

AMENDMENT NO. _____ Calendar No. _____

Purpose: In the nature of a substitute.

IN THE SENATE OF THE UNITED STATES—118th Cong., 2d Sess.

H. R. 3935

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

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT IN THE NATURE OF A SUBSTITUTE intended
to be proposed by Ms. CANTWELL (for herself, Mr.
CRUZ, Ms. DUCKWORTH, and Mr. MORAN)

Viz:

1 Strike all after the enacting clause and insert the fol-
2 lowing:

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

4 (a) **SHORT TITLE.**—This Act may be cited as the
5 “FAA Reauthorization Act of 2024”.

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

Sec. 1. Short title; table of contents.

Sec. 2. Definitions.

TITLE I—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.

TITLE II—FAA OVERSIGHT AND ORGANIZATIONAL REFORM

- Sec. 201. FAA leadership.
- Sec. 202. Assistant Administrator for Rulemaking and Regulatory Improvement.
- Sec. 203. Prohibition on conflicting pecuniary interests.
- Sec. 204. Authority of Secretary and Administrator.
- Sec. 205. Regulatory materials improvement.
- Sec. 206. Future of NextGen.
- Sec. 207. Airspace Modernization Office.
- Sec. 208. Application dashboard and feedback portal.
- Sec. 209. Sense of Congress on FAA engagement during rulemaking activities.
- Sec. 210. Civil Aeromedical Institute.
- Sec. 211. Management Advisory Council.
- Sec. 212. Chief Operating Officer.
- Sec. 213. Report on unfunded capital investment needs of air traffic control system.
- Sec. 214. Chief Technology Officer.
- Sec. 215. Definition of air traffic control system.
- Sec. 216. Peer review of Office of Whistleblower Protection and Aviation Safety Investigations.
- Sec. 217. Cybersecurity lead.
- Sec. 218. Eliminating FAA reporting and unnecessary requirements.
- Sec. 219. Authority to use electronic service.
- Sec. 220. Safety and efficiency through digitization of FAA systems.
- Sec. 221. FAA telework.
- Sec. 222. Review of office space.
- Sec. 223. Restoration of authority.
- Sec. 224. FAA participation in industry standards organizations.
- Sec. 225. Sense of Congress on use of voluntary consensus standards.
- Sec. 226. Required designation.
- Sec. 227. Administrative Services Franchise Fund.
- Sec. 228. Commercial preference.
- Sec. 229. Advanced Aviation Technology and Innovation Steering Committee.
- Sec. 230. Review and updates of categorical exclusions.

TITLE III—AVIATION SAFETY IMPROVEMENTS

Subtitle A—General Provisions

- Sec. 301. Helicopter air ambulance operations.
- Sec. 302. Global aircraft maintenance safety improvements.
- Sec. 303. ODA best practice sharing.
- Sec. 304. Training of organization delegation authorization unit members.
- Sec. 305. Clarification on safety management system information disclosure.
- Sec. 306. Reauthorization of certain provisions of the Aircraft Certification, Safety, and Accountability Act.
- Sec. 307. Continued oversight of FAA compliance program.
- Sec. 308. Scalability of safety management systems.
- Sec. 309. Review of safety management system rulemaking.
- Sec. 310. Independent study on future state of type certification processes.
- Sec. 311. Use of advanced tools and high-risk flight testing in certifying aerospace products.
- Sec. 312. Transport airplane and propulsion certification modernization.

