use of existing air traffic procedures,  
16 where safe, by powered-lift aircraft; and

17 (2) the approval of letters of agreement between  
18 air traffic control system facilities and powered-lift  
19 operators and infrastructure operators to minimize  
20 the amount of active coordination required for safe  
21 recurring powered-lift aircraft operations.

22 (c) LONG-TERM AIR TRAFFIC POLICIES.—Based on  
23 the implementation of subsection (b), the Administrator  
24 shall—

25 (1) continue to update air traffic orders and  
26 policies;

1 (2) to the extent necessary, develop powered-lift  
2 specific procedures for airports, heliports, and  
3 vertiports;

4 (3) evaluate the human factors impacts on con-  
5 trollers associated with managing powered-lift air-  
6 craft operations, consider the impact of additional  
7 operations on air traffic controller staffing, and  
8 make necessary changes to staffing, procedures, reg-  
9 ulations, and orders; and

10 (4) consider the use of third-party service pro-  
11 viders to manage increased operations in controlled  
12 airspace to support and supplement the work of air  
13 traffic controllers.

14 **SEC. 654. SENSE OF CONGRESS ON PREPARATION FOR**  
15 **ENTRY INTO SERVICE OF POWERED-LIFT AIR-**  
16 **CRAFT.**

17 It is the sense of Congress that the Administrator  
18 of the Federal Aviation Administration should work with  
19 manufacturers, prospective operators of powered-lift air-  
20 craft, and other stakeholders, to enable the safe entry of  
21 such aircraft into commercial service following the publica-  
22 tion of the final special Federal Aviation Administration  
23 rulemaking titled “Integration of Powered-Lift: Pilot Cer-  
24 tification and Operations; Miscellaneous Amendments Re-  
25 lated to Rotorcraft and Airplanes”, including by reviewing

1 and providing feedback to such manufacturers and opera-  
2 tors on draft pilot training, operations, and maintenance  
3 manuals after the publication of the draft special Federal  
4 Aviation Administration rulemaking and prior to the pub-  
5 lication of a final rule, as appropriate.

6 **SEC. 655. INFRASTRUCTURE SUPPORTING VERTICAL**  
7 **FLIGHT.**

8 (a) UPDATES TO REGULATIONS FOR CONSIST-  
9 ENCY.—The Administrator of the Federal Aviation Ad-  
10 ministration shall update part 1 and part 157 of title 14,  
11 Code of Federal Regulations, and other regulations as nec-  
12 essary to implement the amendments made by section  
13 401.

14 (b) UPDATE TO HELIPORT DESIGN STANDARDS.—  
15 The Administrator shall update the version of Advisory  
16 Circular 150/5390–2, titled “Heliport Design” in effect on  
17 the date of enactment of this Act, to—

18 (1) increase the inclusion of performance-based  
19 guidance, including around aircraft fuel type and  
20 propulsion method;

21 (2) update guidance to consider risk mitigations  
22 and hazards associated with different aircraft fuel  
23 types and propulsion methods;

1           (3) affirm the general permissibility of any  
2       vertical takeoff and landing capable aircraft to use  
3       heliports; and

4           (4) include vertiport as a subclass of heliport.

5       (c) ENGINEERING BRIEF ON VERTIPORT DESIGN.—

6       The Administrator may update the version of Engineering  
7       Brief 105, titled “Vertiport Design” in effect on the date  
8       of enactment of this Act, prior to issuing an update to  
9       Advisory Circular 150/5390–2, as required under sub-  
10      section (b).

11      (d) ENGINEERING BRIEF SUNSET.—The Adminis-  
12      trator shall revoke Engineering Brief 105, titled  
13      “Vertiport Design”, on the earlier of—

14           (1) the date on which Advisory Circular 150/  
15      5390–2 is updated under subsection (b); or

16           (2) 36 months after the date of enactment of  
17      this Act.

18      (e) GUIDANCE, FORMS, AND PLANNING.—The Ad-  
19      ministrator shall—

20           (1) ensure airport district offices of the Admin-  
21      istration have sufficient guidance and policy direc-  
22      tion regarding the Administration’s heliport and  
23      vertiport design guidance not later than 18 months  
24      after the date of enactment of this Act and update  
25      such guidance routinely;

1           (2) determine if updates to Administration  
2       Form 7460 and Form 7480 are necessary and take  
3       such actions, as appropriate; and

4           (3) ensure that the methodology and underlying  
5       data sources of the Administration's Terminal Area  
6       Forecast include commercial operations conducted  
7       by aircraft regardless of propulsion type or fuel type.

8   **SEC. 656. CHARTING OF AVIATION INFRASTRUCTURE.**

9       (a) IN GENERAL.—The Administrator of the Federal  
10   Aviation Administration shall increase efforts to update  
11   and keep current the Airport Master Record of the Admin-  
12   istration, including by establishing a streamlined process  
13   by which the owners and operators of public and private  
14   aviation facilities with nontemporary, nonintermittent op-  
15   erations are encouraged to keep the information on such  
16   facilities current.

17       (b) BRIEFING.—The Administrator shall brief the  
18   Committee on Transportation and Infrastructure of the  
19   House of Representatives and the Committee on Com-  
20   merce, Science, and Transportation of the Senate on the  
21   plans of the Administrator to update and keep current the  
22   Airport Master Record for private and public airports, hel-  
23   iports, and vertiports.



1 **SEC. 657. ADVANCED AIR MOBILITY WORKING GROUP.**

2 Section 2 of the Advanced Air Mobility Coordination  
3 and Leadership Act (49 U.S.C. 40101 note) is amended—

4 (1) in subsection (b) by striking “, particularly  
5 passenger-carrying aircraft,”;

6 (2) in subsection (d)(1) by striking subpara-  
7 graph (D) and inserting the following:

8 “(D) operators of airports, heliports, and  
9 vertiports, and fixed-base operators;”;

10 (3) in subsection (e)—

11 (A) in the matter preceding paragraph (1)  
12 by striking “1 year” and inserting “18  
13 months”;

14 (B) in paragraph (3) by inserting “or that  
15 may impede maturation” after “AAM indus-  
16 try”;

17 (C) in paragraph (7) by striking “and” at  
18 the end;

19 (D) in paragraph (8) by striking the period  
20 at the end and inserting “; and”; and

21 (E) by adding at the end the following:

22 “(9) processes and programs that can be lever-  
23 aged to improve the efficiency of Federal reviews re-  
24 quired for infrastructure development, including for  
25 electrical capacity projects.”;

1 (4) in subsection (f)(1) by striking “necessary  
2 to support the evolution of early” and inserting the  
3 following: “that would allow for—

4 “(A) the timely entry into service of AAM  
5 after aircraft and operator certification; and

6 “(B) the evolution of early”;

7 (5) in subsection (g)—

8 (A) in the matter preceding paragraph (1)  
9 by striking “working group” and inserting  
10 “Secretary of Transportation”;

11 (B) in paragraph (1) by striking “and” at  
12 the end;

13 (C) by redesignating paragraph (2) as  
14 paragraph (3); and

15 (D) by inserting after paragraph (1) the  
16 following:

17 “(2) summarizing any dissenting views and  
18 opinions of a participant of the working group de-  
19 scribed in subsection (c)(3); and”;

20 (6) in subsection (i)—

21 (A) in paragraph (1) by striking “that  
22 transports people and property by air between  
23 two points in the United States using aircraft  
24 with advanced technologies, including electric  
25 aircraft or electric vertical take-off and landing

1 aircraft,” and inserting “comprised of urban air  
2 mobility and regional air mobility using manned  
3 or unmanned aircraft”;

4 (B) by redesignating paragraph (5) as  
5 paragraph (7);

6 (C) by redesignating paragraph (6) as  
7 paragraph (9);

8 (D) by inserting after paragraph (4) the  
9 following:

10 “(5) POWERED-LIFT AIRCRAFT.—The term  
11 ‘powered-lift aircraft’ has the meaning given the  
12 term ‘powered-lift’ in section 1.1 of title 14, Code of  
13 Federal Regulations.

14 “(6) REGIONAL AIR MOBILITY.—The term ‘re-  
15 gional air mobility’ means the movement of people or  
16 property by air between 2 points using an airworthy  
17 aircraft that—

18 “(A) has advanced technologies, such as  
19 distributed propulsion, vertical take-off and  
20 landing, powered-lift, non-traditional power sys-  
21 tems, or autonomous technologies;

22 “(B) has a maximum takeoff weight of  
23 greater than 1,320 pounds; and

24 “(C) is not urban air mobility.”;

1 (E) by inserting after paragraph (7), as so  
2 redesignated, the following:

3 “(8) URBAN AIR MOBILITY.—The term ‘urban  
4 air mobility’ means the movement of people or prop-  
5 erty by air between 2 intracity or intercity points  
6 using an airworthy aircraft that—

7 “(A) advanced technologies, such as dis-  
8 tributed propulsion, vertical take-off and land-  
9 ing, powered-lift, nontraditional power systems,  
10 or autonomous technologies; and

11 “(B) a maximum takeoff weight of greater  
12 than 1,320 pounds.”; and

13 (F) by adding at the end the following:

14 “(10) VERTIPOINT.—The term ‘vertipoint’ has  
15 the meaning given such term in section 47102 of  
16 title 49, United States Code.”;

17 (7) by redesignating subsection (i) as subsection  
18 (j); and

19 (8) by inserting after subsection (h) the fol-  
20 lowing:

21 “(i) CONSIDERATIONS FOR TERMINATION OF WORK-  
22 ING GROUP.—In deciding whether to terminate the work-  
23 ing group under subsection (h), the Secretary and the Ad-  
24 ministrator of the Federal Aviation Administration shall  
25 consider other interagency coordination activities associ-

1 ated with AAM, or other new or novel users of the national  
2 airspace system, that could benefit from continued wider  
3 interagency coordination.”.

4 **SEC. 658. ADVANCED AIR MOBILITY INFRASTRUCTURE**  
5 **PILOT PROGRAM EXTENSION.**

6 Section 101 of division Q of the Consolidated Appro-  
7 priations Act, 2023 (Public Law 117–328) is amended—

8 (1) in subsection (b)—

9 (A) in paragraph (2)—

10 (i) in subparagraph (A) by inserting  
11 “, as well as the use of existing airport and  
12 heliport infrastructure that may require  
13 modifications to safely accommodate AAM  
14 operations,” after “vertiport infrastruc-  
15 ture”; and

16 (ii) in subparagraph (B)—

17 (I) in clause (iii) by striking  
18 “vertiport” and inserting “locations  
19 for”;

20 (II) in clause (iv) by inserting  
21 “and guidance” after “any stand-  
22 ards”;

23 (III) in clause (v) by striking  
24 “vertiport infrastructure” and insert-

1 ing “urban air mobility and regional  
2 air mobility operations”; and

3 (IV) in clause (x) by inserting  
4 “or the modification of existing avia-  
5 tion infrastructure” after “operation  
6 of a vertiport”; and

7 (B) in paragraph (6)(B)—

8 (i) in clause (i) by striking “and” at  
9 the end;

10 (ii) in clause (ii) by striking the pe-  
11 riod at the end and inserting “; and”; and

12 (iii) by adding at the end the fol-  
13 lowing:

14 “(iii) a description of—

15 “(I) initial community engage-  
16 ment efforts and responses from the  
17 public on the planning and develop-  
18 ment efforts of eligible entities related  
19 to urban air mobility and regional air  
20 mobility operations;

21 “(II) how eligible entities are  
22 planning for and encouraging early  
23 adoption of urban air mobility and re-  
24 gional air mobility operations;

1 “(III) what role each level of gov-  
2 ernment plays in the process; and

3 “(IV) whether such entities rec-  
4 ommend specific regulatory or guid-  
5 ance actions be taken by the Secretary  
6 of Transportation or other Federal  
7 agencies in order to support such  
8 early adoption.”; and

9 (2) in subsection (e)—

10 (A) by striking paragraph (1) and insert-  
11 ing the following:

12 “(1) ADVANCED AIR MOBILITY; AAM; REGIONAL  
13 AIR MOBILITY; URBAN AIR MOBILITY; VERTIPORT.—  
14 The terms ‘advanced air mobility’, ‘AAM’, ‘regional  
15 air mobility’, ‘urban air mobility’, and ‘vertiport’  
16 have the meaning given such terms in section 2(j) of  
17 the Advanced Air Mobility Coordination and Leader-  
18 ship Act (49 U.S.C. 40101 note).”; and

19 (B) by striking paragraphs (9) and (10).

## 20 **Subtitle C—Other Provisions**

### 21 **SEC. 681. REPORT ON NATIONAL SPACEPORTS POLICY.**

22 Section 580(c)(3) of the FAA Reauthorization Act of  
23 2018 (Public Law 115–254) is amended by striking  
24 “2024” and inserting “2028”.

1   **SEC. 682. AIRBORNE DEBRIS COLLISION AVOIDANCE.**

2           (a) IN GENERAL.—Chapter 447 of title 49, United  
3 States Code, is further amended by adding at the end the  
4 following:

5   **“§ 44746. Airborne debris collision avoidance**

6           “(a) IN GENERAL.—The Secretary of Transpor-  
7 tation, in coordination with the Administrator of the Fed-  
8 eral Aviation Administration, shall—

9                   “(1) establish a program to track objects that  
10           are potential sources of covered airborne debris;

11                   “(2) establish a database containing data and  
12           information on such objects;

13                   “(3) utilize existing tools and methods, includ-  
14           ing communication with the owners or operators of  
15           such objects, if applicable, to determine on an ongo-  
16           ing basis the likelihood and the circumstances, in-  
17           cluding the time and location, under which such ob-  
18           jects may reenter the Earth’s atmosphere in a con-  
19           trolled or uncontrolled manner;

20                   “(4) assess the potential of a reentry of each  
21           such object to create covered airborne debris and the  
22           risk such debris may pose to aircraft or individuals  
23           and property on the ground; and

24                   “(5) establish a system, in consultation with the  
25           Chief Operating Officer for the air traffic control  
26           system, by which—



1           “(A) airspace may be identified for pos-  
2           sible control or restrictions when risks are  
3           present due to the presence or expected pres-  
4           ence of covered airborne debris; and

5           “(B) aircraft at risk of being impacted by  
6           covered airborne debris can be expeditiously no-  
7           tified and redirected.

8           “(b) TRACKING PROGRAM.—In establishing the pro-  
9           gram under subsection (a)(1), the Secretary may—

10          “(1) acquire or establish facilities and equip-  
11          ment to directly track objects that are potential  
12          sources of covered airborne debris; and

13          “(2) contract for, or utilize reliable sources of,  
14          data and information relating to such objects from  
15          other Federal agencies or any eligible entity, includ-  
16          ing by using the authority provided in section  
17          106(l)(6).

18          “(c) DATA AND INFORMATION AGREEMENTS.—

19          “(1) FEDERAL AGREEMENT.—Prior to receiving  
20          data and information from a Federal agency under  
21          subsection (b)(2), or using such data and informa-  
22          tion for any purpose under this section, the Sec-  
23          retary shall enter into an agreement with the head  
24          of such Federal agency that—

1           “(A) details the purposes for which the  
2           Secretary is authorized to use such data and in-  
3           formation;

4           “(B) describes the conditions under which  
5           such data and information may not be released,  
6           including a list of eligible entities or categories  
7           of eligible entities that are not permitted to re-  
8           ceive such data and information;

9           “(C) ensures that such data or information  
10          is safety-related and unclassified;

11          “(D) designates the Secretary as the sole  
12          or primary Federal distributor of such data and  
13          information to an eligible entity; and

14          “(E) contains any other condition or re-  
15          striction as the Secretary and the head of such  
16          Federal agency consider appropriate.

17          “(2) EXCEPTIONS.—

18                 “(A) IN GENERAL.—The Secretary may  
19                 not enter into an agreement with the head of a  
20                 Federal agency under this subsection that re-  
21                 stricts the ability of the Secretary to provide  
22                 the minimum data and information necessary to  
23                 an eligible entity to effectively provide services  
24                 described under subsection (d).

1                   “(B) CLASSIFIED DATA OR INFORMA-  
2                   TION.—If the Secretary and the head of a Fed-  
3                   eral agency determine that the sharing of clas-  
4                   sified data or information from such Federal  
5                   agency under subsection (b)(2) is necessary or  
6                   otherwise appropriate, the Secretary and the  
7                   head of the Federal agency shall include in an  
8                   agreement under this subsection any procedures  
9                   and policies that are necessary to manage the  
10                  use of such classified data or information with-  
11                  out compromising the national security interests  
12                  of the United States.

13               “(3) NON-FEDERAL AGREEMENT.—Prior to re-  
14               ceiving data and information from an eligible entity  
15               under subsection (b)(2), or using such data and in-  
16               formation for any purpose under this section, the  
17               Secretary shall enter into an agreement with the eli-  
18               gible entity governing the management and dissemi-  
19               nation of such data and information. Such agree-  
20               ment may contain such conditions or restrictions as  
21               the Secretary considers appropriate.

22               “(4) DISCLOSURE.—

23               “(A) IN GENERAL.—Pursuant to section  
24               552(b)(3)(B) of title 5, the Secretary may not  
25               disclose to the public any data or information

1 received pursuant an agreement under this sub-  
2 section.

3 “(B) EXCEPTION.—The Secretary may  
4 disclose data or information under this section  
5 that qualifies for an exemption under section  
6 552(b)(4) of title 5, or is designated as con-  
7 fidential by the person or head of the Federal  
8 agency providing the data or information, only  
9 if the Secretary decides that withholding the  
10 data or information is contrary to the public or  
11 national interest.

12 “(C) RULE OF CONSTRUCTION.—Nothing  
13 in this paragraph shall be construed to prohibit  
14 the Secretary from using or releasing such data  
15 and information pursuant to the terms of an  
16 agreement under this subsection.

17 “(d) SAFETY OF AIRSPACE AND AIRCRAFT.—

18 “(1) UNITED STATES AIRSPACE.—The Sec-  
19 retary shall provide the service described under sub-  
20 section (a)(5) to aircraft operating in United States  
21 airspace or airspace assigned to the United States at  
22 no charge.

23 “(2) FOREIGN AGREEMENTS.—The Secretary  
24 may enter into an agreement with a foreign air navi-  
25 gation service provider for the Secretary to provide

1 the services described in subsection (a)(5)(B) to the  
2 foreign air navigation service provider, provided that  
3 the foreign air navigation service provider—

4 “(A) remunerates the Secretary at a rate  
5 that is reasonably related to the cost of pro-  
6 viding such services, as determined by the Sec-  
7 retary; and

8 “(B) agrees to indemnify and hold the  
9 United States Government harmless from any  
10 claim related to the provision of such services  
11 and any related action or omission.

12 “(e) OTHER USES OF DATA AND INFORMATION;  
13 OTHER SERVICES.—

14 “(1) AUTHORITY.—The Secretary, in coordina-  
15 tion with appropriate entities within the Department  
16 of Transportation and in consultation with the heads  
17 of other relevant Federal agencies—

18 “(A) shall carry out a program to—

19 “(i) improve the collection, processing,  
20 and dissemination of space situational  
21 awareness data and information (including  
22 information contained in the database es-  
23 tablished under subsection (a)(2)); and

24 “(ii) provide services relating to such  
25 data and information;

1           “(B) subject to paragraph (2), may pro-  
2           vide such data, information, and services to an  
3           eligible entity; and

4           “(C) may obtain such data, information,  
5           and services from an eligible entity.

6           “(2) TYPE OF INFORMATION PROVIDED.—

7           “(A) IN GENERAL.—Data and information  
8           provided to an eligible entity under paragraph  
9           (1)(B) shall be safety-related and unclassified.

10          “(B) INTERESTS OF THE UNITED  
11          STATES.—The Secretary, in consultation with  
12          the head of a Federal agency with which the  
13          Secretary has entered into an agreement under  
14          subsection (c), shall develop a policy to deter-  
15          mine the type of information that may be pro-  
16          vided under paragraph (1) without compro-  
17          mising the national security interests of the  
18          United States.

19          “(3) PUBLIC SERVICES.—

20          “(A) IN GENERAL.—The Secretary shall  
21          designate a basic level of data, information, and  
22          services described in paragraph (1) to be pro-  
23          vided at no charge, including—

1 “(i) a public catalog of objects that  
2 are potential sources of covered airborne  
3 debris and other tracked space objects;

4 “(ii) emergency conjunction notifica-  
5 tions for objects described in clause (i);  
6 and

7 “(iii) any other data, information, or  
8 services (excluding services that may be  
9 provided pursuant to an agreement under  
10 subsection (d)(2)) that the Secretary con-  
11 siders—

12 “(I) necessary for safety; or

13 “(II) appropriate.

14 “(B) LIMITATION.—The Secretary may  
15 not provide data, information, or services under  
16 subparagraph (A)(iii)(II) that compete with  
17 products offered by United States commercial  
18 entities.

19 “(4) ADVANCED SERVICES.—The Secretary  
20 may undertake activities to promote the creation and  
21 provision of more advanced levels of data, informa-  
22 tion, and services described in paragraph (1) to fos-  
23 ter the public and private enhancement of transpor-  
24 tation safety.

1           “(5) PROCEDURES.—The Secretary shall estab-  
2           lish procedures by which the authority under this  
3           subsection shall be carried out.

4           “(6) IMMUNITY.—The United States, any agen-  
5           cies and instrumentalities thereof, and any individ-  
6           uals, firms, corporations, and other persons acting  
7           for the United States, shall be immune from any  
8           suit in any court for any cause of action arising  
9           from the provision or receipt data, information, or  
10          services described in paragraph (1) whether or not  
11          provided in accordance with this section, or any re-  
12          lated action or omission.

13          “(f) NON-DELEGATION.—Except as provided in sub-  
14          section (e)(5), the authority under this section may only  
15          be delegated by the Secretary to an officer or employee  
16          of the Department of Transportation, including the Fed-  
17          eral Aviation Administration.

18          “(g) FUNDING.—Out of amounts made available  
19          under section 106(k)(2)(D), \$15,000,000 for each of fiscal  
20          years 2024 through 2028 may be expended by the Sec-  
21          retary to carry out this section.

22          “(h) DEFINITIONS.—In this section:

23                 “(1) COVERED AIRBORNE DEBRIS.—The term  
24                 ‘covered airborne debris’ means any human-made  
25                 object that—



1 “(A) was previously in Earth orbit;  
2 “(B) is in the atmosphere;  
3 “(C) is uncontrolled; and  
4 “(D) poses a potential risk to the safe  
5 flight of civil aircraft in air commerce.

6 “(2) ELIGIBLE ENTITY.—The term ‘eligible en-  
7 tity’ means any non-Federal entity, including any of  
8 the following:

9 “(A) A State.

10 “(B) A political subdivision of a State.

11 “(C) A United States commercial entity.

12 “(D) The government of a foreign country.

13 “(E) A foreign commercial entity.”.

14 (b) CLERICAL AMENDMENT.—The analysis for chap-  
15 ter 447 of title 49, United States Code, is further amend-  
16 ed by adding at the end the following:

“44746. Airborne debris collision avoidance.”.

17 **SEC. 683. INTERMODAL TRANSPORTATION INFRASTRUC-**  
18 **TURE IMPROVEMENT PILOT PROGRAM.**

19 (a) IN GENERAL.—The Secretary shall establish a  
20 pilot program to issue grants to operators of launch and  
21 reentry sites for projects to construct, repair, maintain,  
22 or improve transportation infrastructure and facilities at  
23 such sites.

1 (b) PILOT PROGRAM QUALIFICATIONS.—The Sec-  
2 retary may enter into agreements under this section to  
3 issue a grant to an operator only if the operator—

4 (1) has submitted an application to the Sec-  
5 retary in such form, at such time, and containing  
6 such information as prescribed by the Secretary;

7 (2) demonstrates to the Secretary's satisfaction  
8 that the project for which the application has been  
9 submitted is for an eligible purpose under subsection  
10 (c); and

11 (3) agrees to maintain such records relating to  
12 the grant as the Secretary may require and to make  
13 such records available to the Secretary or the Comp-  
14 troller General of the United States upon request.

15 (c) PERMITTED USE OF PILOT PROGRAM GRANTS.—  
16 An operator may use a grant provided under this sub-  
17 section for a project to construct, repair, maintain, or im-  
18 prove infrastructure and facilities that—

19 (1) are located at, or adjacent to, a launch or  
20 reentry site; and

21 (2) directly enable or support transportation  
22 safety or covered transportation activities.

23 (d) PILOT PROGRAM GRANTS.—

24 (1) GRANT FORMULA.—At the beginning of  
25 each fiscal year after fiscal year 2024, the Secretary

1       shall issue a grant to an operator that qualifies for  
2       the pilot program under subsection (b) an amount  
3       equal to the sum of—

4               (A) \$250,000 for each licensed launch or  
5       reentry operation conducted from the applicable  
6       launch or reentry site or at any adjacent Fed-  
7       eral launch range in the previous fiscal year;  
8       and

9               (B) \$100,000 for each launch or reentry  
10      operation conducted under a permit from the  
11      applicable launch or reentry site or at any adja-  
12      cent Federal launch range in the previous fiscal  
13      year.

14      (2) MAXIMUM GRANT.—Except as provided in  
15      subsection (e)(5), a grant issued to an operator  
16      under this subsection shall not exceed \$2,500,000  
17      for a fiscal year.

18      (3) ADJACENCY.—

19              (A) IN GENERAL.—In issuing a grant to  
20      an operator under paragraph (1), the Secretary  
21      shall determine whether a launch or reentry site  
22      is adjacent to a Federal launch range.

23              (B) LIMITATION.—Only 1 operator may  
24      receive an amount under paragraph (1) for

1 each licensed or permitted launch or reentry op-  
2 eration described in such subparagraph.

3 (C) MULTIPLE LAUNCH OR REENTRY  
4 SITES OPERATED BY 1 OPERATOR.—If an oper-  
5 ator holds a license to operate more than 1  
6 launch site or more than 1 reentry site that are  
7 adjacent to a Federal launch range, the Sec-  
8 retary shall consider such launch or reentry  
9 sites as 1 launch or reentry site for purposes of  
10 subparagraph (A).

11 (e) SUPPLEMENTAL GRANTS IN SUPPORT OF STATE,  
12 LOCAL, OR PRIVATE MATCHING.—

13 (1) IN GENERAL.—The Secretary may issue a  
14 supplemental grant to an operator, subject to the re-  
15 quirements of this paragraph.

16 (2) DOLLAR-FOR-DOLLAR MATCHING.—If a  
17 qualified entity provides an operator an amount  
18 equal to or greater than the amount of a grant pro-  
19 vided in a fiscal year under subsection (d) (for the  
20 explicit purpose of matching such grant), the Sec-  
21 retary may issue a supplemental grant to the oper-  
22 ator that is equal to 25 percent of such grant in the  
23 following fiscal year.

24 (3) ADDITIONAL NON-FEDERAL MATCHING.—If  
25 a qualified entity provides an operator an amount

1 equal to or greater than two times the amount of a  
2 grant provided in a fiscal year to the operator under  
3 subsection (d) (for the explicit purpose of matching  
4 such grant), the Secretary may issue a supplemental  
5 grant to the operator that is equal to 50 percent of  
6 such grant in the following fiscal year.

7 (4) SUPPLEMENTAL GRANT LIMITATIONS.—

8 (A) MATCH TIMING.—The Secretary may  
9 issue a supplemental grant under paragraph (2)  
10 or (3) only if an amount provided by a qualified  
11 entity is provided to the operator in the same  
12 fiscal year as the grant issued under subsection  
13 (d).

14 (B) NON-DUPLICATION OF MATCHING  
15 GRANTS.—If the Secretary issues a supple-  
16 mental grant to the operator of a launch site  
17 under paragraph (3), the Secretary may not  
18 issue a supplemental grant under paragraph (2)  
19 to the same operator in the same fiscal year.

20 (5) NON-APPLICATION OF GRANT CEILING.—

21 The limitation on a grant amount under subsection  
22 (d)(2) shall not apply to supplemental grants issued  
23 under this subsection.

24 (f) FUNDING.—

1           (1) PILOT PROGRAM GRANT FUNDS.—The  
2       grants issued under this section shall be issued from  
3       funds made available out of amounts available under  
4       section 106(k) of title 49, United States Code.

5           (2) MAXIMUM ANNUAL LIMIT ON PILOT PRO-  
6       GRAM.—

7           (A) IN GENERAL.—The total amount of all  
8       grants issued under this section shall not ex-  
9       ceed \$20,000,000 in any fiscal year.

10          (B) GRANT REDUCTION.—In complying  
11       with subparagraph (A), the Secretary—

12           (i) may proportionally reduce the  
13       amount of, or decline to issue, a supple-  
14       mental grant under subsection (e); and

15           (ii) if the reduction under clause (i) is  
16       insufficient, shall proportionally reduce  
17       grants issued under subsection (d).

18       (g) DEFINITIONS.—In this section:

19           (1) COVERED TRANSPORTATION ACTIVITY.—  
20       The term “covered transportation activity” means  
21       the movement of people or property to, from, or  
22       within a launch site and the necessary or incidental  
23       activities associated with such movement, including  
24       through the use of—

25           (A) a vehicle;

- 1 (B) a vessel;
- 2 (C) a railroad (as defined in section 20102
- 3 of title 49, United States Code);
- 4 (D) an aircraft (as defined in section
- 5 40102 of title 49, United States Code);
- 6 (E) a pipeline facility (as defined in section
- 7 60101 of title 49, United States Code); or
- 8 (F) a launch vehicle or reentry vehicle.

9 (2) LAUNCH; LAUNCH SITE; LAUNCH VEHICLE;

10 REENTRY SITE; REENTRY VEHICLE.—The terms

11 “launch”, “launch site”, “launch vehicle”, “reentry

12 site”, and “reentry vehicle” have the meanings given

13 those terms in section 50902 of title 51, United

14 States Code.

15 (3) OPERATOR.—The term “operator” means a

16 person licensed by the Secretary to operate a launch

17 or reentry site.

18 (4) QUALIFIED ENTITY.—The term “qualified

19 entity” means a State, local, or tribal government or

20 private sector entity, or any combination thereof.

21 (h) PILOT PROGRAM SUNSET.—This section shall

22 cease to be effective on October 1, 2028.

23 **SEC. 684. AIRSPACE ACCESS FOR HIGH-SPEED AIRCRAFT.**

24 (a) HIGH-SPEED AIRCRAFT TESTING.—Not later

25 than 2 years after the date of enactment of this Act, the

1 Administrator of the Federal Aviation Administration, in  
2 coordination with any other Federal agency the Adminis-  
3 trator determines appropriate, shall ensure that there is  
4 a process in which manufacturers and operators of high-  
5 speed aircraft can engage in flight testing of such high-  
6 speed aircraft, which may include the establishment of  
7 high speed testing corridors in the national airspace sys-  
8 tem.

9 (b) STUDY ON HIGH-SPEED AIRCRAFT OPER-  
10 ATIONS.—

11 (1) IN GENERAL.—Not later than 3 years after  
12 the date of enactment of this Act, the Administrator  
13 of the Federal Aviation Administration shall, in co-  
14 ordination with the Administrator of the National  
15 Aeronautics and Space Administration and Sec-  
16 retary of Defense and any other agencies the Admin-  
17 istrator determines appropriate, initiate a study to  
18 the potential for high-speed commercial transpor-  
19 tation operations.

20 (2) CONTENTS.—In carrying out the study  
21 under paragraph (1), the Administrator shall assess  
22 various altitudes and operating conditions of high-  
23 speed aircraft in Class E airspace above the upper  
24 boundary of Class A airspace and the resulting air-  
25 craft noise levels at the surface.



1           (3) RECOMMENDATIONS.—As part of the study  
2       under paragraph (1), the Administrator shall issue  
3       recommendations to update, if feasible, regulations  
4       regarding high-speed aircraft operations without in-  
5       creasing noise levels at the surface.

6       (c) DEFINITION.—In this section, the term “high-  
7   speed aircraft” means an aircraft operating at speeds in  
8   excess of Mach 1, which may include supersonic and  
9   hypersonic aircraft.

10   **SEC. 685. ICAO ACTIVITIES ON NEW TECHNOLOGIES.**

11       (a) IN GENERAL.—The Administrator of the Federal  
12   Aviation Administration shall prioritize engagement with  
13   the International Civil Aviation Organization and con-  
14   tribute to or lead the development of international stand-  
15   ards and recommended practices to improve aviation safe-  
16   ty and support the entry-into-service of new forms of avia-  
17   tion.

18       (b) PARTICULAR ACTIVITIES.—In carrying out sub-  
19   section (a), the Administrator shall contribute to or lead  
20   International Civil Aviation Organization efforts with re-  
21   spect to the development of landing and take-off noise  
22   standards for supersonic aircraft.

1   **SEC. 686. AIP ELIGIBILITY FOR CERTAIN SPACEPORT IN-**  
2                   **FRASTRUCTURE.**

3           (a) IN GENERAL.—Notwithstanding any other provi-  
4   sion of law, the Secretary of Transportation may make  
5   a grant under subchapter I of chapter 471 of title 49,  
6   United States Code, to an airport sponsor to reconstruct,  
7   repave, or rehabilitate the full length and width of a run-  
8   way existing on the date of enactment of this Act if—

9           (1) the runway is at an airport that is also a  
10   launch site or reentry site operated by a person cer-  
11   tified under section 50905 of title 51, United States  
12   Code;

13          (2) the runway is greater than 12,000 feet long  
14   and not less than 200 feet wide; and

15          (3) the airport sponsor certifies to the Secretary  
16   that the full length and width of the runway is re-  
17   quired to support activities at the launch site.

18   (b) SUNSET.—This section shall cease to be effective  
19   on September 30, 2028.

20   **SEC. 687. COMMERCIAL SPACE TRANSPORTATION STATIS-**  
21                   **TICS.**

22   Section 329(b) of title 49, United States Code, is  
23   amended—

24          (1) in paragraph (2) by striking “aeronautical”  
25   and inserting “aerospace”;

1 (2) in paragraph (3) by striking “civil aero-  
2 nautics” and inserting “civil aerospace”;

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

5 (4) by inserting after paragraph (1) the fol-  
6 lowing:

7 “(2) collect and disseminate information on  
8 commercial space transportation operations (other  
9 than that collected and disseminated by the National  
10 Transportation Safety Board under chapter 11) in-  
11 cluding, at a minimum, information on the number  
12 of launches or reentries licensed by the Secretary,  
13 the number of space flight participants, the number  
14 of payloads, and the mass of payloads, organized by  
15 class of orbit;”.

16 **TITLE VII—PASSENGER**  
17 **EXPERIENCE IMPROVEMENTS**  
18 **Subtitle A—General Provisions**

19 **SEC. 701. ADVERTISEMENTS AND SOLICITATIONS FOR PAS-**  
20 **SENGER AIR TRANSPORTATION.**

21 (a) **FULL FARE ADVERTISING.**—Section 41712 of  
22 title 49, United States Code, is further amended by adding  
23 at the end the following:

24 “(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  
5           such air transportation if the covered entity clearly  
6           and separately discloses—

7                   “(A) the government-imposed taxes and  
8                   fees associated with the air transportation; and

9                   “(B) the total cost of the air transpor-  
10                  tation.

11           “(2) FORM OF DISCLOSURE.—

12                   “(A) IN GENERAL.—For purposes of para-  
13                  graph (1), the information described in para-  
14                  graphs (1)(A) and (1)(B) shall be disclosed in  
15                  the advertisement or solicitation in a manner  
16                  that clearly presents the information to the con-  
17                  sumer.

18                   “(B) INTERNET ADVERTISEMENTS AND  
19                  SOLICITATIONS.—For purposes of paragraph  
20                  (1), with respect to an advertisement or solicita-  
21                  tion for passenger air transportation that ap-  
22                  pears on a website, the information described in  
23                  paragraphs (1)(A) and (1)(B) may be disclosed  
24                  through a link or pop-up, as such terms may be

1 defined by the Secretary, in a manner that is  
2 easily accessible and viewable by the consumer.

3 “(3) DEFINITIONS.—In this subsection:

4 “(A) BASE AIRFARE.—The term ‘base air-  
5 fare’ means the cost of passenger air transpor-  
6 tation, excluding government-imposed taxes and  
7 fees.

8 “(B) COVERED ENTITY.—The term ‘cov-  
9 ered entity’ means an air carrier, including an  
10 indirect air carrier, foreign carrier, ticket agent,  
11 or other person offering to sell tickets for pas-  
12 senger air transportation or a tour, or tour  
13 component, that must be purchased with air  
14 transportation.”.

15 (b) LIMITATION ON STATUTORY CONSTRUCTION.—  
16 Nothing in the amendment made by subsection (b) may  
17 be construed to affect any obligation of a person that sells  
18 passenger air transportation to disclose the total cost of  
19 such air transportation, including government-imposed  
20 taxes and fees, prior to purchase of such air transpor-  
21 tation.

22 (c) REGULATIONS.—Not later than 1 year after the  
23 date of enactment of this Act, the Secretary of Transpor-  
24 tation shall issue final regulations to carry out the amend-  
25 ment made by subsection (a).

1 (d) EFFECTIVE DATE.—This section, and the amend-  
2 ment made by this section, shall take effect on the date  
3 that is 180 days after the date of enactment of this Act.

4 **SEC. 702. MODERNIZATION OF CONSUMER COMPLAINT**  
5 **SUBMISSIONS.**

6 Section 42302 of title 49, United States Code, is  
7 amended to read as follows:

8 **“§ 42302. Consumer complaints**

9 “(a) IN GENERAL.—The Secretary of Transportation  
10 shall—

11 “(1) maintain an accessible website through the  
12 Office of Aviation Consumer Protection to accept the  
13 submission of complaints from airline passengers re-  
14 garding air travel service problems; and

15 “(2) take appropriate actions to notify the pub-  
16 lic of such accessible website.

17 “(b) NOTICE TO PASSENGERS ON THE INTERNET.—  
18 An air carrier or foreign air carrier providing scheduled  
19 air transportation using any aircraft that as originally de-  
20 signed has a passenger capacity of 30 or more passenger  
21 seats shall include on the accessible website of the car-  
22 rier—

23 “(1) the accessible website, e-mail address, or  
24 telephone number of the air carrier for the submis-

1 sion of complaints by passengers about air travel  
2 service problems; and

3 “(2) the accessible website maintained pursuant  
4 to subsection (a).

5 “(c) USE OF ADDITIONAL OR ALTERNATIVE TECH-  
6 NOLOGIES.—The Secretary shall periodically evaluate the  
7 benefits of using mobile phone applications or other widely  
8 used technologies to—

9 “(1) provide additional or alternative means for  
10 air passengers to submit complaints; and

11 “(2) provide such additional or alternative  
12 means as the Secretary determines appropriate.

13 “(d) AIR AMBULANCE PROVIDERS.—Each air ambu-  
14 lance provider shall include the accessible website, or a  
15 link to such accessible website, maintained pursuant to  
16 subsection (a) and the contact information for the Avia-  
17 tion Consumer Advocate established by section 424 of the  
18 FAA Reauthorization Act of 2018 (49 U.S.C. 42302 note)  
19 on—

20 “(1) any invoice, bill, or other communication  
21 provided to a passenger or customer of such pro-  
22 vider; and

23 “(2) the accessible website and any related mo-  
24 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  
9 submit a summarized 1-page document that describes the  
10 rights of passengers in air transportation, including guide-  
11 lines for the following:

12                   “(1) Compensation (regarding rebooking op-  
13 tions, refunds, meals, and lodging) for flight delays  
14 of various lengths.

15                   “(2) Compensation (regarding rebooking op-  
16 tions, refunds, meals, and lodging) for flight diver-  
17 sions.

18                   “(3) Compensation (regarding rebooking op-  
19 tions, refunds, meals, and lodging) for flight can-  
20 cellations.

21                   “(4) Compensation for mishandled baggage,  
22 wheelchairs, mobility aids and other assistive de-  
23 vices, including delayed, damaged, pilfered, or lost  
24 baggage, wheelchairs, mobility aids and other assist-  
25 ive devices.



“(5) Voluntary relinquishment of a ticketed  
seat due to overbooking or priority of other pas-  
sengers.

4           “(6) Involuntary denial of boarding and forced  
5       removal for whatever reason, including for safety  
6       and security reasons.

1 contractors, and people with disabilities under section  
2 41705.

3 “(b) CONTENT.—In developing the Airline Pas-  
4 sengers with Disabilities Bill of Rights under subsection  
5 (a), the Secretary shall include, at a minimum, plain lan-  
6 guage descriptions of protections and responsibilities pro-  
7 vided in law related to the following:

8 “(1) The right of passengers with disabilities to  
9 be treated with dignity and respect.

10 “(2) The right of passengers with disabilities to  
11 receive timely assistance, if requested, from properly  
12 trained air carrier, foreign air carrier, and con-  
13 tractor personnel.

14 “(3) The right of passengers with disabilities to  
15 travel with wheelchairs, mobility aids, and other as-  
16 sistive devices, including necessary medications and  
17 medical supplies, including stowage of such wheel-  
18 chairs, aids, and devices.

19 “(4) The right of passengers with disabilities to  
20 receive seating accommodations, if requested, to ac-  
21 commodate a disability

22 “(5) The right of passengers with disabilities to  
23 receive announcements in an accessible format.

24 “(6) The right of passengers with disabilities to  
25 speak with a complaint resolution officer or to file

1 a complaint with an air carrier, a foreign air carrier,  
2 or the Department of Transportation.

3 “(c) RULE OF CONSTRUCTION.—The development of  
4 the Airline Passengers with Disabilities Bill of Rights  
5 under subsections (a) and (b) shall not be construed as  
6 expanding or restricting the rights available to passengers  
7 with disabilities on the day before the date of the enact-  
8 ment of the FAA Reauthorization Act of 2018 (Public  
9 Law 115–254) pursuant to any statute or regulation.

10 “(d) CONSULTATIONS.—In developing the Airline  
11 Passengers with Disabilities Bill of Rights under sub-  
12 section (a), the Secretary shall consult with stakeholders,  
13 including disability organizations and air carriers, foreign  
14 air carriers, and their contractors.

15 “(e) DISPLAY.—Each air carrier and foreign air car-  
16 rier shall include the Airline Passengers with Disabilities  
17 Bill of Rights—

18 “(1) on a publicly available internet website of  
19 the carrier; and

20 “(2) in any pre-flight notifications or commu-  
21 nications provided to passengers who alert the car-  
22 rier in advance of the need for accommodations re-  
23 lating to a disability.

24 “(f) TRAINING.—

1           “(1) IN GENERAL.—Air carriers, foreign air  
2 carriers, and contractors of such carriers shall sub-  
3 mit to the Secretary plans that ensure that employ-  
4 ees of such carriers and their contractors receive  
5 training on the protections and responsibilities de-  
6 scribed in the Airline Passengers with Disabilities  
7 Bill of Rights.

8           “(2) REVIEW.—The Secretary shall review such  
9 plans to ensure the plans address the matters de-  
10 scribed in subsection (b).”.

11       (c) CONFORMING AMENDMENTS.—The analysis for  
12 chapter 417 of title 49, United States Code, is amended  
13 by inserting after the item relating to section 41726 the  
14 following:

“41727. Passenger rights.

“41728. Airline passengers with disabilities bill of rights.”.

15       (d) CONFORMING REPEALS.—Sections 429 and 434  
16 of the FAA Reauthorization Act of 2018 (49 U.S.C.  
17 42301 note; 41705 note) and the item relating to such  
18 sections in the table of contents in section 1(b) of such  
19 Act are repealed.

20 **SEC. 704. EXTENSION OF AVIATION CONSUMER PROTEC-**  
21 **TION ADVISORY COMMITTEE.**

22       Section 411 of the FAA Modernization and Reform  
23 Act of 2012 (49 U.S.C. 42301 note) is amended—

24           (1) in subsection (b)—

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

3 (B) by inserting after paragraph (2) the  
4 following:

5 “(3) ticket agents and travel management com-  
6 panies;”; and

7 (2) in subsection (h) by striking “2023” and in-  
8 serting “2028”; and

9 **SEC. 705. REMOVAL OF OUTDATED REFERENCES TO PAS-**  
10 **SENGERS WITH DISABILITIES.**

11 (a) SOVEREIGNTY AND USE OF AIRSPACE.—Section  
12 40103(a)(2) of title 49, United States Code, is amended  
13 by striking “handicapped individuals” and inserting “indi-  
14 viduals with disabilities”.

15 (b) SPECIAL PRICES FOR FOREIGN AIR TRANSPOR-  
16 TATION.—Section 41511(b)(4) of title 49, United States  
17 Code, is amended by striking “handicap” and inserting  
18 “disability”.

19 (c) DISCRIMINATION AGAINST INDIVIDUALS WITH  
20 DISABILITIES.—Section 41705 of title 49, United States  
21 Code, is amended in the heading by striking “**handi-**  
22 **capped individuals**” and inserting “**individuals**  
23 **with disabilities**”.

24 (d) CLERICAL AMENDMENT.—The analysis for chap-  
25 ter 417 of title 49, United States Code, is amended by

1 striking the item relating to section 41705 and inserting  
2 the following:

“41705. Discrimination against individuals with disabilities.”.

3 **SEC. 706. EXTENSION OF AVIATION CONSUMER ADVOCATE**  
4 **REPORTING REQUIREMENT.**

5 Section 424(e) of the FAA Reauthorization Act of  
6 2018 (49 U.S.C. 42302 note) is amended by striking  
7 “2023” and inserting “2028”.

8 **SEC. 707. AIR CARRIER ACCESS ACT ADVISORY COM-**  
9 **MITTEE.**

10 (a) IN GENERAL.—Section 439 of the FAA Reau-  
11 thorization Act of 2018 (49 U.S.C. 41705 note) is amend-  
12 ed—

13 (1) in the section heading by striking “**ADVI-**  
14 **SORY COMMITTEE ON THE AIR TRAVEL NEEDS**  
15 **OF PASSENGERS WITH DISABILITIES**” and in-  
16 serting “**AIR CARRIER ACCESS ACT ADVISORY**  
17 **COMMITTEE**”;

18 (2) in subsection (c)(1) by striking subpara-  
19 graph (G) and inserting the following:

20 “(G) Manufacturers of wheelchairs, includ-  
21 ing powered wheelchairs, and other mobility  
22 aids.”; and

23 (3) in subsection (g) by striking “2023” and in-  
24 serting “2028”.

1 (b) CONFORMING AMENDMENT.—Section 1(b) of the  
2 FAA Reauthorization Act of 2018 (Public Law 115–254)  
3 is amended by striking the item relating to section 439  
4 and inserting the following:

“Sec. 439. Air Carrier Access Act advisory committee.”.

5 **SEC. 708. PASSENGER EXPERIENCE ADVISORY COMMITTEE.**

6 (a) IN GENERAL.—The Secretary of Transportation  
7 shall establish an advisory committee to advise the Sec-  
8 retary and the Administrator of the Federal Aviation Ad-  
9 ministration in carrying out activities relating to the im-  
10 provement of the passenger experience in air transpor-  
11 tation customer service.

12 (b) MEMBERSHIP.—The Secretary shall appoint the  
13 members of the advisory committee, which shall be com-  
14 prised of at least 1 representative of each of—

- 15 (1) mainline air carriers;
- 16 (2) air carriers with a low-cost or ultra-low-cost  
17 business model;
- 18 (3) regional air carriers;
- 19 (4) large hub airport sponsors and operators;
- 20 (5) medium hub airport sponsors and operators;
- 21 (6) small hub airport sponsors and operators;
- 22 (7) nonhub airport sponsors and operators;
- 23 (8) ticket agents;
- 24 (9) customer-facing employees of air carriers;

1           (10) representatives of intermodal transpor-  
2           tation companies that operate at airports;

3           (11) airport concessionaires;

4           (12) nonprofit public interest groups with ex-  
5           pertise in consumer protection matters;

6           (13) senior managers of the Administration's  
7           Air Traffic Organization;

8           (14) aircraft manufacturers;

9           (15) entities representing individuals with dis-  
10          abilities;

11          (16) labor unions, including—

12                (A) collective bargaining representatives of  
13                Federal Aviation Administration employees;

14                (B) collective bargaining representatives of  
15                pilots; and

16                (C) collective bargaining representatives of  
17                flight attendants;

18          (17) other organizations or industry segments  
19          as determined by the Secretary; and

20          (18) other Federal agencies that directly inter-  
21          face with passengers at airports.

22          (c) VACANCIES.—A vacancy in the advisory com-  
23          mittee under this section shall be filled in a manner con-  
24          sistent with subsection (b).



1 (d) TRAVEL EXPENSES.—Members of the advisory  
2 committee under this section shall serve without pay but  
3 shall receive travel expenses, including per diem in lieu  
4 of subsistence, in accordance with subchapter I of chapter  
5 57 of title 5, United States Code.

6 (e) CHAIR.—The Secretary shall designate an indi-  
7 vidual among the individuals appointed under subsection  
8 (b) to serve as Chair of the advisory committee.

9 (f) DUTIES.—The duties of the advisory committee  
10 shall include—

11 (1) evaluating ways to improve the comprehen-  
12 sive passenger experience, including—

13 (A) transportation between airport termi-  
14 nals and facilities;

15 (B) baggage handling;

16 (C) wayfinding;

17 (D) the security screening process; and

18 (E) the communication of flight delays and  
19 cancellations;

20 (2) evaluating ways to improve efficiency in the  
21 national airspace system affecting passengers;

22 (3) evaluating ways to improve the cooperation  
23 and coordination between the Department of Trans-  
24 portation and other Federal agencies that directly  
25 interface with aviation passengers at airports;

1           (4) responding to other taskings determined by  
2       the Secretary; and

3           (5) providing recommendations to the Secretary  
4       and the Administrator, if determined necessary dur-  
5       ing the evaluations considered in paragraphs (1)  
6       through (4).

7       (g) REPORT TO CONGRESS.—Not later than 1 year  
8       after the date of enactment of this Act, and every 2 years  
9       thereafter, the Secretary shall submit to Congress a report  
10      containing—

11           (1) consensus recommendations made by the  
12      advisory committee since such date of enactment or  
13      the previous report, as appropriate; and

14           (2) an explanation of how the Secretary has im-  
15      plemented such recommendations and, for such rec-  
16      ommendations not implemented, the Secretary's rea-  
17      son for not implementing such recommendation.

18       (h) DEFINITION.—The definitions in section 40102  
19      of title 49, United States Code, shall apply to this section.

20       (i) SUNSET.—This section shall cease to be effective  
21      on October 1, 2028.

22       (j) TERMINATION OF DOT ACCESS ADVISORY COM-  
23      MITTEE.—The ACCESS Advisory Committee of the De-  
24      partment of Transportation shall terminate on the date  
25      of enactment of this Act.