- Sec. 313. Fire protection standards.
- Sec. 314. Risk model for production facility inspections.
- Sec. 315. Review of FAA use of aviation safety data.
- Sec. 316. Weather reporting systems study.
- Sec. 317. GAO study on expansion of the FAA weather camera program.
- Sec. 318. Audit on aviation safety in era of wireless connectivity.
- Sec. 319. Safety data analysis for aircraft without transponders.
- Sec. 320. Crash-resistant fuel systems in rotorcraft.
- Sec. 321. Reducing turbulence-related injuries on part 121 aircraft operations.
- Sec. 322. Study on radiation exposure.
- Sec. 323. Study on impacts of temperature in aircraft cabins.
- Sec. 324. Lithium-ion powered wheelchairs.
- Sec. 325. National simulator program policies and guidance.
- Sec. 326. Briefing on agricultural application approval timing.
- Sec. 327. Sense of Congress regarding safety and security of aviation infrastructure.
- Sec. 328. Restricted category aircraft maintenance and operations.
- Sec. 329. Aircraft interchange agreement limitations.
- Sec. 330. Task Force on human factors in aviation safety.
- Sec. 331. Update of FAA standards to allow distribution and use of certain restricted routes and terminal procedures.
- Sec. 332. ASOS/AWOS service report dashboard.
- Sec. 333. Helicopter safety.
- Sec. 334. Review and incorporation of human readiness levels into agency guidance material.
- Sec. 335. Service difficulty reports.
- Sec. 336. Consistent and timely pilot checks for air carriers.
- Sec. 337. Flight service stations.
- Sec. 338. Tarmac operations monitoring study.
- Sec. 339. Improved safety in rural areas.
- Sec. 340. Study on FAA use of mandatory Equal Access to Justice Act waivers.
- Sec. 341. Airport air safety.
- Sec. 342. Don Young Alaska Aviation Safety Initiative.
- Sec. 343. Accountability and compliance.
- Sec. 344. Changed product rule reform.
- Sec. 345. Administrative authority for civil penalties.
- Sec. 346. Study on airworthiness standards compliance.
- Sec. 347. Zero tolerance for near misses, runway incursions, and surface safety risks.
- Sec. 348. Improvements to Aviation Safety Information Analysis and Sharing Program.
- Sec. 349. Instructions for continued airworthiness aviation rulemaking committee.
- Sec. 350. Secondary cockpit barriers.
- Sec. 351. Part 135 duty and rest.
- Sec. 352. Flight data recovery from overwater operations.
- Sec. 353. Ramp worker safety call to action.
- Sec. 354. Voluntary reporting protections.
- Sec. 355. Tower marking notice of proposed rulemaking.
- Sec. 356. Promotion of civil aeronautics and safety of air commerce.
- Sec. 357. Educational and professional development.
- Sec. 358. Global aviation safety.
- Sec. 359. Availability of personnel for inspections, site visits, and training.
- Sec. 360. Wildfire suppression.

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- Sec. 361. Continuous aircraft tracking and transmission for high altitude balloons.
- Sec. 362. Cabin air safety.
- Sec. 363. Commercial air tour and sport parachuting safety.
- Sec. 364. Hawaii air noise and safety task force.
- Sec. 365. Modernization and improvements to aircraft evacuation.
- Sec. 366. 25-hour cockpit voice recorder.
- Sec. 367. Sense of Congress regarding mandated contents of onboard emergency medical kits.
- Sec. 368. Passenger aircraft first aid and emergency medical kit equipment and training.
- Sec. 369. International aviation safety assessment program.
- Sec. 370. Whistleblower protection enforcement.
- Sec. 371. Civil penalties for whistleblower protection program violations.
- Sec. 372. Enhanced qualification program for restricted airline transport pilot certificate.

Subtitle B—Aviation Cybersecurity

- Sec. 391. Findings.
- Sec. 392. Aerospace product safety.
- Sec. 393. Federal Aviation Administration regulations, policy, and guidance.
- Sec. 394. Securing aircraft avionics systems.
- Sec. 395. Civil aviation cybersecurity rulemaking committee.
- Sec. 396. GAO report on cybersecurity of commercial aviation avionics.

TITLE IV—AEROSPACE WORKFORCE

- Sec. 401. Repeal of duplicative or obsolete workforce programs.
- Sec. 402. Civil airmen statistics.
- Sec. 403. Bessie Coleman Women in Aviation Advisory Committee.
- Sec. 404. FAA engagement and collaboration with HBCUs and MSIs.
- Sec. 405. Airman knowledge testing working group.
- Sec. 406. Airman Certification Standards.
- Sec. 407. Airman’s Medical Bill of Rights.
- Sec. 408. Improved designee misconduct reporting process.
- Sec. 409. Report on safe uniform options for certain aviation employees.
- Sec. 410. Human factors professionals.
- Sec. 411. Aeromedical innovation and modernization working group.
- Sec. 412. Frontline manager workload study.
- Sec. 413. Medical Portal Modernization Task Group.
- Sec. 414. Study of high school aviation maintenance training programs.
- Sec. 415. Improved access to air traffic control simulation training.
- Sec. 416. Air traffic controller instructor recruitment, hiring, and retention.
- Sec. 417. Ensuring hiring of air traffic control specialists is based on assessment of job-relevant aptitudes.
- Sec. 418. Pilot program to provide veterans with pilot training services.
- Sec. 419. Providing non-Federal weather observer training to airport personnel.
- Sec. 420. Prohibition of remote dispatching.
- Sec. 421. Crewmember pumping guidance.
- Sec. 422. GAO study and report on extent and effects of commercial aviation pilot shortage on regional/commuter carriers.
- Sec. 423. Report on implementation of recommendations of Federal Aviation Administration Youth Access to American Jobs in Aviation Task Force.