1 **SEC. 709. STREAMLINING OF OFFLINE TICKET DISCLO-**  
2 **SURES.**

3 (a) IN GENERAL.—Not later than 18 months after  
4 the date of enactment of this Act, the Secretary of Trans-  
5 portation shall take such action as may be necessary to  
6 update the process by which an air carrier or ticket agent  
7 is required to fulfill disclosure obligations in ticketing  
8 transactions for air transportation not completed through  
9 a website.

10 (b) REQUIREMENTS.—The process updated under  
11 subsection (a) shall—

12 (1) include means of referral to the applicable  
13 air carrier website with respect to disclosures related  
14 to air carrier optional fees and policies;

15 (2) include a means of referral to the website  
16 of the Department of Transportation with respect to  
17 any other required disclosures to air transportation  
18 passengers;

19 (3) make no changes to air carrier or ticket  
20 agent obligations with respect to—

21 (A) section 41712(c) of title 49, United  
22 States Code; or

23 (B) subsections (a) and (b) of section  
24 399.84 of title 14, Code of Federal Regulations  
25 (or any successor regulations); and

1           (4) require disclosures referred to in para-  
2       graphs (1) and (2) to be made in the manner exist-  
3       ing prior to the date of enactment of this Act upon  
4       passenger request.

5       (c) AIR CARRIER DEFINED.—In this section, the  
6       term “air carrier” has the meaning given such term in  
7       section 40102(a) of title 49, United States Code.

8       **SEC. 710. TICKET AGENT REFUND OBLIGATIONS.**

9       (a) IN GENERAL.—Not later than 18 months after  
10      the date of enactment of this Act, the Secretary of Trans-  
11      portation shall issue a final rule to revise section 399.80  
12      of title 14, Code of Federal Regulations, to clarify the re-  
13      fund obligations of ticket agents.

14      (b) CONDITIONS.—In issuing the final rule under  
15      subsection (a), the Secretary shall clarify that a ticket  
16      agent shall provide a refund only when such ticket agent  
17      possesses, or has access to, the funds of a passenger.

18      (c) DEFINITIONS.—In this section, the term “ticket  
19      agent” has the meaning given such term in section  
20      40102(a) of title 49, United States Code.

21      **SEC. 711. UPDATING PASSENGER INFORMATION REQUIRE-**  
22                                   **MENT REGULATIONS.**

23      (a) ARAC TASKING.—Not later than 3 years after  
24      the date of enactment of this Act, the Administrator of

1 the Federal Aviation Administration shall task the Avia-  
2 tion Rulemaking Advisory Committee with—

3 (1) reviewing passenger information require-  
4 ment regulations under section 121.317 of title 14,  
5 Code of Federal Regulation, and such other related  
6 regulations as the Administrator determines appro-  
7 priate; and

8 (2) making recommendations to update and im-  
9 prove such regulations.

10 (b) FINAL REGULATION.—Not later than 6 years  
11 after the date of enactment of this Act, the Administrator  
12 of the Federal Aviation Administration shall issue a final  
13 regulation revising section 121.317 of title 14, Code of  
14 Federal Regulations, and such other related regulations  
15 as the Administrator determines appropriate, to—

16 (1) update such section and regulations to in-  
17 corporate exemptions commonly issued by the Ad-  
18 ministrator;

19 (2) reflect civil penalty inflation adjustments;  
20 and

21 (3) incorporate such updates and improvements  
22 recommended by the Aviation Rulemaking Advisory  
23 Committee that the Administrator determines appro-  
24 priate.

1   **SEC. 712. MOBILITY AIDS ON BOARD IMPROVE LIVES AND**  
2                   **EMPOWER ALL.**

3           (a) PUBLICATION OF CARGO HOLD DIMENSIONS.—

4                   (1) IN GENERAL.—Not later than 2 years after  
5           the date of enactment of this Act, the Secretary of  
6           Transportation shall require air carriers to publish  
7           on a prominent and easily accessible place on the  
8           public website of the air carrier, information describ-  
9           ing the relevant dimensions and other characteristics  
10          of the cargo holds of all aircraft types operated by  
11          the air carrier, including the dimensions of the cargo  
12          hold entry, that would limit the size, weight, and al-  
13          lowable type of cargo available.

14                  (2) PROPRIETARY INFORMATION.—The Sec-  
15          retary shall allow an air carrier to protect the con-  
16          fidentiality of any trade secret or proprietary infor-  
17          mation submitted in accordance with paragraph (1),  
18          as appropriate.

19          (b) REFUND REQUIRED FOR INDIVIDUAL TRAVELING  
20          WITH WHEELCHAIR.—In the case of a qualified individual  
21          with a disability traveling with a wheelchair who has pur-  
22          chased a ticket for a flight from an air carrier, but who  
23          cannot travel on the aircraft for such flight because the  
24          wheelchair of such qualified individual cannot be phys-  
25          ically accommodated in the cargo hold of the aircraft, the  
26          Secretary shall require such air carrier to offer a refund

1 to such qualified individual of any previously paid fares,  
2 fees, and taxes applicable to such flight.

3 (c) EVALUATION OF DATA REGARDING DAMAGED  
4 WHEELCHAIRS.—Not later than 12 months after the date  
5 of enactment of this Act, and annually thereafter, the Sec-  
6 retary shall—

7 (1) evaluate data regarding the type and fre-  
8 quency of incidents of the mishandling of wheel-  
9 chairs on aircraft and delineate such data by—

10 (A) types of wheelchairs involved in such  
11 incidents; and

12 (B) the ways in which wheelchairs are mis-  
13 handled, including the type of damage to wheel-  
14 chairs (such as broken drive wheels or casters,  
15 bent or broken frames, damage to electrical  
16 connectors or wires, control input devices,  
17 joysticks, upholstery or other components, loss,  
18 or delay of return);

19 (2) determine whether there are trends with re-  
20 spect to the data evaluated under paragraph (1);  
21 and

22 (3) make available on the public website of the  
23 Department of Transportation, in an accessible  
24 manner, a report containing the results of the eval-  
25 uation of data and determination made under para-

1 graphs (1) and (2) and a description of how the Sec-  
2 retary plans to address such results.

3 (d) FEASIBILITY OF IN-CABIN WHEELCHAIR RE-  
4 STRAINT SYSTEMS.—

5 (1) STRATEGIC PLAN.—

6 (A) IN GENERAL.—The Secretary shall de-  
7 velop a strategic plan that, at a minimum, de-  
8 scribes how the Secretary, in consultation with  
9 the United States Access Board, will—

10 (i) establish a program, in collabora-  
11 tion with the Rehabilitation Engineering  
12 and Assistive Technology Society of North  
13 America, the assistive technology industry,  
14 air carriers, aircraft manufacturers, na-  
15 tional disability organizations, and other  
16 relevant stakeholders, to test and evaluate  
17 an appropriate selection of WC-19 compli-  
18 ant wheelchairs in accordance with applica-  
19 ble Federal Aviation Administration crash-  
20 worthiness and safety performance stand-  
21 ards; and

22 (ii) sponsor studies that assess—

23 (I) the likely demand for air trav-  
24 el by individuals who are non-  
25 ambulatory if such individuals could



1 remain seated in personal wheelchairs  
2 during flight; and

3 (II) the feasibility of imple-  
4 menting seating arrangements that  
5 would accommodate passengers in  
6 wheelchairs in the main cabin during  
7 flight.

8 (B) NATIONAL ACADEMIES RECOMMENDA-  
9 TIONS.—In developing the strategic plan de-  
10 scribed in paragraph (1), the Secretary shall  
11 consider the recommendations from the Na-  
12 tional Academies of Science, Engineering, and  
13 Mathematics Transportation Research Board  
14 Special Report 341, titled “Technical Feasi-  
15 bility of a Wheelchair Securement Concept for  
16 Airline Travel”, and published in 2021.

17 (2) STUDY.—Not later than 180 days after en-  
18 actment of this Act, the Secretary shall seek to enter  
19 into an agreement with the Transportation Research  
20 Board of the National Academies under which the  
21 Transportation Research Board, in consultation with  
22 the Rehabilitation Engineering and Assistive Tech-  
23 nology Society of North America, the assistive tech-  
24 nology industry, air carriers, aircraft manufacturers,  
25 national disability organizations, and other relevant

1 stakeholders, shall conduct a study to assess the eco-  
2 nomic and financial feasibility of requiring air car-  
3 riers to implement seating arrangements that accom-  
4 modate passengers with wheelchairs in the aircraft  
5 cabin during flight, including an assessment of—

6 (A) the cost of such seating arrangements  
7 and equipment and installation costs associated  
8 with such seating arrangements;

9 (B) the demand for such seating arrange-  
10 ments;

11 (C) the impact of such seating arrange-  
12 ments on all aircraft types;

13 (D) the impact of such seating arrange-  
14 ments on aircraft capacity and the cost of oper-  
15 ations and airfare; and

16 (E) any other information determined ap-  
17 propriate by the Transportation Research  
18 Board.

19 (3) REPORT.—Not later than 1 year after the  
20 initiation of the study in paragraph (2), the Sec-  
21 retary shall submit to the Committee on Transpor-  
22 tation and Infrastructure of the House of Represent-  
23 atives and the Committee on Commerce, Science,  
24 and Transportation of the Senate, and make publicly  
25 available, the strategic plan developed under para-

1 graph (1), the results of the study conducted under  
2 paragraph (2), and any recommendations the Trans-  
3 portation Research Board determines appropriate.

4 (e) DEFINITIONS.—In this section:

5 (1) AIR CARRIER.—The term “air carrier” has  
6 the meaning given such term in section 40102 of  
7 title 49, United States Code.

8 (2) DISABILITY; QUALIFIED INDIVIDUAL WITH  
9 A DISABILITY.—The terms “disability” and “quali-  
10 fied individual with a disability” have the meanings  
11 given such terms in section 382.3 of title 14, Code  
12 of Federal Regulations (as in effect on date of en-  
13 actment of this Act).

14 (3) WHEELCHAIR.—The term “wheelchair” has  
15 the meaning given such term in section 37.3 of title  
16 49, Code of Federal Regulations (as in effect on  
17 date of enactment of this Act), including power  
18 wheelchairs, manual wheelchairs, and scooters.

19 **SEC. 713. PRIORITIZING ACCOUNTABILITY AND ACCESSI-**  
20 **BILITY FOR AVIATION CONSUMERS.**

21 (a) ANNUAL REPORT.—Not later than 1 year after  
22 the date of enactment of this Act, and annually thereafter,  
23 the Secretary of Transportation shall provide a report on  
24 disability-related aviation consumer complaints filed with

1 the Department of Transportation as a part of the Air  
2 Travel Consumer Report produced by the Department.

3 (b) SCOPE OF REPORT.—In each report required  
4 under subsection (a), the Secretary shall include, at min-  
5 imum, a description of the following:

6 (1) The number of disability-related aviation  
7 consumer complaints filed with the Department of  
8 Transportation during the calendar year preceding  
9 the year in which such report is submitted.

10 (2) The nature of such complaints, such as re-  
11 ported issues with—

12 (A) an air carrier;

13 (B) mishandling of passengers with a dis-  
14 ability, including mishandling of a wheelchair,  
15 mobility aid, or other accessibility equipment of  
16 a passenger by an air carrier;

17 (C) the condition or availability of accessi-  
18 bility equipment or materials operated by an air  
19 carrier;

20 (D) the accessibility of in-flight services,  
21 including accessing and utilizing onboard lava-  
22 tories, for passengers with a disability;

23 (E) difficulties experienced by passengers  
24 with a disability in communicating with an air  
25 carrier employee;

1 (F) difficulties experienced by passengers  
2 with a disability in being moved, handled, or  
3 otherwise assisted;

4 (G) an air carrier changing the flight  
5 itinerary of a passenger with a disability with-  
6 out the consent of such passenger;

7 (H) difficulties experienced by passengers  
8 with a disability traveling with a service animal;  
9 and

10 (I) any other issues the Secretary of  
11 Transportation determines appropriate.

12 (3) The review process for such complaints.

13 (4) The average amount of days before the De-  
14 partment initiated a formal review of such com-  
15 plaints.

16 (5) The average amount of days until such  
17 complaints were resolved by the Department.

18 (6) The number of such complaints that re-  
19 sulted in dismissal, a civil monetary penalty, or  
20 other injunctive relief.

21 (7) Of the complaints that were found to violate  
22 section 41705 of title 49, United States Code—

23 (A) the number of such complaints for  
24 which a formal enforcement order was issued;  
25 and

1 (B) the number of such complaints for  
2 which a formal enforcement order was not  
3 issued.

4 (8) The number of disability-related aviation  
5 consumer complaints filed with the Department of  
6 Transportation involving airport staff or other mat-  
7 ters under the jurisdiction of the Federal Aviation  
8 Administration that were referred to the Federal  
9 Aviation Administration.

10 (9) The number of disability-related aviation  
11 consumer complaints filed with the Department of  
12 Transportation involving Transportation Security  
13 Administration staff that were referred to the  
14 Transportation Security Administration or the De-  
15 partment of Homeland Security.

16 (c) REPORT TO CONGRESS.—The Secretary shall  
17 submit annually to the Committee on Transportation and  
18 Infrastructure of the House of Representatives and the  
19 Committee on Commerce, Science, and Transportation of  
20 the Senate the report required under subsection (a).

21 (d) DEFINITIONS.—In this section:

22 (1) IN GENERAL.—Except as otherwise pro-  
23 vided, the terms used in this section have the mean-  
24 ings given such terms in section 40102 of title 49,

1 United States Code, or section 382.3 of title 14,  
2 Code of Federal Regulations, as applicable.

3 (2) AIR CARRIER.—The term “air carrier”  
4 means an air carrier conducting passenger oper-  
5 ations under part 121 of title 14, Code of Federal  
6 Regulations.

7 (3) PASSENGER WITH A DISABILITY.—The term  
8 “passenger with a disability” has the meaning given  
9 the term “qualified individual with a disability” in  
10 section 382.3 of title 14, Code of Federal Regula-  
11 tions.

12 **SEC. 714. AIRCRAFT ACCESSIBILITY.**

13 (a) IN GENERAL.—Not later than 180 days after the  
14 date of enactment of this Act, the Secretary of Transpor-  
15 tation shall initiate a program to study and evaluate im-  
16 provements to transport category aircraft accessibility, in-  
17 cluding—

18 (1) determining whether and, if so, how per-  
19 sonal wheelchairs, including manual and powered  
20 wheelchairs, can be safely secured in the passenger  
21 seating areas of an aircraft certificated under part  
22 25 of title 14, Code of Federal Regulations;

23 (2) considering the safe evacuation processes  
24 for such aircraft, including individuals who use man-  
25 ual and powered wheelchairs; and

1           (3) determining how various types or aircraft  
2       described in paragraph (1) can safely and efficiently  
3       be retrofit for accessible lavatories.

4       (b) REPORT AND RECOMMENDATIONS.—Not later  
5       than 2 years after the date of enactment of this Act, the  
6       Secretary shall provide to the Committee on Transpor-  
7       tation and Infrastructure of the House of Representatives  
8       and the Committee on Commerce, Science, and Transpor-  
9       tation of the Senate a report on the findings of the study  
10      and evaluation described in subsection (a) and rec-  
11      ommendations to address the findings of such study and  
12      evaluation.

13   **SEC. 715. ACCESSIBILITY OF WEBSITES, SOFTWARE APPLI-**  
14                   **CATIONS, AND KIOSKS FOR INDIVIDUALS**  
15                   **WITH DISABILITIES.**

16       Not later than 2 years after the date of enactment  
17      of this Act, the Secretary of Transportation shall, in direct  
18      consultation with the United States Architectural and  
19      Transportation Barriers Compliance Board, prescribe reg-  
20      ulations setting forth minimum standards to ensure that  
21      individuals with disabilities are able to access kiosks, soft-  
22      ware applications, and websites in a manner that is equal-  
23      ly as effective as individuals without disabilities, with a  
24      substantially equivalent ease of use. Such standards shall  
25      be consistent with the standards set forth in the Web Con-



1 tent Accessibility Guidelines 2.1 Level AA of the Web Ac-  
2 cessibility Initiative of the World Wide Web Consortium  
3 or any subsequent version.

4 **SEC. 716. REVIEW OF METHODS TO REPORT FLIGHT DELAY**  
5 **AND CANCELLATION STATISTICS.**

6 (a) IN GENERAL.—No later than 1 year after the  
7 date of enactment of this Act, the Secretary of Transpor-  
8 tation, in consultation with the Administrator of the Fed-  
9 eral Aviation Administration, shall conduct a review of the  
10 means of reporting flight delay and cancellation statistics  
11 to the Secretary and the accuracy of such data.

12 (b) COORDINATION REQUIREMENT.—In conducting  
13 the review required in paragraph (1), the Secretary shall  
14 coordinate and collaborate with air carriers (as such term  
15 is defined in section 40102 of title 49, United States  
16 Code) to assist in conducting the review and providing rec-  
17 ommendations on improving the means of reporting flight  
18 delay and cancellation statistics to the Secretary and the  
19 accuracy of such data.

20 **SEC. 717. REIMBURSEMENT FOR INCURRED COSTS.**

21 (a) IN GENERAL.—Not later than 1 year after the  
22 date of enactment of this Act, the Secretary of Transpor-  
23 tation shall direct all air carriers providing scheduled pas-  
24 senger interstate or intrastate air transportation to estab-  
25 lish policies regarding reimbursement for lodging, trans-

1 portation between such lodging and the airport, and meal  
2 costs incurred due to a flight cancellation or significant  
3 delay directly attributable to the air carrier.

4 (b) DEFINITION OF SIGNIFICANTLY DELAYED.—In  
5 this section, the term “significantly delayed” means, with  
6 respect to air transportation, the departure or arrival at  
7 the originally ticketed destination associated with such  
8 transportation has changed—

9 (1) in the case of air transportation within the  
10 United States, by 3 or more hours; or

11 (2) in the case of air transportation to or from  
12 a location outside the United States, by 6 or more  
13 hours.

14 **SEC. 718. AIRLINE OPERATIONAL RESILIENCY PLANS.**

15 (a) IN GENERAL.—Not later than 1 year after the  
16 date of enactment of this Act, the Secretary of Transpor-  
17 tation shall require a covered carrier to develop and regu-  
18 larly update an operational resiliency strategy to prevent  
19 or limit the impact of future flight disruptions on pas-  
20 sengers.

21 (b) OPERATIONAL RESILIENCY STRATEGY.—In each  
22 operational resiliency strategy developed under subsection  
23 (a), a covered carrier shall include a description of—

24 (1) the potential impact of severe weather and  
25 other reasonably anticipated disruptive events on the

1 operations of the carrier and how the carrier seeks  
2 to prevent or limit the impact of such events on pas-  
3 sengers;

4 (2) the potential impact of severe weather  
5 events and other reasonably anticipated disruptive  
6 events on—

7 (A) staffing models and the preparedness  
8 of the current workforce of the carrier to ad-  
9 dress such conditions; and

10 (B) the current information and technology  
11 systems of the carrier, including crew sched-  
12 uling systems, and the preparedness of such  
13 systems to continue operations after such an  
14 event or disruption;

15 (3) the preparedness of the carrier to maintain  
16 operations and limit or prevent the impact of other  
17 potential disruptive events identified by the carrier;

18 (4) the extent to which the carrier addresses  
19 known cybersecurity risks to prevent potential flight  
20 disruptions; and

21 (5) any other issues the Secretary determines  
22 appropriate to protect consumers and maintain the  
23 operational stability of the airline industry.

24 (c) PROPRIETARY INFORMATION.—The Secretary  
25 shall develop a method to protect the confidentiality of any

1 trade secret or proprietary information submitted in an  
2 operational resiliency strategy under subsection (b).

3 (d) EVALUATION.—

4 (1) AUDIT.—Not later than 3 years after the  
5 date of enactment of this Act, the Comptroller Gen-  
6 eral of the United States shall initiate an audit to  
7 evaluate the effectiveness of the operational resil-  
8 iency strategies developed under this section by cov-  
9 ered air carriers.

10 (2) REPORT.—Not later than 1 year after com-  
11 pletion of the audit conducted under paragraph (1),  
12 the Comptroller General shall submit to the Com-  
13 mittee on Transportation and Infrastructure of the  
14 House of Representatives and the Committee on  
15 Commerce, Science, and Transportation of the Sen-  
16 ate a report on the findings of the audit.

17 (e) COVERED CARRIER.—In this section, the term  
18 “covered carrier” has the meaning given such term in sec-  
19 tion 259.3 of title 14, Code of Federal Regulations (or  
20 successor regulations).

21 **SEC. 719. FAMILY SEATING.**

22 (a) IN GENERAL.—Not later than 180 days after the  
23 date of enactment of this Act, the Secretary of Transpor-  
24 tation shall issue a notice of proposed rulemaking to estab-  
25 lish a policy directing air carriers that assign seats, or

1 allow individuals to select seats in advance of the date of  
2 departure of a flight, to sit each young child adjacent to  
3 an accompanying adult, to the greatest extent practicable,  
4 if adjacent seat assignments are available at any time  
5 after the ticket is issued for each young child and before  
6 the first passenger boards the flight.

7 (b) PROHIBITION ON FEES.—The notice of proposed  
8 rulemaking described in subsection (a) shall include a pro-  
9 vision that prohibits an air carrier from charging a fee,  
10 or imposing an additional cost beyond the ticket price of  
11 the additional seat, to seat each young child adjacent to  
12 an accompanying adult within the same class of service.

13 (c) RULE OF CONSTRUCTION.—Notwithstanding the  
14 requirement in subsection (a), nothing in this section may  
15 be construed to allow the Secretary to impose a change  
16 in the overall seating or boarding policy of an air carrier  
17 that has an open or flexible seating policy in place that  
18 generally allows adjacent family seating as described  
19 under this section.

20 (d) YOUNG CHILD.—In this section, the term “young  
21 child” means an individual who has not attained 14 years  
22 of age.

## **Subtitle B—Air Traffic**

### **2 SEC. 741. TRANSFERS OF AIR TRAFFIC SYSTEMS ACQUIRED 3 WITH AIP.**

4 Section 44502(e) of title 49, United States Code, is  
5 amended—

6 (1) in paragraph (1) by inserting “in a non-  
7 contiguous State” after “An airport”;

8 (2) in paragraph (3)—

9 (A) in subparagraph (B) by striking “or”  
10 at the end;

11 (B) in subparagraph (C) by striking the  
12 period at the end and inserting “; or”; and

13 (C) by adding at the end the following:

14 “(D) a Medium Intensity Approach Light-  
15 ing System with Runway Alignment Indicator  
16 Lights.”; and

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

18 “(4) EXCEPTION.—The requirement under  
19 paragraph (1) that an eligible air traffic system or  
20 equipment be purchased in part using a Government  
21 airport aid program, airport development aid pro-  
22 gram, or airport improvement project grant shall not  
23 apply if the system or equipment is installed at an  
24 airport that is categorized as a basic or local general  
25 aviation airport under the most recently published

1 national plan of integrated airport systems under  
2 section 47103.”.

3 **SEC. 742. NEXTGEN PROGRAMS.**

4 (a) IN GENERAL.—Not later than 180 days after the  
5 date of enactment of this Act, and periodically thereafter  
6 as the Administrator of the Federal Aviation Administra-  
7 tion determines appropriate, the Administrator shall con-  
8 vene Administration officials to evaluate and expedite the  
9 implementation of NextGen programs and capabilities.

10 (b) NEXTGEN PROGRAM PRIORITIZATION.—In allo-  
11 cating amounts appropriated pursuant to section 48101(a)  
12 of title 49, United States Code, the Secretary of Transpor-  
13 tation shall give priority to the following activities:

- 14 (1) Performance-based navigation.  
15 (2) Data communications.  
16 (3) Terminal flight data manager.  
17 (4) Aeronautical information management.

18 (c) PERFORMANCE-BASED NAVIGATION.—

19 (1) IN GENERAL.—Not later than 3 years after  
20 the date of enactment of this Act, the Administrator  
21 shall fully implement performance-based navigation  
22 procedures for all terminal and enroute routes, in-  
23 cluding approach and departure procedures for cov-  
24 ered airports.

1           (2) SPECIFIC PROCEDURES.—Pursuant to para-  
2       graph (1), the Administrator shall prioritize the fol-  
3       lowing performance-based navigation procedures:

4           (A) Trajectory-based operations.

5           (B) Optimized profile descents.

6           (C) Multiple airport route separation.

7           (D) Established on required navigation  
8       performance.

9           (E) Converging runway display aids.

10       (3) PERFORMANCE-BASED NAVIGATION BASE-  
11       LINE EQUIPAGE REQUIREMENTS.—In carrying out  
12       paragraph (1), the Administrator shall issue such  
13       regulations as may be required, and publish applica-  
14       ble advisory circulars, to establish the equipage base-  
15       line appropriate for aircraft to safely use perform-  
16       ance-based navigation procedures.

17       (d) DATA COMMUNICATIONS.—

18           (1) IN GENERAL.—Not later than 2 years after  
19       the date of enactment of this Act, the Administrator  
20       shall fully implement the use of data communica-  
21       tions.

22           (2) SPECIFIC CAPABILITIES.—In carrying out  
23       subsection (a) and this subsection, the Administrator  
24       shall prioritize the following data communications  
25       capabilities:



1 (A) Ground-to-ground message exchange  
2 for surface aircraft operations and runway safe-  
3 ty at airports.