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- Sec. 424. Sense of Congress on improving unmanned aircraft system staffing at FAA.
- Sec. 425. Joint aviation employment training working group.
- Sec. 426. Military aviation maintenance technicians rule.
- Sec. 427. Crewmember self-defense training.
- Sec. 428. Direct-hire authority utilization.
- Sec. 429. FAA Workforce review audit.
- Sec. 430. Staffing model for aviation safety inspectors.
- Sec. 431. Safety-critical staffing.
- Sec. 432. Deterring crewmember interference.
- Sec. 433. Use of biographical assessments.
- Sec. 434. Employee assault prevention and response plan standards and best practices.
- Sec. 435. Formal policy on sexual assault and harassment on air carriers.
- Sec. 436. Interference with security screening personnel.
- Sec. 437. Air traffic control workforce staffing.
- Sec. 438. Airport service workforce analysis.
- Sec. 439. Federal Aviation Administration Academy and facility expansion plan.
- Sec. 440. Improving Federal aviation workforce development programs.
- Sec. 441. National strategic plan for aviation workforce development.

TITLE V—PASSENGER EXPERIENCE IMPROVEMENTS

Subtitle A—Consumer Enhancements

- Sec. 501. Establishment of Office of Aviation Consumer Protection.
- Sec. 502. Additional within and beyond perimeter slot exemptions at Ronald Reagan Washington National Airport.
- Sec. 503. Refunds.
- Sec. 504. Know Your Rights posters.
- Sec. 505. Access to customer service assistance for all travelers.
- Sec. 506. Airline customer service dashboards.
- Sec. 507. Increase in civil penalties.
- Sec. 508. Advisory committee for aviation consumer protection.
- Sec. 509. Extension of aviation consumer advocate reporting requirement.
- Sec. 510. Codification of consumer protection provisions.
- Sec. 511. Bureau of Transportation Statistics.
- Sec. 512. Reimbursement for incurred costs.
- Sec. 513. Streamlining of offline ticket disclosures.
- Sec. 514. GAO study on competition and consolidation in the air carrier industry.
- Sec. 515. GAO study and report on the operational preparedness of air carriers for certain events.
- Sec. 516. Family seating.
- Sec. 517. Passenger experience advisory committee.
- Sec. 518. Updating passenger information requirement regulations.
- Sec. 519. Seat dimensions.
- Sec. 520. Modernization of consumer complaint submissions.

Subtitle B—Accessibility

- Sec. 541. Air Carrier Access Act advisory committee.
- Sec. 542. Improved training standards for assisting passengers who use wheelchairs.
- Sec. 543. Training standards for stowage of wheelchairs and scooters.

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- Sec. 544. Mobility aids on board improve lives and empower all.
- Sec. 545. Prioritizing accountability and accessibility for aviation consumers.
- Sec. 546. Accommodations for qualified individuals with disabilities.
- Sec. 547. Equal accessibility to passenger portals.
- Sec. 548. Aircraft access standards.
- Sec. 549. Investigation of complaints.
- Sec. 550. Removal of outdated references to passengers with disabilities.
- Sec. 551. On-board wheelchairs in aircraft cabin.
- Sec. 552. Aircraft accessibility.

Subtitle C—Air Service Development

- Sec. 561. Essential air service reforms.
- Sec. 562. Small community air service development grants.
- Sec. 563. GAO study and report on the alternate essential air service pilot program.
- Sec. 564. Essential air service in parts of Alaska.
- Sec. 565. Essential air service community petition for review.
- Sec. 566. Essential air service authorization.
- Sec. 567. GAO study on costs of essential air service.
- Sec. 568. Response time for applications to provide essential air service.
- Sec. 569. GAO study on certain airport delays.
- Sec. 570. Report on restoration of small community air service.

TITLE VI—MODERNIZING THE NATIONAL AIRSPACE SYSTEM

- Sec. 601. Instrument landing system installation.
- Sec. 602. Navigation aids study.
- Sec. 603. NextGen accountability review.
- Sec. 604. Airspace access.
- Sec. 605. FAA contract tower workforce audit.
- Sec. 606. Air traffic control tower safety.
- Sec. 607. Air traffic services data reports.
- Sec. 608. Consideration of small hub control towers.
- Sec. 609. Flight profile optimization.
- Sec. 610. Extension of enhanced air traffic services pilot program.
- Sec. 611. Federal contract tower wage determinations and positions.
- Sec. 612. Briefing on radio communications coverage around mountainous terrain.
- Sec. 613. Aeronautical mobile communications services.
- Sec. 614. Delivery of clearance to pilots via internet protocol.
- Sec. 615. Study on congested airspace.
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- Sec. 617. Surface surveillance.
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- Sec. 619. NextGen programs.
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- Sec. 621. Remote towers.
- Sec. 622. Audit of legacy systems.
- Sec. 623. Air Traffic Control Facility Realignment study.
- Sec. 624. Air traffic control tower replacement process report.
- Sec. 625. Contract tower program safety enhancements.
- Sec. 626. Sense of Congress on use of advanced surveillance in oceanic airspace.
- Sec. 627. Low-altitude routes for vertical flight.

- Sec. 628. Required consultation with National Parks Overflights Advisory Group.
- Sec. 629. Upgrading and replacing aging air traffic systems.
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- Sec. 631. Update to FAA order on airway planning standard.

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- Sec. 702. AIP definitions.
- Sec. 703. Revenue diversion penalty enhancement.
- Sec. 704. Extension of competitive access report requirement.
- Sec. 705. Renewal of certain leases.
- Sec. 706. Community use of airport land.
- Sec. 707. Price adjustment provisions.
- Sec. 708. Updating United States Government's share of project costs.
- Sec. 709. Allowable project costs and letters of intent.
- Sec. 710. Small airport letters of intent.
- Sec. 711. Prohibition on provision of airport improvement grant funds to certain entities that have violated intellectual property rights of United States entities.
- Sec. 712. Apportionments.
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- Sec. 714. Airport safety and resilient infrastructure discretionary program.
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- Sec. 717. Revision of discretionary categories.
- Sec. 718. Discretionary fund for terminal development costs.
- Sec. 719. Protecting general aviation airports from closure.
- Sec. 720. State block grant program.
- Sec. 721. Innovative financing techniques.
- Sec. 722. Long-term management plans.
- Sec. 723. Alternative project delivery.
- Sec. 724. Nonmovement area surveillance surface display systems pilot program.
- Sec. 725. Airport accessibility.
- Sec. 726. General aviation airport runway extension pilot program.
- Sec. 727. Repeal of obsolete criminal provisions.
- Sec. 728. Transfers of air traffic systems acquired with AIP funding.
- Sec. 729. National priority system formulas.
- Sec. 730. Minority and disadvantaged business participation.
- Sec. 731. Extension of provision relating to airport access roads in remote locations.
- Sec. 732. Populous counties without airports.
- Sec. 733. AIP handbook update.
- Sec. 734. GAO audit of airport financial reporting program.
- Sec. 735. GAO study of onsite airport generation.
- Sec. 736. Transportation demand management at airports.
- Sec. 737. Coastal airports assessment.
- Sec. 738. Airport investment partnership program.
- Sec. 739. Special rule for reclassification of certain unclassified airports.
- Sec. 740. Permanent solar powered taxiway edge lighting systems.
- Sec. 741. Secondary runways.