4 (B) Automated message generation and re-  
5 ceipt.

6 (C) Message routing and transmission.

7 (D) Direct communications with aircraft  
8 avionics.

9 (E) Implementation of data communica-  
10 tions at all Air Route Traffic Control Centers.

11 (F) The Future Air Navigation System.

12 (e) TERMINAL FLIGHT DATA MANAGER.—

13 (1) IN GENERAL.—Not later than 4 years after  
14 the date of enactment of this Act, the Administrator  
15 shall replace the traffic flow management system  
16 with the flow data management system at covered  
17 airports.

18 (2) ELECTRONIC FLIGHT STRIPS.—In carrying  
19 out paragraph (1), the Administrator shall imple-  
20 ment electronic flight strips, at a minimum, at the  
21 air traffic control towers of covered airports and all  
22 terminal radar approach control and air route traffic  
23 control centers.

24 (f) AERONAUTICAL INFORMATION MANAGEMENT  
25 SYSTEMS.—

1           (1) IN GENERAL.—Not later than 3 years after  
2           the date of enactment of this Act, the Administrator  
3           shall fully modernize the aeronautical information  
4           management systems of the Federal Aviation Ad-  
5           ministration to improve the functionality, useability,  
6           durability, and reliability of such systems used in the  
7           national airspace system.

8           (2) REQUIREMENTS.—In carrying out para-  
9           graph (1), the Administrator shall—

10           (A) improve the distribution of critical  
11           safety information to pilots, air traffic control,  
12           and other relevant aviation stakeholders;

13           (B) fully develop and implement the Enter-  
14           prise Information Display System; and

15           (C) notwithstanding a centralized aero-  
16           nautical information management system, re-  
17           structure the back-up systems of aeronautical  
18           information management systems to be inde-  
19           pendent and self-sufficient from one another.

20           (g) EFFECT OF FAILURE TO MEET DEADLINE.—

21           (1) NOTIFICATION OF CONGRESS.—If the Ad-  
22           ministrator determines that the Administration has  
23           not or will not meet a deadline established under  
24           subsection (a), (c), (d), or (e), the Administrator  
25           shall, not later than 30 days after such determina-

1       tion, notify the Committee on Transportation and  
2       Infrastructure of the House of Representatives and  
3       the Committee on Commerce, Science, and Trans-  
4       portation of the Senate about the failure to meet the  
5       target deadlines.

6           (2) CONTENTS OF NOTIFICATION.—A notifica-  
7       tion under paragraph (1) shall be accompanied by  
8       the following:

9           (A) An explanation as to why the agency  
10       will not or did not meet the target deadlines de-  
11       scribed in such paragraph.

12          (B) A description of the actions the Ad-  
13       ministration plans to take to meet the target  
14       deadlines described in such paragraph.

15          (3) BRIEFING.—If the Administrator is re-  
16       quired to provide notice under paragraph (1), the  
17       Administrator shall provide the Committee on  
18       Transportation and Infrastructure of the House of  
19       Representatives and the Committee on Commerce,  
20       Science, and Transportation of the Senate bi-  
21       monthly, in-person briefings as to the progress made  
22       by the Administration regarding implementation  
23       under the respective subsection for which the target  
24       deadline will not or was not met until such time as

1 the Administrator has completed the required work  
2 under such subsection.

3 (h) NEXTGEN ADVISORY COMMITTEE CONSULTA-  
4 TION.—

5 (1) IN GENERAL.—The Administrator shall con-  
6 sult and task the NextGen Advisory Committee with  
7 providing recommendations on ways to expedite,  
8 prioritize, and fully implement NextGen programs to  
9 realize the operational benefits of such programs.

10 (2) CONSIDERATIONS.—In providing rec-  
11 ommendations under paragraph (1), the NextGen  
12 Advisory Committee shall consider—

13 (A) air traffic throughput of the national  
14 airspace system;

15 (B) daily operational performance, includ-  
16 ing delays and cancellations; and

17 (C) the potential need for performance-  
18 based operational metrics related to NextGen  
19 programs.

20 (i) SUNSET OF NEXTGEN BRAND.—

21 (1) IN GENERAL.— Not later than 3 years after  
22 the date of enactment of this Act, the Administrator  
23 shall terminate the use of the term “Next Genera-  
24 tion Air Transportation System” or “NextGen” to

1 describe any air traffic control modernization pro-  
2 gram of the Administration.

3 (2) RULE OF CONSTRUCTION.—Nothing in this  
4 subsection shall be construed to—

5 (A) terminate any program of the Admin-  
6 istration, including a program that has pre-  
7 viously been represented as being a component  
8 of the Next Generation Air Transportation Sys-  
9 tem or NextGen in budgetary submission or  
10 document of the Administration; or

11 (B) prohibit the Administrator from main-  
12 taining materials that relate to or reference  
13 programs that have previously been represented  
14 as being a component of the Next Generation  
15 Air Transportation System or NextGen.

16 (j) COVERED AIRPORTS DEFINED.—In this section,  
17 the term “covered airports” means the 40 airports in the  
18 United States with the highest number of annual aircraft  
19 operations, as of the date of enactment of this Act.

20 **SEC. 743. AIRSPACE ACCESS.**

21 (a) COALESCING AIRSPACE.—

22 (1) REVIEW OF NATIONAL AIRSPACE SYSTEM.—  
23 Not later than 3 years after the date of enactment  
24 of this Act, the Administrator of the Federal Avia-  
25 tion Administration, in coordination with the Sec-

1       retary of Defense, shall conduct a comprehensive re-  
2       view of the airspace of the national airspace system,  
3       including special use airspace.

4               (2) STREAMLINING AND EXPEDITING ACCESS.—

5       In carrying out paragraph (1), the Administrator  
6       shall identify methods to streamline, expedite, and  
7       provide greater flexibility of access to certain cat-  
8       egories of airspace for users of the national airspace  
9       system who may not regularly have access to such  
10      airspace.

11      (b) REPORT.—

12              (1) IN GENERAL.—Not later than 3 months  
13      after the completion of review the under subsection  
14      (a), the Administrator shall submit to the Com-  
15      mittee on Transportation and Infrastructure of the  
16      House of Representatives and the Committee on  
17      Commerce, Science, and Transportation of the Sen-  
18      ate a report describing the findings of such review  
19      and any recommendations and proposed actions to  
20      improve access to airspace of the national airspace  
21      system for the users of such system.

22              (2) CONTENTS.—In the report submitted under  
23      paragraph (1), the Administrator shall include, at a  
24      minimum, the following:

1           (A) An identification of current challenges  
2           and barriers faced by airspace users in access-  
3           ing certain categories of airspace, including spe-  
4           cial use airspace.

5           (B) An evaluation of existing procedures,  
6           regulations, and requirements that may impede  
7           or delay access to certain categories of airspace  
8           for certain users of the national airspace sys-  
9           tem.

10          (C) Recommendations for streamlining and  
11          expediting the airspace access process, including  
12          potential regulatory changes, technological ad-  
13          vancements, and enhanced coordination among  
14          relevant stakeholders and Federal agencies.

15          (D) A proposal for implementing a flexible  
16          framework that allows for temporary access to  
17          certain categories of airspace, including special  
18          use airspace, by users of the national airspace  
19          system who do not have regular access to such  
20          airspace.

21          (E) An assessment of the impact airspace  
22          access improvements may have on safety, effi-  
23          ciency, and economic opportunities for airspace  
24          users, including—

25               (i) military operators;

1 (ii) commercial operators; and

2 (iii) general aviation operators.

3 (3) IMPLEMENTATION AND FOLLOW-UP.—

4 (A) ACTION PLAN.—Based on the findings,  
5 recommendations, and proposals submitted in  
6 the report under this subsection, the Adminis-  
7 trator shall develop an action plan for imple-  
8 menting any recommendations and proposals  
9 necessary to improve airspace access.

10 (B) COORDINATION AND COLLABORA-  
11 TION.—In developing the action plan under  
12 subparagraph (A), the Administrator shall co-  
13 ordinate with relevant stakeholders, including  
14 airspace users and the Secretary of Defense, to  
15 ensure—

16 (i) effective implementation of the ac-  
17 tion plan; and

18 (ii) ongoing collaboration in address-  
19 ing airspace access challenges.

20 (C) PROGRESS REPORTS.—The Adminis-  
21 trator shall provide to the Committee on Trans-  
22 portation and Infrastructure of the House of  
23 Representatives and the Committee on Com-  
24 merce, Science, and Transportation of the Sen-  
25 ate periodic progress reports in the form of



1           briefings on the implementation of the action  
2           plan developed under this paragraph, including  
3           updates on the adoption of streamlined proce-  
4           dures, technological enhancements, and any  
5           regulatory changes necessary to improve air-  
6           space access and flexibility.

7   **SEC. 744. STUDY ON NATIONAL AIRSPACE RESOURCES.**

8           (a) IN GENERAL.—Not later than 180 days after the  
9   date of enactment of this Act, the Administrator of the  
10  Federal Aviation Administration shall initiate a study  
11  on—

12           (1) the expected range of average annual re-  
13   sources required through fiscal year 2033 to cost-ef-  
14   fectively maintain the safety, sustainability, and  
15   other characteristics of national airspace system op-  
16   erations consistent with the operating mission of the  
17   Federal Aviation Administration;

18           (2) an estimate of agency resource requirements  
19   broken down by user group through fiscal year  
20   2033, including expectations regarding the growth of  
21   new entrants and potential new users entering the  
22   national airspace system by fiscal year 2033; and

23           (3) viable options to ensure that each user of  
24   the national airspace system contributes appro-  
25   priately to the resources needed to manage such

1 users of the national airspace system through fiscal  
2 year 2033.

3 (b) CONSULTATION.—In carrying out the study  
4 under subsection (a), the Administrator may consult with  
5 aerospace industry stakeholders, including representatives  
6 from the following groups:

7 (1) Air carriers.

8 (2) General aviation.

9 (3) Commercially operated unmanned aircraft  
10 systems.

11 (4) Recreationally operated unmanned aircraft  
12 systems.

13 (5) Experimental aircraft operators.

14 (6) Powered-lift aircraft operators.

15 (7) The commercial space transportation indus-  
16 try.

17 (8) Any other representatives the Administrator  
18 determines necessary.

19 (c) REPORT.—Not later than 2 years after the date  
20 of enactment of this Act, the Administrator shall submit  
21 to the Committee on Transportation and Infrastructure  
22 of the House of Representatives and the Committee on  
23 Commerce, Science, and Transportation of the Senate a  
24 report detailing the results of the study required under  
25 subsection (a).

1   **SEC. 745. AIRSPACE TRANSITION COMPLETION.**

2           (a) IN GENERAL.—Not later than 180 days after the  
3 date of enactment of this Act, the Administrator of the  
4 Federal Aviation Administration shall ensure that respon-  
5 sibility for the Newark, New Jersey radar sector is moved  
6 to the Philadelphia terminal radar approach control facil-  
7 ity.

8           (b) STAFFING.—In carrying out subsection (a), the  
9 Administrator may not—

10               (1) require the temporary or permanent move-  
11 ment of any personnel from the New York terminal  
12 radar approach control facility to the Philadelphia  
13 terminal radar approach control facility, but may so-  
14 licit such personnel to volunteer to temporarily or  
15 permanently facilitate the move required under sub-  
16 section (a); or

17               (2) reduce the target staffing level of the New  
18 York terminal radar approach control facility.

19           (c) CONGRESSIONAL BRIEFINGS.—Not later than  
20 180 days after the date of enactment of this Act and every  
21 60 days thereafter, the Administrator and the head of the  
22 collective bargaining unit representing air traffic control-  
23 lers 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  
26 Senate on the status of the move required under sub-

1 section (a) until such time as the Newark, New Jersey  
2 radar sector is under the full responsibility of the Philadel-  
3 phia terminal radar approach control facility.

4 **SEC. 746. FAA CONTRACT TOWERS.**

5 (a) OPERATIONAL READINESS INSPECTIONS.—Not  
6 later than 180 days after the date of enactment of this  
7 Act, the Administrator of the Federal Aviation Adminis-  
8 tration shall update applicable regulations, standards, and  
9 guidance on operational readiness inspections related to  
10 the Federal Aviation Administration Contract Tower pro-  
11 gram to provide airport sponsors acting in good faith with  
12 7 years to complete such inspections after receiving a ben-  
13 efit-to-cost ratio of air traffic control services for an air-  
14 port.

15 (b) FCT CONTROLLER AIRSPACE AWARENESS.—

16 (1) IN GENERAL.—Not later than 1 year after  
17 the date of enactment of this Act, the Administrator  
18 shall authorize the use of advanced technology at  
19 Federal Aviation Administration contract towers to  
20 enhance air traffic controller situational awareness.

21 (2) EQUIPMENT STANDARDS.—In carrying out  
22 paragraph (1), the Administrator shall establish  
23 standards and criteria identical to such standards  
24 and criteria applicable to Federal Aviation Adminis-

1       tration air traffic controllers for the use of advanced  
2       technology in air traffic control towers.

3           (3) RECURRENCE TRAINING.—In carrying out  
4       this subsection, the Administrator, in coordination  
5       with Federal Aviation Administration contract tower  
6       contractors, shall establish an appropriate training  
7       program to periodically train air traffic controllers  
8       employed by such contractors to ensure proper inte-  
9       gration and use of advanced technologies at Federal  
10      Aviation Administration contract towers.

11      (c) LIABILITY INSURANCE.—Not later than 2 years  
12      after the date of enactment of this Act, the Secretary of  
13      Transportation, in consultation with industry experts in-  
14      cluding Federal Aviation Administration contract tower  
15      contractors and aviation insurance providers, shall—

16           (1) assess existing liability limits for contract  
17      tower contractors established by the Secretary; and

18           (2) determine whether such limits should be up-  
19      dated.

20      **SEC. 747. FAA CONTRACT TOWER WORKFORCE AUDIT.**

21      (a) IN GENERAL.—Not later than 90 days after the  
22      date of enactment of this Act, the inspector general of the  
23      Department of Transportation shall initiate an audit of  
24      the workforce needs of the Federal Aviation Administra-  
25      tion Contract Tower Program.

1 (b) CONTENTS.—In conducting the audit required  
2 under subsection (a), the inspector general shall, at a min-  
3 imum—

4 (1) review the assumptions and methodologies  
5 used in assessing the source of Federal Aviation Ad-  
6 ministration contract towers staffing to determine  
7 the adequacy of staffing levels at such towers;

8 (2) determine whether there is a need to estab-  
9 lish an air traffic controller training program to  
10 allow Federal Aviation Administration contract  
11 tower contractors to conduct—

12 (A) initial training of air traffic controllers  
13 employed by such contractors; or

14 (B) on-the-job training of such controllers;  
15 and

16 (3) assess whether establishing pathways to  
17 allow Federal Aviation Administration contract  
18 tower contractors to use the air traffic technical  
19 training academy of the Federal Aviation Adminis-  
20 tration, or other means such as higher educational  
21 institutions, to provide initial technical training for  
22 air traffic controllers employed by such contractors  
23 could help address the workforce needs of the FAA  
24 contract tower program.

1 (c) REPORT.—Not later than 90 days after the com-  
2 pletion of the audit under subsection (a), the inspector  
3 general shall submit to the Committee on Transportation  
4 and Infrastructure of the House of Representatives and  
5 the Committee on Commerce, Science, and Transportation  
6 of the Senate a report on the findings of such audit and  
7 any recommendations as a result of such audit.

8 **SEC. 748. AVIATION INFRASTRUCTURE SUSTAINMENT.**

9 (a) IN GENERAL.—Not later than 2 years after the  
10 date of enactment of this Act, the Administrator of the  
11 Federal Aviation Administration shall develop perform-  
12 ance metrics with which the Administrator can assess the  
13 operation of safety-critical communication, navigation,  
14 and surveillance aviation infrastructure within the na-  
15 tional airspace system.

16 (b) PERFORMANCE METRICS NECESSARY TO REMAIN  
17 IN SERVICE.—

18 (1) IN GENERAL.—After developing the per-  
19 formance metrics under subsection (a), the Adminis-  
20 trator shall carry out an assessment to determine  
21 which applicable aviation infrastructure are to re-  
22 main in operational service.

23 (2) CONSIDERATIONS.—In making an assess-  
24 ment under paragraph (1), the Administrator shall  
25 take into consideration the following:

1 (A) The expected lifespan of such aviation  
2 infrastructure.

3 (B) The number and type of mechanical  
4 failures of such aviation infrastructure.

5 (C) The average annual costs of maintain-  
6 ing such aviation infrastructure over a 5-year  
7 timespan and whether such costs exceed the  
8 amount to replace such aviation infrastructure.

9 (D) The availability of replacement parts  
10 or labor capable of maintaining such aviation  
11 infrastructure.

12 (E) Any other factors the Administrator  
13 determines are necessary.

14 (c) PUBLICATION.—The Administrator shall make  
15 the performance metrics established under subsection (b)  
16 available to the public through the website of the Adminis-  
17 tration, or other appropriate methods of publication, and  
18 shall ensure that any information made available to the  
19 public under this subsection is made available in a manner  
20 that—

21 (1) does not provide identifying information re-  
22 garding an individual or entity;

23 (2) prevents inappropriate disclosure of propri-  
24 etary information; and



1           (3) does not disclose information that may pose  
2           a cybersecurity risk.

3   **SEC. 749. AIR TRAFFIC CONTROL TOWER SAFETY.**

4           In designing, adopting a design, or constructing an  
5   air traffic control tower based on a previously adopted de-  
6   sign, the Administrator of the Federal Aviation Adminis-  
7   tration shall ensure that the safety of the national airspace  
8   system, the safety of employees of the Administration, the  
9   operational reliability of air traffic control towers, and the  
10   costs of such towers are the primary consideration in such  
11   design, adoption, or construction.

12   **SEC. 750. INSPECTOR GENERAL REVIEW OF SPACE-BASED**  
13           **ADS-B.**

14           (a) IN GENERAL.—Not later than 180 days after the  
15   date of enactment of this Act, the inspector general of the  
16   Department of Transportation shall initiate a review of  
17   any Federal Aviation Administration investment decisions,  
18   including cost-benefit analyses, relating to space-based  
19   automatic dependent surveillance-broadcast technology.

20           (b) CONSIDERATIONS.—In carrying out subsection  
21   (a), the inspector general shall review, at a minimum—  
22           (1) the efficacy of space-based automatic de-  
23           pendent surveillance-broadcast technology, including  
24           for the purpose of—

1 (A) positive air traffic control, including  
2 separation of aircraft;

3 (B) air traffic flow management;

4 (C) tracking oceanic flights;

5 (D) accident investigation; and

6 (E) data analytics; and

7 (2) any additional safety benefits provided  
8 through the use of such technology.

9 (c) REPORT.—Not later than 90 days after the com-  
10 pletion of the review under subsection (a), the inspector  
11 general shall submit to the Committee on Transportation  
12 and Infrastructure of the House of Representatives and  
13 the Committee on Commerce, Science, and Transportation  
14 of the Senate a report describing the results of the review.

15 **SEC. 751. AIR TRAFFIC SERVICES DATA REPORTS.**

16 Section 45303(g) of title 49, United States Code, is  
17 amended—

18 (1) in paragraph (2)(A) by striking “8 years”  
19 and inserting “14 years”; and

20 (2) in paragraph (3)(A) by adding at the end  
21 the following:

22 “(xvi) Operators of commercial space  
23 transportation launch and reentry vehi-  
24 cles.”.

1 **SEC. 752. CONSIDERATION OF SMALL HUB CONTROL TOW-**  
2 **ERS.**

3 In selecting projects for the replacement of federally  
4 owned air traffic control towers from funds made available  
5 pursuant to title VIII of division J of the Infrastructure  
6 Investment and Jobs Act (Public Law 117–58) under the  
7 heading “Federal Aviation Administration—Facilities and  
8 Equipment”, the Administrator of the Federal Aviation  
9 Administration shall consider selecting projects at small  
10 hub commercial service airports with control towers that  
11 are at least 50 years old.

12 **SEC. 753. AIR TRAFFIC CONTROL TOWER REPLACEMENT**  
13 **PROCESS REPORT.**

14 (a) REPORT REQUIRED.—Not later than 120 days  
15 after the date of enactment of this Act, the Administrator  
16 of the Federal Aviation Administration shall submit to  
17 Congress a report on the process by which air traffic con-  
18 trol tower facilities are chosen for replacement.

19 (b) CONTENTS.—The report required under sub-  
20 section (a) shall contain—

21 (1) the process by which air traffic control  
22 tower facilities are chosen for replacement, including  
23 which divisions of the Administration control or are  
24 involved in the replacement decision making process;

1           (2) the criteria the Administrator uses to deter-  
2       mine which air traffic control tower facilities to re-  
3       place, including—

4           (A) the relative importance of each such  
5       criteria;

6           (B) why the Administrator uses each such  
7       criteria; and

8           (C) the reasons for the relative importance  
9       of each such criteria;

10          (3) what types of investigation the Adminis-  
11       trator carries out to determine if an air traffic con-  
12       trol tower facility should be replaced;

13          (4) a timeline of the replacement process for an  
14       individual air traffic control tower facility replace-  
15       ment;

16          (5) the list of facilities established under sub-  
17       section (c), including the reason for selecting each  
18       such facility; and

19          (6) any other information the Administrator  
20       considers relevant.

21       (c) LIST OF REPLACED AIR TRAFFIC CONTROL  
22       TOWER FACILITIES.—The Administrator shall establish,  
23       maintain, and publish on the website of the Federal Avia-  
24       tion Administration a list of the following:

1 (1) All air traffic control tower facilities re-  
2 placed within the previous 10-year period.

3 (2) Any such facilities in the process of being  
4 replaced.

5 (3) Any such facilities under consideration for  
6 replacement.

7 **Subtitle C—Small Community Air**  
8 **Service**

9 **SEC. 771. ESSENTIAL AIR SERVICE REFORMS.**

10 (a) REDUCTION IN SUBSIDY CAP.—Section  
11 41731(a)(1)(C) of title 49, United States Code, is amend-  
12 ed to read as follows:

13 “(C) had an average subsidy per pas-  
14 senger—

15 “(i) of less than \$1,000 during the  
16 most recent fiscal year beginning before  
17 October 1, 2026, as determined in sub-  
18 paragraph (D) by the Secretary; or

19 “(ii) of \$500 or less during the most  
20 recent fiscal year beginning on or after Oc-  
21 tober 1, 2026; and”.

22 (b) RESTRICTION ON LENGTH OF ROUTES.—

23 (1) IN GENERAL.—Section 41732(a)(1) of title  
24 49, United States Code, is amended by inserting  
25 “less than 650 miles from an eligible place (unless

1       such airport or eligible place are located in a non-  
2       contiguous State)” after “hub airport”.

3           (2) EXCEPTION.—The amendment made by  
4       paragraph (1) shall not apply to any contract or re-  
5       newal of such contract with an air carrier for essen-  
6       tial air service compensation under subchapter II of  
7       chapter 417 of title 49, that was—

8           (A) entered into before the date of enact-  
9       ment of this Act; and

10          (B) still in effect on the date of enactment  
11       of this Act.

12          (3) SUNSET.—Paragraph (2) shall cease to  
13       have effect after September 30, 2028.

14       (c) APPLICANT SELECTION CONSIDERATIONS.—Sec-  
15       tion 41733(c)(1) of title 49, United States Code, is  
16       amended—

17           (1) by striking “giving substantial weight to”  
18       and inserting “including”;

19           (2) in subparagraph (E) by striking “and” at  
20       the end;

21           (3) in subparagraph (F) by striking the period  
22       at the end and inserting “; and”; and

23           (4) by adding at the end the following:

1 “(G) the total compensation proposed by the air  
2 carrier for providing scheduled air service under this  
3 section.”.

4 (d) COST SHARE.—

5 (1) SECTION 41737.—Section 41737(a)(1) of  
6 title 49, United States Code, is amended—

7 (A) in subparagraph (D) by striking “and”  
8 at the end;

9 (B) in subparagraph (E) by striking the  
10 period at the end and inserting “; and”; and

11 (C) by adding at the end the following:

12 “(F) require that, for a contract to provide  
13 air service that is entered into or renewed  
14 under this subchapter after September 30,  
15 2026, the Government’s share of the compensa-  
16 tion is not greater than 95 percent.”.

17 (2) SECTION 41731.—Section 41731(c) of title  
18 49, United States Code, is amended by inserting  
19 “and section 41737(a)(1)(F)” after “subsection  
20 (a)(1)”.

21 **SEC. 772. ESSENTIAL AIR SERVICE AUTHORIZATION.**

22 Section 41742(a)(2) of title 49, United States Code,  
23 is amended by striking “\$155,000,000 for fiscal year  
24 2018” an all that follows through “\$172,000,000 for fiscal  
25 year 2023” and inserting “\$332,000,000 for fiscal year

1 2024, \$312,000,000 for fiscal year 2025, \$300,000,000  
2 for fiscal year 2026, \$265,000,000 for fiscal year 2027,  
3 and \$252,000,000 for fiscal year 2028”.

4 **SEC. 773. SMALL COMMUNITY AIR SERVICE DEVELOPMENT**  
5 **PROGRAM REFORM AND AUTHORIZATION.**

6 (a) SAME PROJECTS LIMIT.—Section 41743(c)(4)(B)  
7 of title 49, United States Code, is amended by striking  
8 “10-year” and inserting “6-year”.