- Sec. 742. Increasing energy efficiency of airports and meeting current and future energy power demands.
- Sec. 743. Review of airport layout plans.
- Sec. 744. Protection of safe and efficient use of airspace at airports.
- Sec. 745. Electric aircraft infrastructure pilot program.
- Sec. 746. Curb management practices.
- Sec. 747. Notice of funding opportunity.
- Sec. 748. Runway safety projects.
- Sec. 749. Airport diagram terminology.
- Sec. 750. GAO study on fee transparency by fixed based operators.
- Sec. 751. Minority and disadvantaged business participation.
- Sec. 752. Prohibition on certain runway length requirements.
- Sec. 753. Report on Indo-Pacific airports.
- Sec. 754. GAO study on implementation of grants at certain airports.
- Sec. 755. GAO study on transit access.
- Sec. 756. Banning Municipal Airport.
- Sec. 757. Disputed changes of sponsorship at federally obligated, publicly owned airport.
- Sec. 758. Procurement regulations applicable to FAA multimodal projects.
- Sec. 759. Buckeye 940 release of deed restrictions.
- Sec. 760. Washington, DC Metropolitan Area Special Flight Rules Area.
- Sec. 761. Study on air cargo operations in Puerto Rico.
- Sec. 762. Progress reports on the national transition plan related to a fluorine-free firefighting foam.
- Sec. 763. Report on airport notifications.
- Sec. 764. Study on competition and airport access.
- Sec. 765. Regional airport capacity study.
- Sec. 766. Study on autonomous and electric-powered track systems.
- Sec. 767. PFAS-related resources for airports.
- Sec. 768. Limitation on certain rolling stock procurements.
- Sec. 769. Maintaining safe fire and rescue staffing levels.
- Sec. 770. Grant assurances.
- Sec. 771. Aviation fuel in Alaska.
- Sec. 772. Application of amendments.

Subtitle B—Passenger Facility Charges

- Sec. 775. Additional permitted uses of passenger facility charge revenue.
- Sec. 776. Passenger facility charge streamlining.

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- Sec. 781. Streamlining consultation process.
- Sec. 782. Repeal of burdensome emissions credit requirements.
- Sec. 783. Expedited environmental review and one Federal decision.
- Sec. 784. Subchapter III definitions.
- Sec. 785. Pilot program extension.
- Sec. 786. Part 150 noise standards update.
- Sec. 787. Reducing community aircraft noise exposure.
- Sec. 788. Categorical exclusions.
- Sec. 789. Updating presumed to conform limits.
- Sec. 790. Recommendations on reducing rotorcraft noise in District of Columbia.
- Sec. 791. UFP study.
- Sec. 792. Aircraft Noise Advisory Committee.
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- Sec. 794. Information sharing requirement.
- Sec. 795. Mechanisms to reduce helicopter noise.

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- Sec. 801. Reexamination of pilots or certificate holders.
- Sec. 802. GAO review of Pilot's Bill of Rights.
- Sec. 803. Data privacy.
- Sec. 804. Accountability for aircraft registration numbers.
- Sec. 805. Timely resolution of investigations.
- Sec. 806. All makes and models authorization.
- Sec. 807. Response to letter of investigation.
- Sec. 808. ADS-B out equipage study; Vehicle-to-Vehicle link program.
- Sec. 809. Ensuring safe landings during off-airport operations.
- Sec. 810. Development of low-cost voluntary ADS-B.
- Sec. 811. Airshow safety team.
- Sec. 812. Aircraft registration validity during renewal.
- Sec. 813. Temporary airman certificates.
- Sec. 814. Letter of deviation authority.
- Sec. 815. BasicMed for examiners administering tests or proficiency checks.
- Sec. 816. Designee locator tool improvements.
- Sec. 817. Deadline to eliminate aircraft registration backlog.
- Sec. 818. Part 135 air carrier certificate backlog.
- Sec. 819. Enhancing processes for authorizing aircraft for service in commuter and on-demand operations.
- Sec. 820. Flight instructor certificates.
- Sec. 821. Consistency of policy application in flight standards and aircraft certification.
- Sec. 822. Application of policies, orders, and guidance.
- Sec. 823. Expansion of the regulatory consistency communications board.
- Sec. 824. Modernization of special airworthiness certification rulemaking deadline.
- Sec. 825. Exclusion of gyroplanes from fuel system requirements.
- Sec. 826. Public aircraft flight time logging eligibility.
- Sec. 827. EAGLE initiative.
- Sec. 828. Expansion of BasicMed.
- Sec. 829. Prohibition on using ADS-B out data to initiate an investigation.
- Sec. 830. Charitable flight fuel reimbursement exemptions.
- Sec. 831. GAO report on charitable flights.
- Sec. 832. Flight instruction or testing.
- Sec. 833. National coordination and oversight of designated pilot examiners.
- Sec. 834. Part 135 pilot supplemental oxygen requirement.

TITLE IX—NEW ENTRANTS AND AEROSPACE INNOVATION

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- Sec. 901. Definitions.
- Sec. 902. Unmanned aircraft in the Arctic.
- Sec. 903. Small UAS safety standards technical corrections.
- Sec. 904. Airport safety and airspace hazard mitigation and enforcement.
- Sec. 905. Radar data pilot program.
- Sec. 906. Electronic conspicuity study.
- Sec. 907. Remote identification alternative means of compliance.
- Sec. 908. Part 107 waiver improvements.
- Sec. 909. Environmental review and noise certification.

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- Sec. 910. Unmanned aircraft system use in wildfire response.
- Sec. 911. Pilot program for UAS inspections of FAA infrastructure.
- Sec. 912. Drone infrastructure inspection grant program.
- Sec. 913. Drone education and workforce training grant program.
- Sec. 914. Drone workforce training program study.
- Sec. 915. Termination of Advanced Aviation Advisory Committee.
- Sec. 916. Unmanned and Autonomous Flight Advisory Committee.
- Sec. 917. NextGen Advisory Committee membership expansion.
- Sec. 918. Interagency coordination.
- Sec. 919. Review of regulations to enable unescorted UAS operations.
- Sec. 920. Extension of BEYOND program.
- Sec. 921. UAS integration strategy.
- Sec. 922. Extension of Know Before You Fly campaign.
- Sec. 923. Public aircraft definition.
- Sec. 924. FAA comprehensive plan on UAS automation.
- Sec. 925. UAS test ranges.
- Sec. 926. Public safety use of tethered UAS.
- Sec. 927. Extending special authority for certain unmanned aircraft systems.
- Sec. 928. Recreational operations of drone systems.
- Sec. 929. Applications for designation.
- Sec. 930. Beyond visual line of sight operations for unmanned aircraft systems.
- Sec. 931. Acceptable levels of risk and risk assessment methodology.
- Sec. 932. Third-party service approvals.
- Sec. 933. Special authority for transport of hazardous materials by commercial package delivery unmanned aircraft systems.
- Sec. 934. Operations over high seas.
- Sec. 935. Protection of public gatherings.
- Sec. 936. Covered drone prohibition.

Subtitle B—Advanced Air Mobility

- Sec. 951. Definitions.
- Sec. 952. Sense of Congress on FAA leadership in advanced mobility.
- Sec. 953. Application of National Environmental Policy Act categorical exclusions for vertiport projects.
- Sec. 954. Advanced Air Mobility Working Group amendments.
- Sec. 955. Rules for operation of powered-lift aircraft.
- Sec. 956. Advanced propulsion systems regulations.
- Sec. 957. Powered-lift aircraft entry into service.
- Sec. 958. Infrastructure supporting vertical flight.
- Sec. 959. Charting of aviation infrastructure.
- Sec. 960. Advanced air mobility infrastructure pilot program extension.
- Sec. 961. Center for Advanced Aviation Technologies.

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- Sec. 1001. Definitions.
- Sec. 1002. Research, engineering, and development authorization of appropriations.
- Sec. 1003. Report on implementation; funding for safety research and development.
- Sec. 1004. National aviation research plan modification.
- Sec. 1005. Advanced Materials Center of Excellence enhancements.
- Sec. 1006. Center of Excellence for Unmanned Aircraft Systems.

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- Sec. 1007. ASSUREd Safe credentialing authority.
- Sec. 1008. CLEEN engine and airframe technology partnership.
- Sec. 1009. High-speed flight testing.
- Sec. 1010. High-speed aircraft pathway to integration study.
- Sec. 1011. Operating high-speed flights in high altitude Class E airspace.
- Sec. 1012. Electric propulsion aircraft operations study.
- Sec. 1013. Contract weather observers program.
- Sec. 1014. Airfield pavement technology program.
- Sec. 1015. Review of FAA management of research and development.
- Sec. 1016. Research and development of FAA's aeronautical information systems modernization activities.
- Sec. 1017. Center of Excellence for Alternative Jet Fuels and Environment.
- Sec. 1018. Next generation radio altimeters.
- Sec. 1019. Hydrogen aviation strategy.
- Sec. 1020. Aviation fuel systems.
- Sec. 1021. Air traffic surveillance over United States controlled oceanic airspace and other remote locations.
- Sec. 1022. Aviation weather technology review.
- Sec. 1023. Air traffic surface operations safety.
- Sec. 1024. Technology review of artificial intelligence and machine learning technologies.
- Sec. 1025. Research plan for commercial supersonic research.
- Sec. 1026. Electromagnetic spectrum research and development.
- Sec. 1027. Research plan on the remote tower program.
- Sec. 1028. Air traffic control training.
- Sec. 1029. Report on aviation cybersecurity directives.
- Sec. 1030. Turbulence research and development.
- Sec. 1031. Rule of construction regarding collaborations.
- Sec. 1032. Limitation.