9 (b) PRIORITIES.—Section 41743(c)(5) of title 49,  
10 United States Code, is amended—

11 (1) by redesignating subparagraphs (B)  
12 through (G) as subparagraphs (C) through (H), re-  
13 spectively; and

14 (2) by adding after subparagraph (A) the fol-  
15 lowing—

16 “(B) the community has demonstrated  
17 support from at least 1 air carrier to provide  
18 service;”.

19 (c) AUTHORIZATION.—Section 41743(e)(2) of title  
20 49, United States Code, is amended by striking “2023”  
21 and inserting “2028”.



1   **SEC. 774. GAO STUDY ON ALTERNATIVE MODES OF TRANS-**  
2                   **PORTATION FOR ESSENTIAL AIR SERVICE**  
3                   **PROGRAM.**

4       (a) STUDY.—The Comptroller General of the United  
5 States shall conduct a study on the feasibility, potential  
6 benefits, costs, and other impacts of authorizing alter-  
7 native modes of transportation to serve communities under  
8 the essential air service program under sections 41731  
9 through 41742 of title 49, United States Code.

10      (b) SCOPE.—In conducting the study required under  
11 subsection (a), the Comptroller General shall consider  
12 such alternative modes of transportation to include—

- 13           (1) motorcoaches;  
14           (2) rail;  
15           (3) other forms of ground-based transportation;  
16      and  
17           (4) potential innovations in air transportation  
18      after the date of enactment of this Act.

19      (c) CONTENTS.—In conducting the study required  
20 under subsection (a), the Comptroller General shall as-  
21 sess—

- 22           (1) the feasibility of alternative modes of trans-  
23      portation available as of the date of enactment of  
24      this Act to operate with the essential air service pro-  
25      gram requirements as of the date of enactment of

1       this Act under section 41732 of title 49, United  
2       States Code;

3           (2) the cost of providing service to essential air  
4       service communities using air carriers;

5           (3) the cost of providing service to essential air  
6       service communities using alternative modes of  
7       transportation;

8           (4) the use of, or potential need for, codeshare  
9       or interline agreements between air carriers and  
10      companies providing alternative modes of transpor-  
11      tation to essential air service communities;

12          (5) the effect that authorizing alternative modes  
13      of transportation may have on airport improvement  
14      program funding under section 47107 of title 49,  
15      United States Code, for an airport in the essential  
16      air service program under sections 41731 through  
17      41742 of title 49, United States Code; and

18          (6) other impacts of authorizing alternative  
19      modes of transportation for essential air service pro-  
20      gram under sections 41731 through 41742 of title  
21      49, United States Code, that the Comptroller Gen-  
22      eral determines appropriate.

23      (d) REPORT TO CONGRESS.—Not later than 18  
24      months after the date of enactment of this Act, the Comp-  
25      troller General shall submit to the Committee on Trans-

1 portation and Infrastructure of the House of Representa-  
2 tives and the Committee on Commerce, Science, and  
3 Transportation of the Senate a report on the results of  
4 the study required under subsection (a).

5 **SEC. 775. GAO STUDY ON INCREASED COSTS OF ESSENTIAL**  
6 **AIR SERVICE.**

7 (a) STUDY.—The Comptroller General of the United  
8 States shall conduct a study of the change in costs of the  
9 essential air service program under sections 41731  
10 through 41742 of title 49, United States Code.

11 (b) CONTENTS.—In conducting the study required  
12 under subsection (a), the Comptroller General shall—

13 (1) assess trends in costs of the essential air  
14 service program under sections 41731 through  
15 41742 of title 49, United States Code, over the 10-  
16 year period ending on the date of enactment of this  
17 Act;

18 (2) review potential causes for the increased  
19 cost of the essential air service program, including—

20 (A) labor costs;

21 (B) fuel costs;

22 (C) aging aircraft costs;

23 (D) air carrier opportunity costs; and

24 (E) airport costs; and

1           (3) assess the effects of the COVID–19 pan-  
2       demic on the costs of the essential air service pro-  
3       gram under sections 41731 through 41742 of title  
4       49, United States Code.

5       (c) REPORT.—Not later than 18 months after the  
6       date of enactment of this Act, the Comptroller General  
7       shall submit to the Committee on Transportation and In-  
8       frastructure of the House of Representatives and to the  
9       Committee on Commerce, Science, and Transportation of  
10      the Senate a report on the results of the study conducted  
11      under subsection (a).

## 12       **TITLE VIII—MISCELLANEOUS**

### 13      **SEC. 801. DIGITALIZATION OF FAA PROCESSES.**

14      (a) IDENTIFICATION.—Not later than 2 years after  
15      the date of enactment of this Act, the Administrator of  
16      the Federal Aviation Administration shall identify and  
17      catalog programs, activities, or processes that require  
18      paper-based information exchange between—

19           (1) external entities and the Administration; or

20           (2) offices within the Administration.

21      (b) DIGITALIZATION.—On an ongoing basis, and as  
22      appropriate, the Administrator shall transition the paper-  
23      based processes identified under subsection (a) to proc-  
24      esses that support secure digital information submission,  
25      exchange, collaboration, and approval.

1       (c) BRIEFING.—Not later than 60 days after com-  
2 pleting the required identification and catalog in sub-  
3 section (a), the Administrator shall brief the Committee  
4 on Transportation and Infrastructure of the House of  
5 Representatives and the Committee on Commerce,  
6 Science, and Transportation of the Senate on the pro-  
7 grams, activities, and processes identified under sub-  
8 section (a) and such programs, activities, and processes  
9 that have been identified for transition under subsection  
10 (b).

11 **SEC. 802. FAA TELEWORK.**

12       (a) IN GENERAL.—The Administrator of the Federal  
13 Aviation Administration—

14           (1) may establish telework policies for employ-  
15 ees that allow for the Administration to reduce the  
16 office footprint and associated expenses of the Ad-  
17 ministration, increase workforce retention, and pro-  
18 vide flexibilities that the Administrator believes in-  
19 creases efficiency and effectiveness of the Adminis-  
20 tration, while requiring that any such policy—

21           (A) does not adversely impact the mission  
22 of the Administration;

23           (B) does not reduce the safety and effi-  
24 ciency of the national airspace system;

1 (C) for any employee that is designated as  
2 an officer or executive in the Federal Aviation  
3 Administration Executive System or a political  
4 appointee (as such term is defined in section  
5 106 of title 49, United States Code)—

6 (i) maximizes time at a duty station  
7 for such employee, excluding official travel;  
8 and

9 (ii) may include telework provisions as  
10 determined appropriate by the Adminis-  
11 trator, commensurate with official duties  
12 for such employee;

13 (D) provides for on-the-job training oppor-  
14 tunities for Administration personnel that are  
15 not less than such opportunities available in  
16 2019;

17 (E) reflects the appropriate work status of  
18 employees based on the job functions of such  
19 employee;

20 (F) optimizes the work status of inspec-  
21 tors, investigators, and other personnel per-  
22 forming safety-related functions to ensure time-  
23 ly completion of safety oversight activities;

24 (G) provides for personnel, including such  
25 personnel performing work related to aircraft

1 certification and flight standards, who are re-  
2 sponsible for actively working with regulated  
3 entities, external stakeholders, or other mem-  
4 bers of the public to be—

5 (i) routinely available on a predictable  
6 basis for in-person and virtual communica-  
7 tions with external persons; and

8 (ii) not hindered from meeting with,  
9 visiting, auditing, or inspecting facilities or  
10 projects of regulated persons due to any  
11 telework policy; and

12 (H) provides offices of the Administration  
13 opportunities for in-person dialogue, collabora-  
14 tion, and ideation for all employees;

15 (2) ensures that locality pay for an employee of  
16 the Administrator accurately reflects the telework  
17 status and duty station of such employee;

18 (3) may not establish a telework policy for an  
19 employee of the Administration unless such em-  
20 ployee will be provided with secure network capacity,  
21 communications tools, necessary and secure access  
22 to appropriate agency data assets and Federal  
23 records, and equipment sufficient to enable such em-  
24 ployee to be fully productive; and

1           (4) not later than 2 years after the date of en-  
2       actment of this Act, shall evaluate and address any  
3       telework policies in effect on the day before such  
4       date of enactment to ensure that such policies meet  
5       the requirements of paragraph (1).

6       (b) CONGRESSIONAL UPDATE.—Not later than 1  
7       year after the date of enactment of this Act, and 1 year  
8       thereafter, the Administrator shall brief the Committee on  
9       Transportation and Infrastructure of the House of Rep-  
10      resentatives and the Committee on Commerce, Science,  
11      and Transportation of the Senate on any telework policies  
12      currently in place, the implementation of such policies,  
13      and the benefits of such policies.

14      (c) CONSULTATION.—If the Administrator deter-  
15      mines that telework agreements must be updated to imple-  
16      ment the requirements of subsection (a), the Adminis-  
17      trator shall, prior to updating such agreements, consult  
18      with—

19           (1) exclusive bargaining representatives of air  
20      traffic controllers certified under section 7111 of  
21      title 5, United States Code; and

22           (2) labor organizations certified under such sec-  
23      tion as the exclusive bargaining representative of  
24      airway transportation systems specialists and avia-



1       tion safety inspectors of the Federal Aviation Ad-  
2       ministration.

3   **SEC. 803. REVIEW OF OFFICE SPACE.**

4       (a) FAA REVIEW.—

5           (1) INITIATION OF REVIEW.—Not later than 30  
6       months after the date of enactment of this Act, the  
7       Secretary of Transportation shall initiate an inven-  
8       tory review of the domestic office footprint of the  
9       Department of Transportation.

10          (2) COMPLETION OF REVIEW.—Not later than  
11       40 months after the date of enactment of this Act,  
12       the Secretary shall complete the inventory review re-  
13       quired under paragraph (1).

14       (b) CONTENTS OF REVIEW.—In completing the re-  
15       view under subsection (a), the Secretary shall—

16           (1) delineate the domestic office footprint into  
17       units of property, as determined appropriate by the  
18       Secretary;

19           (2) determine unit adequacy related to—

20                (A) the Architectural Barriers Act of 1968  
21                (42 U.S.C. 4151 et seq.) and the corresponding  
22                accessibility guidelines established under part  
23                1191 of title 36, Code of Federal Regulations;  
24                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  
4 such unit, and provide the methodology used to  
5 make the determination;

6 (4) determine the number of individuals who  
7 are full-time equivalent employees, other employees,  
8 or contractors that have each such unit as a duty  
9 station and determine how telework policies will im-  
10 pact the usage of each such unit;

11 (5) calculate the amount of available, unused,  
12 or underutilized space in each such unit;

13 (6) consider any lease terms for leased units  
14 contained in the domestic office footprint, including  
15 cost and effective dates for each such leased unit;  
16 and

17 (7) based on the findings in paragraphs (2)  
18 through (6), and any other metrics the Secretary de-  
19 termines relevant, provide recommendations for opti-  
20 mizing the use of units of property across the De-  
21 partment in consultation with appropriate employee  
22 labor representatives.

23 (c) REPORT.—Not later than 2 months after com-  
24 pleting the review under subsection (a), the Secretary shall  
25 submit to the Committee on Transportation and Infra-

1 structure of the House of Representatives and the Com-  
2 mittee on Commerce, Science, and Transportation of the  
3 Senate a final report that proposes opportunities to opti-  
4 mize the domestic office footprint of the Administration  
5 (and associated costs). In compiling such final report, the  
6 Secretary shall describe opportunities for—

7 (1) consolidation of offices within a reasonable  
8 distance from one another;

9 (2) the collocation of regional or satellite offices  
10 of separate modes of the Department, including the  
11 cost benefits of shared amenities; and

12 (3) the use of coworking spaces instead of per-  
13 manent offices.

14 (d) DEFINITION OF DOMESTIC OFFICE FOOT-  
15 PRINT.—In this section, the term “domestic office foot-  
16 print” means buildings, offices, facilities, and other real  
17 property rented, owned, or occupied by the Administration  
18 or Department—

19 (1) in which employees report for permanent or  
20 temporary duty that are not being used for active  
21 operations of the air traffic control system; and

22 (2) which are located within the United States.

23 **SEC. 804. AIRCRAFT WEIGHT REDUCTION TASK FORCE.**

24 (a) IN GENERAL.—Not later than 180 days after the  
25 date of enactment of this Act, the Administrator of the

1 Federal Aviation Administration shall establish a task  
2 force to identify ways to safely reduce covered aircraft  
3 weight for purposes of reducing fuel burn.

4 (b) COMPOSITION.—The task force established under  
5 subsection (a) shall consist of not more than 20 individ-  
6 uals and shall include representatives of—

7 (1) the Federal Aviation Administration;

8 (2) other Federal agencies as the Administrator  
9 determines appropriate;

10 (3) air carriers;

11 (4) appropriate labor representatives;

12 (5) air carrier flight attendants;

13 (6) aircraft mechanics and repairmen; and

14 (7) aerospace manufacturers.

15 (c) REVIEW.—The task force established under sub-  
16 section (a) shall review and evaluate—

17 (1) regulations, requirements, advisory circu-  
18 lars, orders, or other such directives of the Adminis-  
19 tration related to covered aircraft or covered aircraft  
20 operations that may inhibit certification of new ma-  
21 terials, manufacturing processes, components, or  
22 technologies that could reduce aircraft weight or in-  
23 crease fuel efficiency without decreasing safety;

24 (2) aspects of covered aircraft design that are  
25 outdated or underutilized on the date of enactment

1 of this Act that may unnecessarily increase covered  
2 aircraft weight or reduce aircraft fuel efficiency that  
3 are not necessary for the safe operation of such air-  
4 craft;

5 (3) novel technologies and manufacturing proc-  
6 esses, including the use of advanced materials, that  
7 can safely be used in the construction or modifica-  
8 tion of covered aircraft, including a component or  
9 the interior of such aircraft, to reduce weight or im-  
10 prove fuel efficiency; and

11 (4) nonproprietary methods that air carriers  
12 have used to safely decrease covered aircraft weight  
13 or improve fuel efficiency.

14 (d) REPORT.—

15 (1) TASK FORCE REPORT.—

16 (A) IN GENERAL.—Not later than 3 years  
17 after the establishment of the task force under  
18 subsection (a), the task force shall submit a re-  
19 port on the findings and results of the review  
20 and evaluation conducted under subsection (c)  
21 to the Administrator.

22 (B) RECOMMENDATIONS.—In submitting  
23 the report required under subparagraph (A),  
24 the task force shall include recommendations—

1                   (i) on actions the Administrator may  
2                   take to updated regulations, processes, ad-  
3                   visory circulars, orders, or other such di-  
4                   rections of the Administration to enable  
5                   the certification of new materials, compo-  
6                   nents, manufacturing processes, or tech-  
7                   nologies that may allow for the safe reduc-  
8                   tion of covered aircraft weight or the im-  
9                   provement of fuel efficiency; and

10                  (ii) on best practices for air carriers  
11                  and aerospace manufacturers to certify  
12                  such materials, components, manufac-  
13                  turing processes, or technologies.

14                  (C) APPROXIMATION OF BENEFITS.—For  
15                  each recommendation made under subpara-  
16                  graph (B), the task force shall approximate the  
17                  fuel savings that could be expected if such rec-  
18                  ommendation was adopted.

19                  (D) SUBMISSION TO CONGRESS.—Not later  
20                  than 3 days after receipt of the report required  
21                  under subparagraph (A), the Administrator  
22                  shall submit to the Committee on Transpor-  
23                  tation and Infrastructure of the House of Rep-  
24                  resentatives and the Committee on Commerce,

1 Science, and Transportation of the Senate the  
2 report and recommendations.

3 (2) FAA REPORT.—Not later than 120 days  
4 after submission of the report under paragraph (1),  
5 the 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 a re-  
9 port—

10 (A) describing the recommendations of the  
11 task force with which the Administrator fully  
12 concurs, partially concurs, or does not concur;

13 (B) detailing, for the recommendations  
14 with which the Administrator fully or partially  
15 concurs—

16 (i) a timeline for implementing such  
17 recommendations; and

18 (ii) possible benefits of using new ma-  
19 terials, manufacturing processes, compo-  
20 nents, or technologies, including fuel sav-  
21 ings, increased capacity, or other benefits  
22 as determined reasonable by the task force;  
23 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 submis-  
6 sion of the report required under subsection  
7 (d)(1)(A).

8 (2) EXCEPTION.—The Administrator may  
9 choose to extend such task force after the submis-  
10 sion of the report required under subsection  
11 (d)(1)(A), if the Administrator determines that such  
12 an extension would be in the public interest.

13 (f) DEFINITION.—In this section:

14 (1) AIR CARRIER.—The term “air carrier”  
15 means an air carrier (as such term is defined in sec-  
16 tion 40102 of title 49, United States Code) that  
17 holds a certificate issued under part 121 of title 14,  
18 Code of Federal Regulations.

19 (2) AIRCRAFT WEIGHT.—The term “aircraft  
20 weight” means the gross weight of a covered aircraft  
21 in operation.

22 (3) COVERED AIRCRAFT.—The term “covered  
23 aircraft” means an aircraft that is operated by an  
24 air carrier that is operating pursuant to a certificate



1 issued under part 121 of title 14, Code of Federal  
2 Regulations.

3 **SEC. 805. AUDIT OF TECHNICAL WRITING RESOURCES AND**  
4 **CAPABILITIES.**

5 (a) AUDIT BY INSPECTOR GENERAL.—Not later than  
6 90 days after the date of enactment of this Act, the inspec-  
7 tor general of the Department of Transportation shall ini-  
8 tiate an audit of the technical writing resources and capa-  
9 bilities of the Federal Aviation Administration as such re-  
10 sources and capabilities relate to producing rulemaking,  
11 policy, and guidance, to—

12 (1) determine if such resources and capabilities  
13 are adequate; and

14 (2) make recommendations for improvement of  
15 such resources and capabilities.

16 (b) REVIEW.—In conducting the review required  
17 under subsection (a), the inspector general shall evaluate  
18 the technical writing resources and capabilities of the Ad-  
19 ministration in each line of business of the Administration,  
20 the Office of Policy, International Affairs, and Environ-  
21 ment, and the Office of the Chief Counsel, including by  
22 reviewing—

23 (1) the process and resources required to  
24 produce initial drafts of rulemaking, policy, and  
25 guidance documents;

1 (2) the quality of such initial drafts;

2 (3) the amount of edits that are required  
3 throughout the production of rulemaking, policy, and  
4 guidance documents;

5 (4) writing support and education tools pro-  
6 vided to engineers, managers, and other technical  
7 staff of the Administration involved in writing or ed-  
8 iting such documents; and

9 (5) whether—

10 (A) the Administration has and adheres to  
11 best practices for the drafting of rulemaking,  
12 policy, and guidance documents; and

13 (B) such best practices are—

14 (i) easily accessible and understand-  
15 able by employees of the Administration;  
16 and

17 (ii) reflect modern writing conven-  
18 tions.

19 (c) RECOMMENDATIONS.—In making the rec-  
20 ommendations required under subsection (a)(2), the in-  
21 spector general shall make recommendations to the Ad-  
22 ministrator of the Federal Aviation Administration on how  
23 to improve the quality of written rulemaking, policy, and  
24 guidance documents and the speed at which such docu-  
25 ments can be produced, internally reviewed, and approved.

1 (d) DECONFLICTING SCOPE.—The inspector general  
2 shall ensure that the audit required under subsection (a)  
3 does not duplicate the evaluation required under section  
4 125, except to the extent that duplication is necessary to  
5 fully evaluate the technical writing resources and capabili-  
6 ties of the Administration.

7 (e) REPORT.—Not later than 1 year after the inspec-  
8 tor general initiates the audit under subsection (a), the  
9 inspector general shall submit to the Committee on Trans-  
10 portation and Infrastructure of the House of Representa-  
11 tives and the Committee on Commerce, Science, and  
12 Transportation of the Senate a report on the results of  
13 the audit, including findings and recommendations.

14 **SEC. 806. FAA PARTICIPATION IN INDUSTRY STANDARDS**  
15 **ORGANIZATIONS.**

16 (a) IN GENERAL.—The Administrator of the Federal  
17 Aviation Administration shall ensure the participation of  
18 employees of the Administration in the activities of recog-  
19 nized industry standards organizations to advance the  
20 adoption, reference, and acceptance rate of standards and  
21 means of compliance developed by such organizations by  
22 the Administrator.

23 (b) PARTICIPATION.—An employee directed by the  
24 Administrator to participate in a working group, task

1 group, committee, or similar body of a recognized industry  
2 standards organization shall—

3 (1) actively participate in the discussions and  
4 work of such organization;

5 (2) accurately represent the position of the Ad-  
6 ministration on the subject matter of such discus-  
7 sions and work;

8 (3) contribute to the development of work prod-  
9 ucts of such organization, unless determined to be  
10 inappropriate by such organization;

11 (4) make reasonable efforts to identify and  
12 make any concerns of the Administration relating to  
13 such work products known to such organization, in-  
14 cluding through providing formal comments, as may  
15 be allowed for under the procedures of such organi-  
16 zation;

17 (5) provide regular updates to other Adminis-  
18 tration employees and management on the progress  
19 of such work products; and

20 (6) seek advice and input from other Adminis-  
21 tration employees and management, as needed.

22 (c) INVITATIONS.—

23 (1) IN GENERAL.—The Administrator may ac-  
24 cept an invitation to participate in and contribute to

1 the work of a recognized industry standards organi-  
2 zation as described in subsection (b).

3 (2) DECLINATION OF INVITATION.—If the Ad-  
4 ministrator declines an invitation described in para-  
5 graph (1), the Administrator shall provide—

6 (A) the recognized industry standards or-  
7 ganization a written response to the invitation  
8 that articulates the reasons for declining the in-  
9 vitation; and

10 (B) a copy of such written response to the  
11 Committee on Transportation and Infrastruc-  
12 ture of the House of Representatives and the  
13 Committee on Commerce, Science, and Trans-  
14 portation of the Senate not later than 5 days  
15 after providing the response to such organiza-  
16 tion under subparagraph (A).

17 (d) RECOGNIZED INDUSTRY STANDARDS ORGANIZA-  
18 TION DEFINED.—In this section, the term “recognized in-  
19 dustry standards organization” means a domestic or inter-  
20 national organization that—

21 (1) uses agreed upon procedures to develop  
22 aerospace-related industry standards or means of  
23 compliance, particularly standards or means of com-  
24 pliance that satisfy Administration requirements or  
25 guidance;

1           (2) is comprised of members of the public, in-  
2           cluding subject matter experts, industry representa-  
3           tives, academics and researchers, and government  
4           employees; and

5           (3) has had at least one standard or means of  
6           compliance accepted by the Administrator or ref-  
7           erenced in guidance material or a regulation issued  
8           by the Federal Aviation Administration after the  
9           date of enactment of the Vision 100—Century of  
10          Aviation Reauthorization Act (Public Law 108–176).

11 **SEC. 807. SENSE OF CONGRESS ON USE OF VOLUNTARY**  
12 **CONSENSUS STANDARDS.**

13          It is the sense of Congress that the Administrator  
14 of the Federal Aviation Administration should make every  
15 effort to abide by the policies set forth in the Office of  
16 Management and Budget Circular A–119, titled “Federal  
17 Participation in the Development and Use of Voluntary  
18 Consensus Standards and Conformity Assessment Activi-  
19 ties”.

20 **SEC. 808. REQUIRED DESIGNATION.**

21          The Administrator of the Federal Aviation Adminis-  
22 tration shall designate any aviation rulemaking committee  
23 convened under this Act pursuant to section 106(p)(5) of  
24 title 49, United States Code.

1 **SEC. 809. SENSITIVE SECURITY INFORMATION.**

2 (a) IN GENERAL.—Chapter 401 of title 49, United  
3 States Code, is amended by inserting after section 40118  
4 the following:

5 **“§ 40119. Sensitive security information**

6 “(a) IN GENERAL.—Notwithstanding section 552 of  
7 title 5, the Secretary of Transportation shall issue regula-  
8 tions prohibiting the disclosure of information obtained or  
9 developed in the process of ensuring security under this  
10 title if the Secretary determines that disclosing the infor-  
11 mation would—

12 “(1) be an unwarranted invasion of personal  
13 privacy;

14 “(2) reveal a trade secret or privileged or con-  
15 fidential commercial or financial information; or

16 “(3) be detrimental to transportation safety.

17 “(b) WITHHELD INFORMATION.—In carrying out  
18 subsection (a), the Secretary shall ensure that the prohibi-  
19 tions described in such subsection do not apply to any in-  
20 formation provided to a committee of Congress authorized  
21 to have such information, including the Committee on  
22 Transportation and Infrastructure of the House of Rep-  
23 resentatives and the Committee on Commerce, Science,  
24 and Transportation of the Senate.

25 “(c) RULE OF CONSTRUCTION.—Nothing in sub-  
26 section (a) shall be construed to authorize the designation

1 of information as sensitive security information (as de-  
2 fined in section 15.5 of title 49, Code of Federal Regula-  
3 tions) to—

4 “(1) conceal—

5 “(A) a violation of law;

6 “(B) inefficiency; or

7 “(C) an administrative error;

8 “(2) prevent embarrassment to a person, orga-  
9 nization, or governmental agency;

10 “(3) restrain competition; or

11 “(4) prevent or delay the release of information  
12 that does not require protection in the interest of  
13 transportation security, including basic scientific re-  
14 search information not clearly related to transpor-  
15 tation security.