Subtitle B—Unmanned Aircraft Systems and Advanced Air Mobility

- Sec. 1041. Definitions.
- Sec. 1042. Interagency working group.
- Sec. 1043. Strategic research plan.
- Sec. 1044. Federal Aviation Administration unmanned aircraft system and advanced air mobility research and development.
- Sec. 1045. Partnerships for research, development, demonstration, and testing.

TITLE XI—MISCELLANEOUS

- Sec. 1101. Technical corrections.
- Sec. 1102. Transportation of organs.
- Sec. 1103. Acceptance of digital driver's license and identification cards.
- Sec. 1104. Quasiquicentennial of aviation.
- Sec. 1105. Limitations for certain cargo aircraft.
- Sec. 1106. Prohibition on mandates.
- Sec. 1107. COVID-19 vaccination status.
- Sec. 1108. Rulemaking related to operating high-speed flights in high altitude Class E airspace.
- Sec. 1109. FAA leadership in hydrogen aviation.
- Sec. 1110. Advancing global leadership on civil supersonic aircraft.
- Sec. 1111. Learning period.
- Sec. 1112. Counter-UAS authorities.
- Sec. 1113. Study on air cargo operations.
- Sec. 1114. Wing-in-ground-effect craft.

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Sec. 1115. Certificates of authorization or waiver.

TITLE XII—NATIONAL TRANSPORTATION SAFETY BOARD

- Sec. 1201. Short title.
 Sec. 1202. Authorization of appropriations.
 Sec. 1203. Clarification of treatment of territories.
 Sec. 1204. Additional workforce training.
 Sec. 1205. Overtime annual report termination.
 Sec. 1206. Strategic workforce plan.
 Sec. 1207. Travel budgets.
 Sec. 1208. Notification requirement.
 Sec. 1209. Board justification of closed unacceptable recommendations.
 Sec. 1210. Miscellaneous investigative authorities.
 Sec. 1211. Public availability of accident reports.
 Sec. 1212. Ensuring accountability for timeliness of reports.
 Sec. 1213. Ensuring access to data.
 Sec. 1214. Public availability of safety recommendations.
 Sec. 1215. Improving delivery of family assistance.
 Sec. 1216. Updating civil penalty authority.
 Sec. 1217. Electronic availability of public docket records.
 Sec. 1218. Drug-free workplace.
 Sec. 1219. Accessibility in workplace.
 Sec. 1220. Most Wanted List.
 Sec. 1221. Technical corrections.
 Sec. 1222. Air safety investigators.
 Sec. 1223. Review of National Transportation Safety Board procurements.

TITLE XIII—REVENUE PROVISIONS

- Sec. 1301. Expenditure authority from airport and airway trust fund.
 Sec. 1302. Extension of taxes funding airport and airway trust fund.

1 **SEC. 2. DEFINITIONS.**

2 In this Act:

3 (1) ADMINISTRATOR.—Unless otherwise speci-
 4 fied, the term “Administrator” means the Adminis-
 5 trator of the Federal Aviation Administration.

6 (2) APPROPRIATE COMMITTEES OF CON-
 7 GRESS.—The term “appropriate committees of Con-
 8 gress” means the Committee on Commerce, Science,
 9 and Transportation of the Senate and the Com-
 10 mittee on Transportation and Infrastructure of the
 11 House of Representatives.

1 (3) COMPTROLLER GENERAL.—The term
2 “Comptroller General” means the Comptroller Gen-
3 eral of the United States.

4 (4) FAA.—The term “FAA” means the Fed-
5 eral Aviation Administration.

6 (5) NEXTGEN.—The term “NextGen” means
7 the Next Generation Air Transportation System.

8 (6) SECRETARY.—Unless otherwise specified,
9 the term “Secretary” means the Secretary of Trans-
10 portation.

11 **TITLE I—AUTHORIZATIONS**

12 **SEC. 101. AIRPORT PLANNING AND DEVELOPMENT AND** 13 **NOISE COMPATIBILITY PLANNING AND PRO-** 14 **GRAMS.**

15 (a) AUTHORIZATION.—Section 48103(a) of title 49,
16 United States Code, is amended—

17 (1) in paragraph (6) by striking “and” at the
18 end;

19 (2) by striking paragraph (7) and inserting the
20 following:

21 “(7) \$3,350,000,000 for fiscal year 2024;

22 “(8) \$4,000,000,000 for fiscal year 2025;

23 “(9) \$4,000,000,000 for fiscal year 2026;

24 “(10) \$4,000,000,000 for fiscal year 2027; and

25 “(11) \$4,000,000,000 for fiscal year 2028.”.