16 “(d) NONDISCLOSURE.—Section 552a of title 5 shall  
17 not apply to disclosures that the Administrator of the Fed-  
18 eral Aviation Administration may make from the systems  
19 of records of the Administration to any Federal law en-  
20 forcement, intelligence, protective service, immigration, or  
21 national security official in order to assist the official re-  
22 ceiving the information in the performance of official du-  
23 ties.”.

24 (b) CLERICAL AMENDMENT.—The analysis for chap-  
25 ter 401 of title 49, United States Code, is amended by



1 striking the item related to section 40119 and inserting  
2 the following:

“40119. Sensitive security information.”.

3 **SEC. 810. PRESERVING OPEN SKIES WHILE ENSURING FAIR**  
4 **SKIES.**

5 (a) ADDITION OF LABOR STANDARDS.—Section  
6 40101 of title 49, United States Code, is amended—

7 (1) in subsection (a) by adding at the end the  
8 following:

9 “(17) preventing the undermining of labor  
10 standards.”; and

11 (2) in subsection (e) by adding at the end the  
12 following:

13 “(11) preventing the undermining of labor  
14 standards.”.

15 (b) UPDATE TO FOREIGN AIR CARRIER PERMITS.—  
16 Section 41302(2)(B) of title 49, United States Code, is  
17 amended by striking “the foreign air transportation” and  
18 inserting “after considering the totality of the cir-  
19 cumstances, including the matters described in section  
20 40101(a), the foreign air transportation”.

21 (c) SAVINGS CLAUSE.—Nothing in this section, or  
22 the amendments made by this section, shall be construed  
23 to affect the validity of a foreign air carrier permit held,  
24 or air transport agreement in place, on the date of enact-  
25 ment of this Act.

1 **SEC. 811. COMMERCIAL PREFERENCE.**

2 Section 40110(d) of title 49, United States Code, is  
3 amended—

4 (1) in paragraph (1) by striking “and imple-  
5 ment” and inserting “, implement, and periodically  
6 update”;

7 (2) in paragraph (2) by striking “the new ac-  
8 quisition management system developed and imple-  
9 mented” and inserting “the acquisition management  
10 system developed, implemented, and periodically up-  
11 dated” each place it appears;

12 (3) in paragraph (3)—

13 (A) in the matter preceding subparagraph

14 (A)—

15 (i) by striking “new”; and

16 (ii) by striking “and implemented”  
17 and inserting “, implemented, and periodi-  
18 cally updated”; and

19 (B) in subparagraph (B) by striking  
20 “Within” and all that follows through “the Ad-  
21 ministrator” and inserting “The Adminis-  
22 trator”;

23 (4) by redesignating paragraphs (4) and (5) as  
24 paragraphs (5) and (6), respectively; and

25 (5) by inserting after paragraph (3) the fol-  
26 lowing:

1 “(4) COMMERCIAL PRODUCTS AND SERVICES.—

2 In implementing and updating the acquisition man-  
3 agement system pursuant to paragraph (1), the Ad-  
4 ministrator shall, to the maximum extent prac-  
5 ticable—

6 “(A) describe the requirements with re-  
7 spect to a solicitation for the procurement of  
8 supplies or services in terms of—

9 “(i) functions to be performed;

10 “(ii) performance required; or

11 “(iii) essential physical and system  
12 characteristics;

13 “(B) ensure that commercial services or  
14 commercial products may be procured to fulfill  
15 such solicitation, or to the extent that commer-  
16 cial products suitable to meet the needs of the  
17 Administration are not available, ensure that  
18 nondevelopmental items other than commercial  
19 products may be procured to fulfill such solici-  
20 tation;

21 “(C) provide offerors of commercial serv-  
22 ices, commercial products, and nondevelop-  
23 mental items other than commercial products  
24 an opportunity to compete in any solicitation  
25 for the procurement of supplies or services;

1           “(D) revise the procurement policies, prac-  
2           tices, and procedures of the Administration to  
3           reduce any impediments to the acquisition of  
4           commercial products and commercial services;  
5           and

6           “(E) ensure that procurement officials—

7                 “(i) acquire commercial services, com-  
8                 mercial products, or nondevelopmental  
9                 items other than commercial products to  
10                meet the needs of the Administration;

11               “(ii) in a solicitation for the procure-  
12               ment of supplies or services, state the spec-  
13               ifications for such supplies or services in  
14               terms that enable and encourage bidders  
15               and offerors to supply commercial services  
16               or commercial products, or to the extent  
17               that commercial products suitable to meet  
18               the needs of the Administration are not  
19               available, to supply nondevelopmental  
20               items other than commercial products;

21               “(iii) require that prime contractors  
22               and subcontractors at all levels under con-  
23               tracts with the Administration incorporate  
24               commercial services, commercial products,  
25               or nondevelopmental items other than com-

1 commercial products as components of items  
2 supplied to the Administration;

3 “(iv) modify procurement require-  
4 ments in appropriate circumstances to en-  
5 sure that such requirements can be met by  
6 commercial services or commercial prod-  
7 ucts, or to the extent that commercial  
8 products suitable to meet the needs of the  
9 Administration are not available, non-  
10 developmental items other than commercial  
11 products; and

12 “(v) require training of appropriate  
13 personnel in the acquisition of commercial  
14 products and commercial services.”.

15 **SEC. 812. CONSIDERATION OF THIRD-PARTY SERVICES.**

16 (a) PLANS AND POLICY.—Section 44501 of title 49,  
17 United States Code, is amended—

18 (1) in subsection (a) by striking “development  
19 and location of air navigation facilities” and insert-  
20 ing “development of air navigation facilities and  
21 services”; and

22 (2) in subsection (b)—

23 (A) by striking “and development” and in-  
24 serting “procurement, and development” each  
25 place it appears;

1 (B) by striking “facilities and equipment”  
2 and inserting “facilities, services, and equip-  
3 ment”;

4 (C) by striking “first and 2d years” and  
5 inserting “first and second years”;

6 (D) by striking “subclauses (A) and (B) of  
7 this clause” and inserting “subparagraphs (A)  
8 and (B)”;

9 (E) by striking “the 3d, 4th, and 5th” and  
10 inserting “the third, fourth, and fifth”;

11 (F) by striking “systems and facilities”  
12 and inserting “systems, services, and facilities”;  
13 and

14 (G) by striking “growth of aviation” and  
15 inserting “growth of the aerospace industry”.

16 (b) SYSTEMS, PROCEDURES, FACILITIES, AND DE-  
17 VICES.—Section 44505 of title 49, United States Code,  
18 is amended—

19 (1) in subsection (a)—

20 (A) by striking “develop, alter” and insert-  
21 ing “develop when necessary, alter”; and

22 (B) by striking “and devices” and insert-  
23 ing “services, and devices” each place it ap-  
24 pears; and

1           (2) in subsection (b) by striking “develop dy-  
2       namic simulation models” and inserting “develop or  
3       procure dynamic simulation models and tools” each  
4       place it appears.

5   **SEC. 813. CERTIFICATES OF AUTHORIZATION OR WAIVER.**

6       (a) IN GENERAL.—Notwithstanding any other provi-  
7       sion of law, the Secretary of Transportation, acting  
8       through the Administrator of the Federal Aviation Admin-  
9       istration, may issue a certificate of authorization or waiver  
10      to a person to operate an aircraft within an area covered  
11      by a temporary flight restriction under such conditions as  
12      the Administrator may prescribe.

13      (b) SPECIAL CONSIDERATIONS.—If a temporary  
14      flight restriction is issued pursuant to section 352 of the  
15      Consolidated Appropriations Resolution, 2003 (Public  
16      Law 108–7), the conditions prescribed by the Adminis-  
17      trator under subsection (a) shall include the following:

18           (1) A minimum distance from the center of the  
19       temporary flight restriction, which shall not be  
20       greater than 0.75 nautical miles, unless the Admin-  
21       istrator determines, on a case by case basis, that  
22       such mileage is insufficient to maintain public safe-  
23       ty.

24           (2) The person may not operate an aircraft (ex-  
25       cept for a purpose described under section 352(a)(3)

1 of the Consolidated Appropriations Resolution, 2003  
2 (Public Law 108–7)) for a purpose that the Sec-  
3 retary determines is directly related to the event for  
4 which the temporary flight restriction is active.

5 (c) EXCEPTION.—Subsection (b)(1) shall not apply to  
6 aircraft operations associated with an aviation event or  
7 airshow for which the Administrator has granted a certifi-  
8 cate of authorization or waiver.

9 (d) BRIEFING.—Not later than 18 months after the  
10 date of enactment of this Act, the Secretary shall brief  
11 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 on the  
14 implementation of this section, including the number and  
15 nature of certificates of authorization or waiver that have  
16 been issued under subsection (a) subject to restrictions  
17 under subsection (b).

18 (e) SUNSET.—Subsection (b) shall cease to have ef-  
19 fect on October 1, 2028.

20 **SEC. 814. WING-IN-GROUND-EFFECT CRAFT.**

21 (a) MEMORANDUM OF UNDERSTANDING.—

22 (1) IN GENERAL.—Not later than 24 months  
23 after the date of enactment of this Act, the Adminis-  
24 trator of the Federal Aviation Administration and  
25 the Commandant of the Coast Guard shall execute



1 a memorandum of understanding governing the spe-  
2 cific roles, delineations of responsibilities, resources,  
3 and commitments of the Federal Aviation Adminis-  
4 tration and the Coast Guard, respectively, pertaining  
5 to wing-in-ground-effect craft that are—

6 (A) only capable of operating either in  
7 water or in ground effect over water; and

8 (B) operated exclusively over waters sub-  
9 ject to the jurisdiction of the United States.

10 (2) CONTENTS.—The memorandum of under-  
11 standing described in paragraph (1) shall—

12 (A) cover the processes the Federal Avia-  
13 tion Administration and the United States  
14 Coast Guard will follow to promote communica-  
15 tions, efficiency, and nonduplication of effort in  
16 carrying out such memorandum of under-  
17 standing;

18 (B) account for the special rule in accord-  
19 ance with subsection (b); and

20 (C) provide procedures for, at a minimum,  
21 the following:

22 (i) Approval of wing-in-ground-effect  
23 craft designs.

24 (ii) Operations of wing-in-ground-ef-  
25 fect craft.

1 (iii) Pilotage of wing-in-ground-effect  
2 craft.

3 (iv) Inspections of wing-in-ground-ef-  
4 fect craft.

5 (v) Maintenance of wing-in-ground-ef-  
6 fect craft.

7 (b) SPECIAL RULE PROHIBITING SECRETARY FROM  
8 REGULATING CERTAIN WIG CRAFT OPERATORS AS AIR  
9 CARRIERS.—Notwithstanding any other provision of law  
10 or regulation, the Secretary of Transportation may not  
11 regulate an operator of a wing-in-ground-effect craft as  
12 an air carrier (as such term is defined in section 40102(a)  
13 of title 49, United States Code).

14 (c) RULE OF CONSTRUCTION.—Nothing in this sec-  
15 tion shall be construed to—

16 (1) limit the authority of the Secretary or the  
17 Administrator to regulate aircraft that are not wing-  
18 in-ground-effect craft, including aircraft that are—

19 (A) capable of the operations described in  
20 subsection (b); and

21 (B) capable of sustained flight out of  
22 ground effect;

23 (2) confer upon the Commandant the authority  
24 to determine the impact of any civil aircraft oper-

1       ation on the safety or efficiency of the National Air-  
2       space System; or

3           (3) confer upon the Administrator the authority  
4       to issue a certificate of documentation, with or with-  
5       out a registry, fishery or coastwise endorsement, for,  
6       or inspect any vessel as that term is defined in sec-  
7       tion 115 of title 46, United States Code.

8       (d) WING-IN-GROUND-EFFECT CRAFT DEFINED.—In  
9       this section, the term “wing-in-ground-effect craft” means  
10      a craft that is capable of operating completely above the  
11      surface of the water on a dynamic air cushion created by  
12      aerodynamic lift due to the ground effect between the craft  
13      and the surface of the water.

14   **SEC. 815. QUASQUICENTENNIAL OF AVIATION.**

15      (a) FINDINGS.—Congress finds the following:

16           (1) December 17, 2028, is the 125th anniver-  
17      sary of the first successful manned, free, controlled,  
18      and sustained flight by an aircraft.

19           (2) The first flight by Orville and Wilbur  
20      Wright in Kitty Hawk, North Carolina, is a defining  
21      moment in the history of the United States and the  
22      world.

23           (3) The Wright brothers’ achievement is a tes-  
24      tament to their ingenuity, perseverance, and commit-

1       ment to innovation, which has inspired generations  
2       of aviators and scientists alike.

3           (4) The advent of aviation and the air transpor-  
4       tation industry has fundamentally transformed the  
5       United States and the world for the better.

6           (5) The 125th anniversary of the Wright broth-  
7       ers' first flight is worthy of recognition and celebra-  
8       tion to honor their legacy and to inspire a new gen-  
9       eration of Americans as aviation reaches an inflec-  
10      tion point of innovation and change.

11       (b) SENSE OF CONGRESS.—It is the sense of Con-  
12      gress that the Secretary of Transportation, the Adminis-  
13      trator of the Federal Aviation Administration, and the  
14      heads of other appropriate Federal agencies should facili-  
15      tate and participate in local, national, and international  
16      observances and activities that commemorate and cele-  
17      brate the 125th anniversary of powered flight.

18      **SEC. 816. FEDERAL CONTRACT TOWER WAGE DETERMINA-**  
19                                      **TIONS AND POSITIONS.**

20       The Secretary of Transportation shall request that  
21      the Secretary of Labor—

22           (1) review and update, as necessary, including  
23       to account for cost-of-living adjustments, the basis  
24       for the wage determination for air traffic controllers  
25       who are employed at air traffic control towers oper-

1       ated under the Contract Tower Program established  
2       under section 47124 of title 49, United States Code;

3           (2) create a new wage determination category  
4       or occupation code for managers of air traffic con-  
5       trollers who are employed at air traffic control tow-  
6       ers in the Contract Tower Program; and

7           (3) consult with the Administrator of the Fed-  
8       eral Aviation Administration in carrying out the re-  
9       quirements of paragraphs (1) and (2).

10 **SEC. 817. INTERNAL PROCESS IMPROVEMENTS REVIEW.**

11       (a) IN GENERAL.—Not later than 180 days after the  
12       date of enactment of this Act, the inspector general of the  
13       Department of Transportation shall review the coordina-  
14       tion and approval processes of non-regulatory materials  
15       produced by the Federal Aviation Administration to im-  
16       prove the timeliness, transparency, development, and  
17       issuance of such materials.

18       (b) CONTENTS OF REVIEW.—In conducting the re-  
19       view under subsection (a), the inspector general shall—

20           (1) provide recommendations for improving  
21       processes and eliminating nonvalue-added reviews of  
22       non-regulatory materials within the Federal Aviation  
23       Administration and Department of Transportation,  
24       in consideration of the authority of the Adminis-

1       trator under section 106 of title 49, United States  
2       Code, and other applicable laws;

3           (2) consider, with respect to each office within  
4       the Federal Aviation Administration and the Depart-  
5       ment of Transportation that reviews non-regulatory  
6       materials—

7           (A) the timeline assigned to each such of-  
8       fice to complete the review of such materials;

9           (B) the actual time spent for such review;  
10       and

11          (C) opportunities to reduce the actual time  
12       spent for such review;

13       (3) describe any organizational changes and ad-  
14       ditional resources that the Administration needs, if  
15       necessary, to reduce delays in the development and  
16       publication of proposed non-regulatory materials;

17       (4) consider to what extent reporting mecha-  
18       nisms and templates could be used to provide the  
19       public with more consistent information on the de-  
20       velopment status of non-regulatory materials;

21       (5) consider changes to the application of rules  
22       governing ex parte communications by the Adminis-  
23       trator to provide flexibility for employees of the Ad-  
24       ministration to discuss non-regulatory materials with

1 aviation stakeholders and foreign aviation authorities  
2 to promote United States aviation leadership;

3 (6) recommend methods by which the Adminis-  
4 tration can incorporate standards set by recognized  
5 industry standards organizations, as such term is  
6 defined in section 806, into non-regulatory materials  
7 to keep pace with rapid changes in aerospace tech-  
8 nology and processes; and

9 (7) evaluate the processes and best practices  
10 other civil aviation authorities and other Federal de-  
11 partments and agencies use to produce non-regu-  
12 latory materials, particularly the processes of enti-  
13 ties that produce such materials in an expedited  
14 fashion to respond to safety risks, incidents, or new  
15 technology adoption.

16 (c) CONSULTATION.—In conducting the review under  
17 subsection (a), the inspector general may, as appropriate,  
18 consult with industry stakeholders, academia, and other  
19 individuals with relevant background or expertise in im-  
20 proving the efficiency of Federal non-regulatory material  
21 production.

22 (d) REPORT.—Not later than 1 year after the inspec-  
23 tor general initiates the review under subsection (a), the  
24 inspector general shall submit to the Administrator a re-  
25 port on such review.

1 (e) ACTION PLAN.—

2 (1) IN GENERAL.—The Administrator shall de-  
3 velop an action plan to implement the recommenda-  
4 tions contained in the report submitted under sub-  
5 section (d).

6 (2) BRIEFING.—Not later than 90 days after  
7 receiving the report under subsection (d), the Ad-  
8 ministrator shall brief the Committee on Transpor-  
9 tation and Infrastructure of the House of Represent-  
10 atives and the Committee on Commerce, Science,  
11 and Transportation of the Senate on such plan.

12 (f) NON-REGULATORY MATERIALS DEFINED.—In  
13 this section, the term “non-regulatory materials” means  
14 orders, advisory circulars, statements of policy, guidance,  
15 technical standards, and other materials related to avia-  
16 tion safety, training, and operation of aeronautical prod-  
17 ucts.

18 **SEC. 818. ACCEPTANCE OF DIGITAL DRIVER’S LICENSE AND**  
19 **IDENTIFICATION CARDS.**

20 The Administrator of the Federal Aviation Adminis-  
21 tration shall take such actions as may be necessary to ac-  
22 cept, in any instance where an individual is required to  
23 submit government-issued identification to the Adminis-  
24 trator, a digital or mobile driver’s license or identification  
25 card issued to such individual by a State.



1 **SEC. 819. BUCKEYE 940 RELEASE OF DEED RESTRICTIONS.**

2 (a) PURPOSE.—The purpose of this section is to au-  
3 thorize the Secretary to issue a Deed of Release from all  
4 terms, conditions, reservations, restrictions, and obliga-  
5 tions contained in the Quitclaim Deed and permit the  
6 State of Arizona to deposit all proceeds of the disposition  
7 of Buckeye 940 in the appropriate fund for the benefit  
8 of the beneficiaries of the Arizona State Land Trust.

9 (b) DEFINITIONS.—In this section:

10 (1) BUCKEYE 940.—The term “Buckeye 940”  
11 means all of section 12, T.1 N., R.3 W. and all of  
12 adjoining fractional section 7, T.1 N., R.2 W., Gila  
13 and Salt River Meridian, Arizona, which property  
14 was the subject of the Quitclaim Deed between the  
15 United States and the State of Arizona, dated July  
16 11, 1949, and which is currently owned by the State  
17 of Arizona and held in trust for the beneficiaries of  
18 the Arizona State Land Trust.

19 (2) QUITCLAIM DEED.—The term “Quitclaim  
20 Deed” means the Quitclaim Deed between the  
21 United States and the State of Arizona, dated July  
22 11, 1949.

23 (3) SECRETARY.—The term “Secretary” means  
24 the Secretary of Transportation.

25 (c) RELEASE OF ANY AND ALL INTEREST IN BUCK-  
26 EYE 940.—

1           (1) IN GENERAL.—Notwithstanding any other  
2           provision of law, the United States, acting through  
3           the Secretary, shall issue to the State of Arizona a  
4           Deed of Release to release all terms, conditions, res-  
5           ervations, restrictions, and obligations contained in  
6           the Quitclaim Deed, including any and all rever-  
7           sionary interest of the United States in Buckeye  
8           940.

9           (2) TERMS AND CONDITIONS.—The Deed of  
10          Release described in paragraph (1) shall be subject  
11          to such additional terms and conditions, consistent  
12          with such paragraph, as the Secretary considers ap-  
13          propriate to protect the interests of the United  
14          States.

15          (3) NO RESTRICTION ON USE OF PROCEEDS.—  
16          Notwithstanding any other provision of law, the  
17          State of Arizona may dispose of Buckeye 940 and  
18          any proceeds thereof, including proceeds already col-  
19          lected by the State and held in a suspense account,  
20          without regard to any restriction imposed by the  
21          Quitclaim Deed or by section 155.7 of title 14, Code  
22          of Federal Regulations.

23          (4) MINERAL RESERVATION.—The Deed of Re-  
24          lease described in paragraph (1) shall include the re-  
25          lease of all interests of the United States to the min-

1       eral rights on Buckeye 940 included in the Quit-  
2       claim Deed.

3       **SEC. 820. FEDERAL AVIATION ADMINISTRATION INFORMA-**  
4       **TION TECHNOLOGY SYSTEM INTEGRITY.**

5       (a) IN GENERAL.—Not later than 180 days after the  
6       date of enactment of this Act, the Administrator of the  
7       Federal Aviation Administration shall initiate a review to  
8       identify and address aging information technology systems  
9       within the Administration.

10      (b) CONTENTS.—The review required under sub-  
11      section (a) shall—

12           (1) identify and inventory critical software and  
13      hardware systems of the Administration;

14           (2) assess the vulnerabilities of such systems to  
15      degradation, errors (including human errors), and  
16      malicious attacks (including cyber attacks); and

17           (3) identify upgrades to, or replacements for,  
18      such systems that are necessary to mitigate such  
19      vulnerabilities.

20      (c) MITIGATION.—The Administrator shall take such  
21      action as may be necessary to mitigate the vulnerabilities  
22      identified under the review conducted under subsection  
23      (a).

1 (d) LEVERAGING EXTERNAL EXPERTISE.—To the  
2 maximum extent practicable, the actions carried out pur-  
3 suant to this section shall—

4 (1) be consistent with the acquisition manage-  
5 ment system established and updated pursuant to  
6 section 40110(d) of title 49, United States Code;

7 (2) incorporate input from industry, academia,  
8 or other external experts on information technology;  
9 and

10 (3) identify technologies in existence or in de-  
11 velopment that, with or without adaptation, are ex-  
12 pected to be suitable to meet the technical informa-  
13 tion technology needs of the Administration.

14 (e) REPORT.—Not later than 2 years after the date  
15 of enactment of this Act, the Administrator shall submit  
16 to the Committee on Transportation and Infrastructure  
17 of the House of Representatives and the Committee on  
18 Commerce, Science, and Transportation of the Senate a  
19 report detailing the results of the review required under  
20 subsection (a).

21 (f) INSPECTOR GENERAL REVIEW.—

22 (1) IN GENERAL.—After the Administrator  
23 completes the review under subsection (a), the in-  
24 spector general of the Department of Transportation  
25 shall conduct an audit of the integrity of the infor-

1 mation technology systems of the Administration  
2 and assess the efforts of the Administration to ad-  
3 dress the Administration's aging information tech-  
4 nology systems.

5 (2) REPORT.—The inspector general shall sub-  
6 mit to the Committee on Transportation and Infra-  
7 structure of the House of Representatives and the  
8 Committee on Commerce, Science, and Transpor-  
9 tation of the Senate a report on the results of the  
10 audit carried out under this subsection.

11 **SEC. 821. BRIEFING ON RADIO COMMUNICATIONS COV-**  
12 **ERAGE AROUND MOUNTAINOUS TERRAIN.**

13 (a) BRIEFING REQUIREMENT.—Not later than 180  
14 days after the date of enactment of this Act, the Adminis-  
15 trator of the Federal Aviation Administration shall provide  
16 to the Committee on Transportation and Infrastructure  
17 of the House of Representatives and the Committee on  
18 Commerce, Science, and Transportation of the Senate a  
19 briefing on the radio communications coverage within the  
20 airspace surrounding the Mena Intermountain Municipal  
21 Airport in Mena, Arkansas.

22 (b) BRIEFING CONTENTS.—The briefing required  
23 under subsection (a) shall include the following:

24 (1) The radio communications coverage within  
25 the airspace surrounding the Mena Intermountain

1       Municipal Airport with the applicable Air Route  
2       Traffic Control Center.

3           (2) The altitudes at which radio communica-  
4       tions capabilities are lost within such airspace.

5           (3) Recommendations on changes that may in-  
6       crease radio communications coverage below 4,000  
7       feet above ground level within such airspace.

8   **SEC. 822. STUDY ON CONGESTED AIRSPACE.**

9       (a) STUDY.—Not later than 180 days after the date  
10      of enactment of this Act, the Comptroller General of the  
11      United States shall initiate a study on the efficiency and  
12      efficacy of scheduled commercial air service transiting con-  
13      gested airspace.

14      (b) CONTENTS.—In carrying out the study required  
15      under subsection (a), the Comptroller General shall exam-  
16      ine—

17           (1) various regions of congested airspace and  
18      the differing factors of such regions;

19           (2) commercial air service;

20           (3) military flight activity;

21           (4) emergency response activity;

22           (5) commercial space transportation activities;

23           (6) weather; and

24           (7) air traffic controller staffing.

1 (c) REPORT.—Not later than 18 months after the  
2 date of enactment of this Act, the Comptroller General  
3 shall submit to the Committee on Transportation and In-  
4 frastructure of the House of Representatives and the Com-  
5 mittee on Commerce, Science, and Transportation of the  
6 Senate a report on the results of the study and rec-  
7 ommendations to reduce the impacts to scheduled air serv-  
8 ice transiting congested airspace.

9 **SEC. 823. ADMINISTRATIVE SERVICES FRANCHISE FUND.**

10 Title I of the Department of Transportation and Re-  
11 lated Agencies Appropriations Act, 1997 (49 U.S.C.  
12 40113 note) is amended under the heading “Administra-  
13 tive Services Franchise Fund” by striking “shall be paid  
14 in advance” and inserting “may be reimbursed after per-  
15 formance or paid in advance”.

16 **SEC. 824. USE OF BIOGRAPHICAL ASSESSMENTS.**

17 Section 44506(f)(2)(A) of title 49, United States  
18 Code, is amended by striking “paragraph (1)(B)(ii)” and  
19 inserting “paragraph (1)(B)”.

20 **SEC. 825. WHISTLEBLOWER PROTECTION ENFORCEMENT.**

21 Section 42121(b)(5) of title 49, United States Code,  
22 is amended to read as follows:

23 “(5) ENFORCEMENT OF ORDER.—Whenever  
24 any person has failed to comply with an order issued  
25 under paragraph (3), the Secretary of Labor and the

1 Administrator of the Federal Aviation Administra-  
2 tion shall consult with each other to determine the  
3 most appropriate action to be taken, in which—

4 “(A) the Secretary of Labor may file a  
5 civil action in the United States district court  
6 for the district in which the violation was found  
7 to occur to enforce such order, for which, in ac-  
8 tions brought under this paragraph, the district  
9 courts shall have jurisdiction to grant all appro-  
10 priate relief including, injunctive relief and com-  
11 pensatory damages; or

12 “(B) the Administrator of the Federal  
13 Aviation Administration may assess a civil pen-  
14 alty pursuant to section 46301 to enforce such  
15 order.”.

16 **SEC. 826. FINAL RULEMAKING ON CERTAIN MANUFAC-**  
17 **TURING STANDARDS.**

18 Not later than December 16, 2023, the Administrator  
19 of the Federal Aviation Administration shall issue a final  
20 rule for the notice of proposed rulemaking titled “Airplane  
21 Fuel Efficiency Certification” and published June 15,  
22 2022 (RIN 2120–AL54).

23 **SEC. 827. REMOTE DISPATCH.**

24 (a) IN GENERAL.—Section 44711(a) of title 49,  
25 United States Code, is amended—



1           (1) in paragraph (9) by striking “or” at the  
2       end;

3           (2) in paragraph (10) by striking the period  
4       and inserting “; or”; and

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

6           “(11) work as an aircraft dispatcher outside of  
7       a physical location designated as a dispatching cen-  
8       ter or flight following center of an air carrier, except  
9       as provided under section 44747.”.

10       (b) AIRCRAFT DISPATCHING.—Chapter 447 of title  
11   49, United States Code, is further amended by adding at  
12   the end the following:

13   **“§ 44747. Aircraft dispatching**

14       “(a) AIRCRAFT DISPATCHING CERTIFICATE.—No  
15   person may serve as an aircraft dispatcher for an air car-  
16   rier unless that person holds the appropriate aircraft dis-  
17   patcher certificate issued by the Administrator of the Fed-  
18   eral Aviation Administration.

19       “(b) PROOF OF CERTIFICATE.—Upon the request of  
20   the Administrator or an authorized representative of the  
21   National Transportation Safety Board, or other appro-  
22   priate Federal agency, a person who holds such a certifi-  
23   cate, and is performing dispatching shall present the cer-  
24   tificate for inspection.

1       “(c) DISPATCH CENTERS AND FLIGHT FOLLOWING  
2 CENTERS.—

3               “(1) ESTABLISHMENT.—Air carriers shall es-  
4 tablish 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  
8 centers 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  
18 Administrator.

19               “(3) LOCATION LIMITATION.—No air carrier  
20 may dispatch aircraft from any location other than  
21 the designated dispatch centers or flight following  
22 centers of such air carrier.

23       “(d) EMERGENCY AUTHORITY FOR REMOTE DIS-  
24 PATCHING.—Notwithstanding subsection (c), an air car-  
25 rier may dispatch aircraft from locations other than from

1 designated dispatch centers or flight following centers for  
2 a limited period of time in the event of an emergency or  
3 other event that renders a center inoperable. An air carrier  
4 may not dispatch aircraft under the emergency authority  
5 under this subsection for longer than 30 consecutive days  
6 without the approval of the Administrator.”.

7 (c) CLERICAL AMENDMENT.—The analysis for chap-  
8 ter 447 of title 49, United States Code, is further amend-  
9 ed by 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  
17 inserting “The Administrator shall require”;  
18 and

19 (B) by striking “shall submit to the Ad-  
20 ministrator” and inserting “to submit”; and

21 (2) in subsection (c) by striking “A part 121  
22 air carrier shall” and inserting “The Administrator  
23 shall require a part 121 air carrier to”.

1 **SEC. 829. CREW MEMBER SELF-DEFENSE TRAINING.**

2 Section 44918(b) of title 49, United States Code, is  
3 amended—

4 (1) in paragraph (4) by striking “Neither” and  
5 inserting “Except as provided in paragraph (8), nei-  
6 ther”; and

7 (2) by adding at the end the following:

8 “(8) AIR CARRIER ACCOMMODATION.—An air  
9 carrier with a crew member participating in the  
10 training program under this subsection shall provide  
11 a process through which each such crew member  
12 may obtain reasonable accommodations.”.

13 **SEC. 830. FORMAL SEXUAL ASSAULT AND HARASSMENT**  
14 **POLICIES ON AIR CARRIERS AND FOREIGN**  
15 **AIR CARRIERS.**

16 (a) IN GENERAL.—Chapter 417 of title 49, United  
17 States Code, is further amended by adding at the end the  
18 following:

19 **“§ 41728. Formal sexual assault and harassment poli-**  
20 **cies**

21 “(a) REQUIREMENT.—Not later than 180 days after  
22 the date of enactment of this section, each air carrier and  
23 foreign air carrier transporting passengers for compensa-  
24 tion shall issue, in consultation with labor unions rep-  
25 resenting personnel of the air carrier or foreign air carrier,

1 a formal policy with respect to transportation sexual as-  
2 sault or harassment incidents.

3 “(b) CONTENTS.—The policy required under sub-  
4 section (a) shall include—

5 “(1) a statement indicating that no transpor-  
6 tation sexual assault or harassment incident is ac-  
7 ceptable under any circumstance;

8 “(2) procedures that facilitate the reporting of  
9 a transportation sexual assault or harassment inci-  
10 dent, including—

11 “(A) appropriate public outreach activities;  
12 and

13 “(B) confidential phone and internet-based  
14 opportunities for reporting;

15 “(3) procedures that personnel should follow  
16 upon the reporting of a transportation sexual assault  
17 or harassment incident, including actions to protect  
18 affected individuals from continued sexual assault or  
19 harassment and to notify law enforcement when ap-  
20 propriate;

21 “(4) procedures that may limit or prohibit, to  
22 the extent practicable, future travel with the air car-  
23 rier or foreign air carrier by any passenger who  
24 causes a transportation sexual assault or harassment  
25 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 for-  
20 eign air carrier described in subsection (a) has acted with  
21 any 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 for-  
25 eign air carrier.

1           “(2) SEXUAL ASSAULT.—The term ‘sexual as-  
2       sault’ means the occurrence of an act that con-  
3       stitutes any nonconsensual sexual act proscribed by  
4       Federal, tribal, or State law, including when the vic-  
5       tim lacks 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  
17      of 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 chap-  
23   ter 417 of title 49, United States Code, is further amend-  
24   ed by adding at the end the following:

“41728. Formal sexual assault and harassment policies.”.

1 **SEC. 831. INTERFERENCE WITH SECURITY SCREENING**  
2 **PERSONNEL.**

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  
16 date of enactment of this Act, the Comptroller General  
17 of the United States shall initiate a study to examine ways  
18 in 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  
21 under subsection (a), the Comptroller General shall con-  
22 sider—

23 (1) the varying degree of commercial helicopter  
24 operations in different communities; and

25 (2) actions that State, and local governments  
26 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  
4 of enactment of this Act, the Comptroller General shall  
5 provide to the Administrator of the Federal Aviation Ad-  
6 ministration, the Committee on Transportation and Infra-  
7 structure of the House of Representatives, and the Com-  
8 mittee on Commerce, Science, and Transportation of the  
9 Senate a report on the findings of the study conducted  
10 under subsection (a).

11 **SEC. 833. TECHNICAL CORRECTIONS.**

12       (a) TITLE 49 ANALYSIS.—The analysis for title 49,  
13 United States Code, is amended by striking the item relat-  
14 ing to subtitle IX and inserting the following:

“IX.           MULTIMODAL           FREIGHT           TRANSPOR-  
                  TATION..... 70101”.

15       (b) SUBTITLE I ANALYSIS.—The analysis for subtitle  
16 I of title 49, United States Code, is amended by striking  
17 the item relating to chapter 7.

18       (c) SUBTITLE VII ANALYSIS.—The analysis for sub-  
19 title VII of title 49, United States Code, is amended by  
20 striking the item relating to chapter 448 and inserting the  
21 following:

“448. Unmanned Aircraft Systems..... 44801”.

22       (d) AUTHORITY TO EXEMPT.—Section 40109(b) of  
23 title 49, United States Code, is amended by striking “sec-

1 tions 40103(b)(1) and (2) of this title” and inserting  
2 “paragraphs (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  
7 effect 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 TRANSPOR-  
16 TATION.—Section 40118(g)(1) of title 49, United States  
17 Code, is amended by striking “detection and reporting of  
18 potential human trafficking (as described in paragraphs  
19 (9) and (10))” and inserting “detection and reporting of  
20 potential severe forms of trafficking in persons and sex  
21 trafficking (as such terms are defined in paragraphs (11)  
22 and (12))”.

23 (g) FAA AUTHORITY TO CONDUCT CRIMINAL HIS-  
24 TORY RECORD CHECKS.—Section 40130(a)(1)(A) of title

1 49, United States Code, is amended by striking “(42  
2 U.S.C. 14616)” and inserting “(34 U.S.C. 40316)”.

3 (h) SUBMISSIONS OF PLANS.—Section 41313(c)(16)  
4 of title 49, United States Code, is amended by striking  
5 “will consult” and inserting “the foreign air carrier shall  
6 consult”.

7 (i) PLANS AND POLICY.—Section 44501 of title 49,  
8 United States Code, is further amended—

9 (1) in subsection (c)(2)(B)(i), by striking  
10 “40119,”; and

11 (2) in subsection (c)(3)—

12 (A) by striking “section 40119(b) of this  
13 title” and inserting “section 44912(d)(2)”;

14 (B) by striking “under section 40119(b),”  
15 and inserting “pursuant to section  
16 44912(d)(2),”.

17 (j) USE AND LIMITATION OF AMOUNTS.—Section  
18 44508 of title 49, United States Code, is amended by  
19 striking “40119,” each place it appears.

20 (k) STRUCTURES INTERFERING WITH AIR COM-  
21 MERCE OR NATIONAL SECURITY.—Section 44718(h) of  
22 title 49, United States Code, is amended to read as fol-  
23 lows:

24 “(h) DEFINITIONS.—In this section, the terms ‘ad-  
25 verse impact on military operations and readiness’ and

1 ‘unacceptable risk to the national security of the United  
2 States’ have the meaning given those terms in section  
3 183a(h) of title 10.”.

4 (l) METEOROLOGICAL SERVICES.—Section  
5 44720(b)(2) of title 49, United States Code, is amended—

6 (1) by striking “the Administrator to persons”  
7 and inserting “the Administrator, to persons”; and

8 (2) by striking “the Administrator and to” and  
9 inserting “the Administrator, and to”.

10 (m) AERONAUTICAL CHARTS.—Section 44721(c)(1)  
11 of title 49, United States Code, is amended by striking  
12 “1947,” and inserting “1947”.

13 (n) FLIGHT ATTENDANT CERTIFICATION.—Section  
14 44728(c) of title 49, United States Code, is amended by  
15 striking “Regulation,” and inserting “Regulations,”.

16 (o) MANUAL SURCHARGE.—The analysis for chapter  
17 453 of title 49, United States Code, is amended by adding  
18 at the end the following:

“45306. Manual surcharge.”.

19 (p) SCHEDULE OF FEES.—Section 45301(a) of title  
20 49, United States Code, is amended by striking “The Ad-  
21 ministrator shall establish” and inserting “The Adminis-  
22 trator of the Federal Aviation Administration shall estab-  
23 lish”.

24 (q) JUDICIAL REVIEW.—Section 46110(a) of title 49,  
25 United States Code, is amended by striking “subsection

1 (l) or (s) of section 114” and inserting “subsection (l) or  
2 (r) of section 114”.

3 (r) CIVIL PENALTIES.—Section 46301(a) of title 49,  
4 United States Code, is amended—

5 (1) in the heading for paragraph (6), by strik-  
6 ing “FAILURE TO COLLECT AIRPORT SECURITY  
7 BADGES” and inserting “FAILURE TO COLLECT AIR-  
8 PORT SECURITY BADGES”; and

9 (2) in paragraph (7), by striking “PENALTIES  
10 RELATING TO HARM TO PASSENGERS WITH DISABIL-  
11 ITIES” in the paragraph heading and inserting  
12 “PENALTIES RELATING TO HARM TO PASSENGERS  
13 WITH DISABILITIES”.

14 (s) PAYMENTS UNDER PROJECT GRANT AGREE-  
15 MENTS.—Section 47111(e) of title 49, United States  
16 Code, is amended by striking “fee” and inserting  
17 “charge”.

18 (t) AGREEMENTS FOR STATE AND LOCAL OPER-  
19 ATION OF AIRPORT FACILITIES.—Section  
20 47124(b)(1)(B)(ii) of title 49, United States Code, is  
21 amended by striking the second period at the end.

22 (u) USE OF FUNDS FOR REPAIRS FOR RUNWAY  
23 SAFETY REPAIRS.—Section 47144(b)(4) of title 49,  
24 United States Code, is amended by striking “(42 U.S.C.  
25 4121 et seq.)” and inserting “(42 U.S.C. 5121 et seq.)”.

1 (v) METROPOLITAN WASHINGTON AIRPORTS AU-  
2 THORITY.—Section 49106 of title 49, United States Code,  
3 is amended—

4 (1) in subsection (a)(1)(B) by striking “and  
5 section 49108 of this title”; and

6 (2) in subsection (c)(6)(C) by inserting “the”  
7 before “jurisdiction”.

8 (w) SEPARABILITY AND EFFECT OF JUDICIAL  
9 ORDER.—Section 49112(b) of title 49, United States  
10 Code, is amended—

11 (1) by striking paragraph (1); and

12 (2) by striking “(2) Any action” and inserting  
13 “Any action”.

14 **TITLE IX—NATIONAL TRANSPOR-**  
15 **TATION SAFETY BOARD**  
16 **AMENDMENTS ACT OF 2023**

17 **SEC. 901. SHORT TITLE.**

18 This title may be cited as the “National Transpor-  
19 tation Safety Board Amendments Act of 2023”.

20 **SEC. 902. AUTHORIZATION OF APPROPRIATIONS.**

21 Section 1118(a) of title 49, United States Code, is  
22 amended to read as follows:

23 “(a) IN GENERAL.—There are authorized to be ap-  
24 propriated for the purposes of this chapter \$137,000,000  
25 for fiscal year 2024, \$142,000,000 for fiscal year 2025,

1 \$147,000,000 for fiscal year 2026, \$152,000,000 for fis-  
2 cal year 2027, and \$158,000,000 for fiscal year 2028.  
3 Such sums shall remain available until expended.”.

4 **SEC. 903. CLARIFICATION OF TREATMENT OF TERRI-**  
5 **TORIES.**

6 Section 1101 of title 49, United States Code, is  
7 amended to read as follows:

8 **“§ 1101. Definitions**

9 “(a) IN GENERAL.—In this chapter:

10 “(1) ACCIDENT.—The term ‘accident’ includes  
11 damage to or destruction of vehicles in surface or air  
12 transportation or pipelines, regardless of whether the  
13 initiating event is accidental or otherwise.

14 “(2) STATE.—The term ‘State’ means a State  
15 of the United States, the District of Columbia, Puer-  
16 to Rico, the Virgin Islands, American Samoa, the  
17 Northern Mariana Islands, and Guam.

18 “(b) APPLICABILITY OF OTHER DEFINITIONS.—Sec-  
19 tion 2101(23) of title 46 and section 40102(a) shall apply  
20 to this chapter.”.

21 **SEC. 904. ADDITIONAL WORKFORCE TRAINING.**

22 (a) TRAINING ON EMERGING TRANSPORTATION  
23 TECHNOLOGIES.—Section 1113(b)(1) of title 49, United  
24 States Code, is amended—

1 (1) in subparagraph (I) by striking “; and” and  
2 inserting a semicolon;

3 (2) in subparagraph (J) by striking the period  
4 and inserting “; and”; and

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

6 “(K) notwithstanding section 3301 of title  
7 41, acquire training on emerging transportation  
8 technologies.”.

9 (b) ADDITIONAL TRAINING NEEDS.—Section  
10 1115(d) of title 49, United States Code, is amended by  
11 inserting “and in those subjects furthering the personnel  
12 and workforce development needs set forth in the strategic  
13 workforce plan of the Board as required under section  
14 1113(h)” after “of accident investigation”.

15 **SEC. 905. ACQUIRING MISSION-ESSENTIAL KNOWLEDGE**  
16 **AND SKILLS.**

17 Section 1113(b) of title 49, United States Code, is  
18 amended by adding at the end the following:

19 “(3) DIRECT HIRE AUTHORITY.—

20 “(A) IN GENERAL.—Notwithstanding section  
21 3304 and sections 3309 through 3318 of title 5, the  
22 Chairman may, on a determination that there is a  
23 severe shortage of candidates or a critical hiring  
24 need for particular positions, recruit and directly ap-  
25 point into the competitive service highly qualified



1 personnel with specialized knowledge important to  
2 the function of the Board.

3 “(B) LIMITATION.—The authority granted  
4 under subparagraph (A) shall terminate on the date  
5 that is 5 years after the date of the enactment of  
6 this paragraph.

7 “(C) EXCEPTION.—The authority granted  
8 under subparagraph (A) shall not apply to positions  
9 in the excepted service or the Senior Executive Serv-  
10 ice.

11 “(D) REQUIREMENTS.—In exercising the au-  
12 thority granted under subparagraph (A), the Board  
13 shall ensure that any action taken by the Board—

14 “(i) is consistent with the merit principles  
15 of section 2301 of title 5; and

16 “(ii) complies with the public notice re-  
17 quirements of section 3327 of title 5.”.

18 **SEC. 906. OVERTIME ANNUAL REPORT TERMINATION.**

19 Section 1113(g)(5) of title 49, United States Code,  
20 is repealed.

21 **SEC. 907. STRATEGIC WORKFORCE PLAN.**

22 Section 1113 of title 49, United States Code, is  
23 amended by adding at the end the following:

24 “(h) STRATEGIC WORKFORCE PLAN.—

1           “(1) IN GENERAL.—The Board shall develop a  
2           strategic workforce plan that addresses the imme-  
3           diate and long-term workforce needs of the Board  
4           with respect to carrying out the authorities and du-  
5           ties of the Board under this chapter.

6           “(2) ALIGNING THE WORKFORCE TO STRATEGIC  
7           GOALS.—In developing the strategic workforce plan  
8           under paragraph (1), the Board shall take into con-  
9           sideration—

10           “(A) the current state and capabilities of  
11           the Board, including a high-level review of mis-  
12           sion requirements, structure, workforce, and  
13           performance of the Board;

14           “(B) the significant workforce trends,  
15           needs, issues, and challenges with respect to the  
16           Board and the transportation industry;

17           “(C) the workforce policies, strategies, per-  
18           formance measures, and interventions to miti-  
19           gate succession risks that guide the workforce  
20           investment decisions of the Board;

21           “(D) a workforce planning strategy that  
22           identifies workforce needs, including the knowl-  
23           edge, skills, and abilities needed to recruit and  
24           retain skilled employees at the Board;

1           “(E) a workforce management strategy  
2           that is aligned with the mission, goals, and or-  
3           ganizational objectives of the Board;

4           “(F) an implementation system for work-  
5           force goals focused on addressing continuity of  
6           leadership and knowledge sharing across the  
7           Board;

8           “(G) an implementation system that ad-  
9           dresses workforce competency gaps, particularly  
10          in mission-critical occupations; and

11          “(H) a system for analyzing and evalu-  
12          ating the performance of the Board’s workforce  
13          management policies, programs, and activities.

14          “(3) PLANNING PERIOD.—The strategic work-  
15          force plan developed under paragraph (1) shall ad-  
16          dress a 5-year forecast period, but may include plan-  
17          ning for longer periods based on information about  
18          trends in the transportation sector.

19          “(4) PLAN UPDATES.—The Board shall update  
20          the strategic workforce plan developed under para-  
21          graph (1) not less than once every 5 years.

22          “(5) RELATIONSHIP TO STRATEGIC PLAN.—The  
23          strategic workforce plan developed under paragraph  
24          (1) may be developed separately from, or incor-

1       porated into, the strategic plan required under sec-  
2       tion 306 of title 5.

3               “(6) AVAILABILITY.—The strategic workforce  
4       plan under paragraph (1) and the strategic plan re-  
5       quired under section 306 of title 5 shall be—

6               “(A) submitted to the Committee on  
7       Transportation and Infrastructure of the House  
8       of Representatives and the Committee on Com-  
9       merce, Science, and Transportation of the Sen-  
10      ate; and

11              “(B) made available to the public on a  
12      website of the Board.”.

13   **SEC. 908. TRAVEL BUDGETS.**

14       (a) IN GENERAL.—Section 1113 of title 49, United  
15   States Code, is further amended by adding at the end the  
16   following:

17       “(i) NONACCIDENT RELATED TRAVEL BUDGET.—

18              “(1) IN GENERAL.—The Board shall establish  
19      annual fiscal year budgets for non accident-related  
20      travel expenditures for each Board member which  
21      shall be incorporated into the annual budget request  
22      of the Board.

23              “(2) NOTIFICATION.—The Board shall notify  
24      the Committee on Transportation and Infrastructure  
25      of the House of Representatives and the Committee

1 on Commerce, Science, and Transportation of the  
2 Senate of any non accident-related travel budget  
3 overrun for any Board member not later than 30  
4 days of such overrun becoming known to the  
5 Board.”.

6 (b) CONFORMING AMENDMENT.—Section 9 of the  
7 National Transportation Safety Board Amendments Act  
8 of 2000 (49 U.S.C. 1113 note) is repealed.

9 **SEC. 909. RETENTION OF RECORDS.**

10 Section 1113 of title 49, United States Code, is fur-  
11 ther amended by adding at the end the following:

12 “(j) RETENTION OF RECORDS.—Notwithstanding  
13 chapters 21, 29, 31, and 33 of title 44, the Board may  
14 retain investigative records for such periods as determined  
15 by the Board.”.

16 **SEC. 910. NONDISCLOSURE OF INTERVIEW RECORDINGS.**

17 (a) IN GENERAL.—Section 1114 of title 49, United  
18 States Code, is amended—

19 (1) in subsection (b)—

20 (A) in the subsection heading by striking  
21 “TRADE SECRETS” and inserting “CERTAIN  
22 CONFIDENTIAL INFORMATION”; and

23 (B) in paragraph (1)—

24 (i) by striking “The Board” and in-  
25 serting “IN GENERAL.—The Board”; and

1 (ii) by striking “information related to  
2 a trade secret referred to in section 1905  
3 of title 18” and inserting “confidential in-  
4 formation described in section 1905 of title  
5 18, including trade secrets,”; and

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

7 “(h) INTERVIEW RECORDINGS.—

8 “(1) IN GENERAL.—The Board may not pub-  
9 licly disclose any part of any audio or video record-  
10 ing of an interview of participants in, or witnesses  
11 to, an accident or incident investigated by the  
12 Board.

13 “(2) SAVINGS PROVISION.—Paragraph (1) shall  
14 not be construed to apply to transcripts or sum-  
15 maries of such interviews.”.

16 (b) AVIATION ENFORCEMENT.—Section 1151 of title  
17 49, United States Code, is amended by adding at the end  
18 the following:

19 “(d) NOTIFICATION TO CONGRESS.—If the Board or  
20 Attorney General carry out such civil actions described in  
21 subsection (a) or (b) of this section against an airman em-  
22 ployed at the time of the accident or incident by an air  
23 carrier operating under part 121 of title 14, Code of Fed-  
24 eral Regulations, the Board shall immediately notify the  
25 Committee on Transportation and Infrastructure of the

1 House of Representatives and the Committee on Com-  
2 merce, Science, and Transportation of the Senate of such  
3 civil actions, including—

4 “(1) the labor union representing the airman  
5 involved, if applicable;

6 “(2) the air carrier at which the airman is em-  
7 ployed;

8 “(3) the docket information of the incident or  
9 accident in which the airman was involved;

10 “(4) the date of such civil actions taken by the  
11 Board or Attorney General; and

12 “(5) a description of why such civil actions were  
13 taken by the Board or Attorney General.

14 “(e) SUBSEQUENT NOTIFICATION TO CONGRESS.—  
15 Not later than 15 days after the notification described in  
16 subsection (d), the Board shall submit a report to or brief  
17 the Committee on Transportation and Infrastructure of  
18 the House of Representatives and the Committee on Com-  
19 merce, Science, and Transportation of the Senate describ-  
20 ing the status of compliance with the civil actions taken.”.

21 **SEC. 911. CLOSED UNACCEPTABLE RECOMMENDATIONS.**

22 Section 1116(c) of title 49, United States Code, is  
23 amended—

24 (1) by redesignating paragraphs (3) through  
25 (6) as paragraphs (4) through (7), respectively; and

1           (2) by inserting after paragraph (2) the fol-  
2       lowing:

3           “(3) a list of each recommendation made by the  
4       Board to the Secretary of Transportation or the  
5       Commandant of the Coast Guard that was closed in  
6       an unacceptable status in the preceding 12  
7       months;”.

8       **SEC. 912. ESTABLISHMENT OF OFFICE OF OVERSIGHT, AC-**  
9                               **COUNTABILITY, AND QUALITY ASSURANCE.**

10       (a) IN GENERAL.—Subchapter II of chapter 11 of  
11       title 49, United States Code, is amended by adding at the  
12       end the following:

13       **“§ 1120. Office of Oversight, Accountability, and Qual-**  
14                               **ity Assurance**

15       “(a) ESTABLISHMENT.—Not later than 1 year after  
16       the date of enactment of this section, the Board shall es-  
17       tablish in the National Transportation Safety Board an  
18       Office of Oversight, Accountability, and Quality Assurance  
19       to provide oversight of the duties and responsibilities of  
20       the Board.

21       “(b) DIRECTOR.—

22               “(1) APPOINTMENT.—The head of the Office of  
23       Oversight, Accountability, and Quality Assurance  
24       shall be the Director, who shall be appointed by the



1 Chairman of the Board and shall be approved by the  
2 Board.

3 “(2) QUALIFICATIONS.—The Director shall  
4 have demonstrated ability in investigations.

5 “(3) TERM.—The Director shall be appointed  
6 for a term of 5 years.

7 “(4) VACANCIES.—Any individual approved to  
8 fill a vacancy in the position of the Director occur-  
9 ring before the expiration of the term for which the  
10 predecessor of the individual was approved shall be  
11 approved for the remainder of the term or for a new  
12 term.

13 “(c) DUTIES.—The Director shall—

14 “(1) establish and ensure policies that promote  
15 integrity, efficiency, and effectiveness;

16 “(2) prevent and detect waste, fraud, and abuse  
17 in programs and operations;

18 “(3) provide policy direction related to the con-  
19 duct, supervision, and coordination of audits and in-  
20 vestigations relating to the activities of the Board;

21 “(4) identify trends and systemic issues within  
22 the agency and create strategies and recommenda-  
23 tions to address such issues;

1           “(5) conduct impartial information gathering  
2           about complaints or concerns, and ensure the Board  
3           is meeting any quality and timeliness standards; and

4           “(6) not conduct any of the duties under this  
5           subsection in a manner that interferes with an ongoing  
6           safety investigation of the Board.

7           “(d) REPORTING CRIMINAL VIOLATIONS TO DEPARTMENT  
8           OF JUSTICE.—If the Director has reasonable  
9           grounds to believe that there has been a violation of Federal  
10          criminal law, the Director shall refer the matter to  
11          the Department of Justice.

12          “(e) SAVINGS CLAUSE.—Nothing in this section shall  
13          be construed to interfere or give the Office jurisdiction  
14          over any active investigation by the Board or the content  
15          of products approved by a vote of the Board.

16          “(f) ANNUAL REPORT.—

17                 “(1) IN GENERAL.—The Director shall submit  
18                 to the Board, the Committee on Transportation and  
19                 Infrastructure of the House of Representatives and  
20                 the Committee on Commerce, Science, and Transportation  
21                 of the Senate an annual report on the activities,  
22                 investigations, findings, and recommendations  
23                 of the Director.

24                 “(2) SUNSET.—This subsection shall cease to  
25                 have effect on October 1, 2028.”.

1 (b) CLERICAL AMENDMENT.—The analysis for chap-  
2 ter 11 of title 49, United States Code, is amended by add-  
3 ing after the item relating to section 1119 the following:

“1120. Office of Oversight, Accountability, and Quality Assurance.”.

4 (c) PEER REVIEW.—Not earlier than 3 years after  
5 the date of enactment of this Act and not later than 5  
6 years after the date of enactment of this Act, the Director  
7 of the Office of Oversight, Accountability, and Quality As-  
8 surance of the National Transportation Safety Board shall  
9 enter into the necessary arrangements with an inspector  
10 general, or similar Federal entity, to perform a peer review  
11 of the Office.

12 **SEC. 913. MISCELLANEOUS INVESTIGATIVE AUTHORITIES.**

13 (a) HIGHWAY INVESTIGATIONS.—Section  
14 1131(a)(1)(B) of title 49, United States Code, is amended  
15 by striking “selects in cooperation with a State” and in-  
16 serting “selects, concurrent with any State investigation”.

17 (b) RAIL INVESTIGATIONS.—Section 1131(a)(1)(C)  
18 of title 49, United States Code, is amended by striking  
19 “accident in which there is a fatality or substantial prop-  
20 erty damage, or that involves a passenger train” and in-  
21 serting “accident, including a railroad grade crossing or  
22 trespasser accident that the Board selects, or in which  
23 there is otherwise a fatality or substantial property dam-  
24 age, or that involves a passenger train”.

1 **SEC. 914. COMMERCIAL SPACE TRANSPORTATION ACCI-**  
2 **DENT INVESTIGATIONS.**

3 (a) IN GENERAL.—Section 1131(a)(1) of title 49,  
4 United States Code, is amended—

5 (1) in subparagraph (E) by striking “and” at  
6 the end;

7 (2) by redesignating subparagraph (F) as sub-  
8 paragraph (G); and

9 (3) by inserting after subparagraph (E) the fol-  
10 lowing:

11 “(F) a commercial space transportation acci-  
12 dent in which there is—

13 “(i) a fatality or significant injury of any  
14 individual, regardless of whether the individual  
15 was on board the commercial launch vehicle at  
16 the time of the accident; or

17 “(ii) substantial damage to property that is  
18 not associated with commercial space launch ac-  
19 tivities and that is not located at the launch  
20 site; and”.

21 (b) OTHER INVESTIGATIVE AGENCIES.—Section  
22 1131(a)(2) of title 49, United States Code, is amended  
23 by adding at the end the following:

24 “(D) The Board shall seek to enter into a memo-  
25 randum of agreement with a Government agency with the  
26 authority to certify a commercial space transportation op-

1 eration or investigate a commercial space transportation  
2 accident. Such memorandum shall delineate the conditions  
3 under, and manner in which—

4 “(i) a commercial space transportation accident  
5 that may be investigated by the Board under sub-  
6 paragraph (F) or (G) of paragraph (1) will instead  
7 be investigated by such Government agency; and

8 “(ii) the Board will participate in such Govern-  
9 ment agency’s investigation.

10 “(E) For an occurrence in commercial space trans-  
11 portation other than an accident described in paragraph  
12 (1)(F), the Board may only investigate such occurrence—

13 “(i) in accordance with the terms of a memo-  
14 randum of agreement with another Government  
15 agency described in subparagraph (D); or

16 “(ii) with the agreement of the Government  
17 agency responsible for investigating such occur-  
18 rence.”.

19 (c) TECHNICAL CORRECTION.—Section  
20 1131(a)(2)(A) of title 49, United States Code, is amended  
21 by striking “or (F)” and inserting “, (F), or (G)”.

22 (d) RULE OF CONSTRUCTION.—None of the amend-  
23 ments made by subsection (a) or (b) shall be construed  
24 to limit the authority of the National Transportation Safe-  
25 ty Board to investigate any other commercial space trans-

1 portation accident that, in the judgment of the Board,  
2 falls under the authority of the Board under section  
3 1131(a)(1)(G) (as redesignated by subsection (a)).

4 **SEC. 915. PUBLIC AVAILABILITY OF ACCIDENT REPORTS.**

5 Section 1131(e) of title 49, United States Code, is  
6 amended by striking “public at reasonable cost.” and in-  
7 serting the following: “public

8 “(1) in printed form at reasonable cost; and

9 “(2) in electronic form at no cost in a publicly  
10 accessible database on a website of the Board.”.

11 **SEC. 916. ENSURING ACCOUNTABILITY FOR TIMELINESS OF**  
12 **REPORTS.**

13 Section 1131 of title 49, United States Code, is  
14 amended by adding at the end the following:

15 “(f) TIMELINESS OF REPORTS.—If any accident re-  
16 port under subsection (e) is not completed within 2 years  
17 from the date of the accident, the Board shall submit to  
18 the Committee on Transportation and Infrastructure of  
19 the House of Representatives and the Committee on Com-  
20 merce, Science, and Transportation of the Senate a report  
21 identifying such accident report and the reasons for which  
22 such report has not been completed. The Board shall re-  
23 port progress toward completion of the accident report to  
24 each such Committees every 90 days thereafter, until such  
25 time as the accident report is completed.”.

1   **SEC. 917. ENSURING ACCESS TO DATA.**

2       Section 1134 of title 49, United States Code, is  
3 amended by adding at the end the following:

4       “(g) RECORDERS AND DATA.—In investigating an  
5 accident under this chapter, the Board may—

6           “(1) obtain any recorder or recorded informa-  
7 tion pertinent to the accident;

8           “(2) require a manufacturer or the vendors,  
9 suppliers, or affiliates of such manufacturer, to pro-  
10 vide to the Board, without delay, information the  
11 Board determines necessary to enable the Board to  
12 read and interpret any recording device or recorded  
13 information pertinent to the accident; and

14           “(3) require a manufacturer or the vendors,  
15 suppliers, or affiliates of such manufacturer, to pro-  
16 vide to the Board, without delay, data and other in-  
17 tellectual property the Board determines necessary  
18 to enable the Board to perform independent physics-  
19 based simulations and analyses of the accident situa-  
20 tion.”.

21   **SEC. 918. PUBLIC AVAILABILITY OF SAFETY RECOMMENDA-**  
22                   **TIONS.**

23       Section 1135(c) of title 49, United States Code, is  
24 amended by striking “public at reasonable cost.” and in-  
25 serting the following: “public—

26           “(1) in printed form at reasonable cost; and

1 “(2) in electronic form in a publicly accessible  
2 database on a website of the Board at no cost.”.

3 **SEC. 919. IMPROVING DELIVERY OF FAMILY ASSISTANCE.**

4 (a) AIRCRAFT ACCIDENTS.—Section 1136 of title 49,  
5 United States Code, is amended—

6 (1) in the heading by striking “**to families of**  
7 **passengers involved in aircraft acci-**  
8 **dents**” and inserting “**to passengers involved**  
9 **in aircraft accidents and families of such**  
10 **passengers**”;

11 (2) in subsection (a)—

12 (A) by inserting “within United States air-  
13 space or airspace delegated to the United  
14 States” after “aircraft accident”;

15 (B) by striking “National Transportation  
16 Safety Board shall” and inserting “Board  
17 shall”; and

18 (C) in paragraph (2)—

19 (i) by striking “emotional care and  
20 support” and inserting “emotional, psycho-  
21 logical, and spiritual care and support  
22 services”; and

23 (ii) by striking “the families of pas-  
24 sengers involved in the accident” and in-



1                   serting “passengers involved in the acci-  
2                   dent and the families of such passengers”;

3                   (3) in subsection (c)—

4                   (A) in the matter preceding paragraph (1),  
5                   by striking “the families of passengers involved  
6                   in the accident” and inserting “passengers in-  
7                   volved in the accident and the families of such  
8                   passengers”;

9                   (B) in paragraph (1) by striking “mental  
10                  health and counseling services” and inserting  
11                  “emotional, psychological, and spiritual care  
12                  and support services”;

13                  (C) in paragraph (3)—

14                  (i) by striking “the families who have  
15                  traveled to the location of the accident”  
16                  and inserting “passengers involved in the  
17                  accident and the families of such pas-  
18                  sengers who have traveled to the location  
19                  of the accident”; and

20                  (ii) by inserting “passengers and” be-  
21                  fore “affected families”; and

22                  (D) in paragraph (4), by inserting “pas-  
23                  sengers and” before “families”;

24                  (4) by amending subsection (d) to read as fol-  
25                  lows:

1 “(d) PASSENGER LISTS.—

2 “(1) REQUESTS FOR PASSENGER LISTS BY THE  
3 DIRECTOR OF FAMILY SERVICES.—

4 “(A) REQUESTS BY DIRECTOR OF FAMILY  
5 SUPPORT SERVICES.—It shall be the responsi-  
6 bility of the director of family support services  
7 designated for an accident under subsection  
8 (a)(1) to request, as soon as practicable, from  
9 the air carrier or foreign air carrier involved in  
10 the accident a passenger list, which is based on  
11 the best available information at the time of the  
12 request.

13 “(B) USE OF INFORMATION.—The director  
14 of family support services may not release to  
15 any person information on a list obtained under  
16 subparagraph (A), except that the director may,  
17 to the extent the director considers appropriate,  
18 provide information on the list about a pas-  
19 senger to—

20 “(i) the family of the passenger; or

21 “(ii) a local, State, or Federal agency  
22 responsible for determining the where-  
23 abouts or welfare of a passenger.

24 “(2) REQUESTS FOR PASSENGER LISTS BY DES-  
25 IGNATED ORGANIZATION.—

1           “(A) REQUESTS BY DESIGNATED ORGANI-  
2           ZATION.—The organization designated for an  
3           accident under subsection (a)(2) may request  
4           from the air carrier or foreign air carrier in-  
5           volved in the accident a passenger list.

6           “(B) USE OF INFORMATION.—The des-  
7           ignated organization may not release to any  
8           person information on a passenger list but may  
9           provide information on the list about a pas-  
10          senger to the family of the passenger to the ex-  
11          tent the organization considers appropriate.”;

12          (5) in subsection (g)(1) by striking “the fami-  
13          lies of passengers involved in the accident” and in-  
14          serting “passengers involved in the accident and the  
15          families of such passengers”;

16          (6) in subsection (g)(3)—

17                (A) in the paragraph heading by striking  
18                “PREVENT MENTAL HEALTH AND COUNSELING”  
19                and inserting “PREVENT CERTAIN CARE AND  
20                SUPPORT”;

21                (B) by striking “providing mental health  
22                and counseling services” and inserting “pro-  
23                viding emotional, psychological, and spiritual  
24                care and support”; and

1 (C) by inserting “passengers and” before  
2 “families”;

3 (7) in subsection (h)—

4 (A) by striking “National Transportation  
5 Safety”; and

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

7 “(3) PASSENGER LIST.—The term ‘passenger  
8 list’ means a list based on the best available infor-  
9 mation at the time of a request, of the name of each  
10 passenger aboard the aircraft involved in the acci-  
11 dent.”; and

12 (8) in subsection (i) by striking “the families of  
13 passengers involved in an aircraft accident” and in-  
14 serting “passengers involved in the aircraft accident  
15 and the families of such passengers”.

16 (b) CLERICAL AMENDMENT.—The analysis for chap-  
17 ter 11 of title 49, United States Code, is further amended  
18 by striking the item relating to section 1136 and inserting  
19 the following:

“1136. Assistance to passengers involved in aircraft accidents and families of  
such passengers.”.

20 (c) RAIL ACCIDENTS.—Section 1139 of title 49,  
21 United States Code, is amended—

22 (1) in the heading by striking “**to families of**  
23 **passengers involved in rail passenger ac-**  
24 **cidents**” and inserting “**to passengers in-**

1       **involved in rail passenger accidents and**  
2       **families of such passengers”;**

3           (2) in subsection (a) by striking “National  
4       Transportation Safety Board shall” and inserting  
5       “Board shall”;

6           (3) in subsection (a)(2)—

7               (A) by striking “emotional care and sup-  
8       port” and inserting “emotional, psychological  
9       and spiritual care and support services”; and

10            (B) by striking “the families of passengers  
11       involved in the accident” and inserting “pas-  
12       sengers involved in the accident and the fami-  
13       lies of such passengers”;

14           (4) in subsection (c)—

15               (A) in the matter preceding paragraph (1)  
16       by striking “the families of passengers involved  
17       in the accident” and inserting “passengers in-  
18       volved in the accident and the families of such  
19       passengers”;

20            (B) in paragraph (1) by striking “mental  
21       health and counseling services” and inserting  
22       “emotional, psychological, and spiritual care  
23       and support services”;

24            (C) in paragraph (3)—

1 (i) by striking “the families who have  
2 traveled to the location of the accident”  
3 and inserting “passengers involved in the  
4 accident and the families of such pas-  
5 sengers who have traveled to the location  
6 of the accident”; and

7 (ii) by inserting “passengers and” be-  
8 fore “affected families”; and

9 (D) in paragraph (4), by inserting “pas-  
10 sengers and” before “families”;

11 (5) by amending subsection (d) to read as fol-  
12 lows:

13 “(d) PASSENGER LISTS.—

14 “(1) REQUESTS FOR PASSENGER LISTS BY THE  
15 DIRECTOR OF FAMILY SERVICES.—

16 “(A) REQUESTS BY DIRECTOR OF FAMILY  
17 SUPPORT SERVICES.—It shall be the responsi-  
18 bility of the director of family support services  
19 designated for an accident under subsection  
20 (a)(1) to request, as soon as practicable, from  
21 the rail passenger carrier involved in the acci-  
22 dent a passenger list, which is based on the best  
23 available information at the time of the request.

24 “(B) USE OF INFORMATION.—The director  
25 of family support services may not release to

1 any person information on a list obtained under  
2 subparagraph (A), except that the director may,  
3 to the extent the director considers appropriate,  
4 provide information on the list about a pas-  
5 senger to—

6 “(i) the family of the passenger; or

7 “(ii) a local, State, or Federal agency  
8 responsible for determining the where-  
9 abouts or welfare of a passenger.

10 “(2) REQUESTS FOR PASSENGER LISTS BY DES-  
11 IGNATED ORGANIZATION.—

12 “(A) REQUESTS BY DESIGNATED ORGANI-  
13 ZATION.—The organization designated for an  
14 accident under subsection (a)(2) may request  
15 from the rail passenger carrier involved in the  
16 accident a passenger list.

17 “(B) USE OF INFORMATION.—The des-  
18 ignated organization may not release to any  
19 person information on a passenger list but may  
20 provide information on the list about a pas-  
21 senger to the family of the passenger to the ex-  
22 tent the organization considers appropriate.”;

23 (6) in subsection (g)(1), by striking “the fami-  
24 lies of passengers involved in the accident” and in-

1       serting “passengers involved in the accident and the  
2       families of such passengers”;

3           (7) in subsection (g)(3)—

4           (A) in the paragraph heading, by striking  
5       “PREVENT MENTAL HEALTH AND COUNSELING”  
6       and inserting “PREVENT CERTAIN CARE AND  
7       SUPPORT”;

8           (B) by striking “providing mental health  
9       and counseling services” and inserting “pro-  
10      viding emotional, psychological, and spiritual  
11      care and support”; and

12          (C) by inserting “passengers and” before  
13      “families”; and

14          (8) in subsection (h)—

15          (A) by striking “National Transportation  
16      Safety”; and

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

18           “(4) PASSENGER LIST.—The term ‘passenger  
19      list’ means a list based on the best available infor-  
20      mation at the time of the request, of the name of  
21      each passenger aboard the rail passenger carrier’s  
22      train involved in the accident. A rail passenger car-  
23      rier shall use reasonable efforts, with respect to its  
24      unreserved trains, and passengers not holding res-  
25      ervations on its other trains, to ascertain the names



1 of passengers aboard a train involved in an acci-  
2 dent.”.

3 (d) PLANS TO ADDRESS NEEDS OF FAMILIES OF  
4 PASSENGERS INVOLVED IN RAIL PASSENGER ACCI-  
5 DENTS.—Section 24316(a) of title 49, United States  
6 Code, is amended by striking “a major” and inserting  
7 “any”.

8 (e) CLERICAL AMENDMENT.—The analysis for chap-  
9 ter 11 of title 49, United States Code, is further amended  
10 by striking the item relating to section 1139 and inserting  
11 the following:

“1139. Assistance to passengers involved in rail passenger accidents and families  
of such passengers.”.

12 **SEC. 920. UPDATING CIVIL PENALTY AUTHORITY.**

13 Section 1155 of title 49, United States Code, is  
14 amended—

15 (1) in the heading, by striking “**Aviation**  
16 **penalties**” and inserting “**Penalties**”; and

17 (2) in subsection (a), by striking “or section  
18 1136(g) (related to an aircraft accident)” and in-  
19 serting “section 1136(g), or 1139(g)”.

20 **SEC. 921. ELECTRONIC AVAILABILITY OF PUBLIC DOCKET**  
21 **RECORDS.**

22 (a) IN GENERAL.—Not later than 24 months after  
23 the date of enactment of this Act, the National Transpor-  
24 tation Safety Board shall make all records included in the

1 public docket of an accident or incident investigation con-  
2 ducted by the Board (or the public docket of a study, re-  
3 port, or other product issued by the Board) electronically  
4 available in a publicly accessible database on a website of  
5 the Board, regardless of the date on which such public  
6 docket or record was created.

7 (b) DATABASE.—In carrying out subsection (a), the  
8 Board may utilize the multimodal accident database man-  
9 agement system established pursuant to section 1108 of  
10 the FAA Reauthorization Act of 2018 (49 U.S.C. 1119  
11 note) or such other publicly available database as the  
12 Board determines appropriate.

13 (c) BRIEFINGS.—The Board shall provide the Com-  
14 mittee on Transportation and Infrastructure of the House  
15 of Representatives and the Committee on Commerce,  
16 Science, and Transportation of the Senate an annual  
17 briefing on the implementation of this section until re-  
18 quirements of subsection (a) are fulfilled. Such briefings  
19 shall include—

20 (1) the number of public dockets that have been  
21 made electronically available pursuant to this sec-  
22 tion; and

23 (2) the number of public dockets that were un-  
24 able to be made electronically available, including all  
25 reasons for such inability.

1 (d) DEFINITIONS.—In this section, the terms “public  
2 docket” and “record” have the same meanings given such  
3 terms in section 801.3 of title 49, Code of Federal Regula-  
4 tions, as in effect on the date of enactment of this Act.

5 **SEC. 922. DRUG-FREE WORKPLACE.**

6 Not later than 12 months after the date of enactment  
7 of this Act, the National Transportation Safety Board  
8 shall implement a drug testing program applicable to  
9 Board employees, including employees in safety or security  
10 sensitive positions, in accordance with Executive Order  
11 12564 (51 Fed. Reg. 32889).

12 **SEC. 923. ACCESSIBILITY IN WORKPLACE.**

13 (a) IN GENERAL.—Not later than 12 months after  
14 the date of enactment of this Act, the National Transpor-  
15 tation Safety Board shall conduct an assessment of the  
16 headquarters and regional offices of the Board to deter-  
17 mine barriers to accessibility to facilities.

18 (b) CONTENTS.—In conducting the assessment under  
19 subsection (a), the Board shall consider—

20 (1) compliance with—

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.); and  
3 (2) the best accessibility practices that exceed  
4 the requirements and recommendations of the Acts  
5 and guidelines described in paragraph (1).

6 **SEC. 924. MOST WANTED LIST.**

7 (a) TERMINATION OF PUBLICATION.—Not later than  
8 90 days after the date of enactment of this Act, the Chair-  
9 man of the National Transportation Safety Board shall  
10 terminate publication of the Most Wanted List and any  
11 activities associated with production of any future Most  
12 Wanted List.

13 (b) RULES OF CONSTRUCTION.—Nothing in this sec-  
14 tion shall be construed to prohibit the Board from—

15 (1) conducting advocacy activities unrelated to  
16 the Most Wanted List that the Board had the au-  
17 thority to conduct prior to the date of enactment of  
18 this Act; and

19 (2) maintaining materials related to previously  
20 issued Most Wanted Lists.

21 (c) MOST WANTED LIST DEFINED.—In this section,  
22 the term “Most Wanted List” has the meaning given such  
23 term in section 1102 of the FAA Reauthorization Act of  
24 2018 (49 U.S.C. 1101 note).

1   **SEC. 925. TECHNICAL CORRECTIONS.**

2           (a) GENERAL AUTHORITY.—Section 1131(a)(1)(E)  
3 of title 49, United States Code, is further amended by  
4 striking “section 2101(46)” and inserting “section 116”.

5           (b) EVALUATION AND AUDIT OF NATIONAL TRANS-  
6 PORTATION SAFETY BOARD.—Section 1138(a) of title 49,  
7 United States Code, is amended by striking “expenditures  
8 of the National Transportation Safety” and inserting “ex-  
9 penditures of the”.

10          (c) ORGANIZATION AND ADMINISTRATIVE.—The  
11 analysis for chapter 11 of title 49, United States Code,  
12 is further amended—

13               (1) by striking the items relating to sections  
14               117 and 1117; and

15               (2) by inserting after the item relating to sec-  
16               tion 1116 the following:

“1117. Methodology.”.

17          (d) SURFACE TRANSPORTATION BOARD.—The anal-  
18 ysis for subtitle II of title 49, United States Code, is  
19 amended by inserting after the item relating to chapter  
20 11 the following:

“13. Surface Transportation Board.”.