1 (b) OBLIGATION AUTHORITY.—Section 47104(c) of
2 title 49, United States Code, is amended in the matter
3 preceding paragraph (1) by striking “May 10, 2024” and
4 inserting “September 30, 2028”.

5 **SEC. 102. FACILITIES AND EQUIPMENT.**

6 Section 48101(a) of title 49, United States Code, is
7 amended by striking paragraphs (1) through (7) and in-
8 serting the following:

9 “(1) \$3,191,250,000 for fiscal year 2024.

10 “(2) \$3,575,000,000 for fiscal year 2025.

11 “(3) \$3,625,000,000 for fiscal year 2026.

12 “(4) \$3,675,000,000 for fiscal year 2027.

13 “(5) \$3,725,000,000 for fiscal year 2028.”.

14 **SEC. 103. OPERATIONS.**

15 (a) IN GENERAL.—Section 106(k)(1) of title 49,
16 United States Code, is amended by striking subpara-
17 graphs (A) through (G) and inserting the following:

18 “(A) \$12,729,627,000 for fiscal year 2024;

19 “(B) \$13,055,000,000 for fiscal year 2025;

20 “(C) \$13,354,000,000 for fiscal year 2026;

21 “(D) \$13,650,000,000 for fiscal year

22 2027; and

23 “(E) \$13,954,000,000 for fiscal year

24 2028.”.

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

4 (1) by striking clauses (i) through (v);
5 (2) by redesignating clause (vi) as clause (i);

6 and

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

8 “(ii) \$42,018,000 for fiscal year 2024.

9 “(iii) \$52,985,000 for fiscal year
10 2025.

11 “(iv) \$59,044,000 for fiscal year
12 2026.

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

14 “(vi) \$71,529,000 for fiscal year
15 2028.”.

16 (c) AUTHORITY TO TRANSFER FUNDS.—Section
17 106(k)(3) of title 49, United States Code, is amended—

18 (1) by striking “Notwithstanding” and insert-
19 ing the following:

20 “(A) IN GENERAL.—Notwithstanding”;

21 (2) by striking “in each of fiscal years 2018
22 through 2023 and for the period beginning on Octo-
23 ber 1, 2023, and ending on May 10, 2024” and in-
24 serting “in each of fiscal years 2024 through 2028”;

25 and

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

2 “(B) PRIORITIZATION.—In reducing non-
3 safety-related activities of the Administration
4 under subparagraph (A), the Secretary shall
5 prioritize such reductions from amounts other
6 than amounts authorized under this subsection,
7 section 48101, or section 48103.

8 “(C) SUNSET.—This paragraph shall cease
9 to be effective on October 1, 2028.”.

10 **SEC. 104. EXTENSION OF MISCELLANEOUS EXPIRING AU-**
11 **THORITIES.**

12 (a) **AUTHORITY TO PROVIDE INSURANCE.**—Section
13 44310(b) of title 49, United States Code, is amended by
14 striking “May 10, 2024” and inserting “September 30,
15 2028”.

16 (b) **MARSHALL ISLANDS, MICRONESIA, AND**
17 **PALAU.**—Section 47115(i) of title 49, United States Code,
18 is amended by striking “fiscal years 2018 through 2023,
19 and for the period beginning on October 1, 2023, and end-
20 ing on May 10, 2024,” and inserting “fiscal years 2024
21 through 2028,”.

22 (c) **WEATHER REPORTING PROGRAMS.**—Section
23 48105 of title 49, United States Code, is amended by
24 striking paragraph (5) and adding at the end the fol-
25 lowing:

1 “(5) \$60,000,000 for each of fiscal years 2024
2 through 2028.”.

3 (d) MIDWAY ISLAND AIRPORT.—Section 186(d) of
4 the Vision 100—Century of Aviation Reauthorization Act
5 (Public Law 108–176) is amended by striking “fiscal
6 years 2018 through 2023 and for the period beginning on
7 October 1, 2023, and ending on May 10, 2024,” and in-
8 serting “for fiscal years 2024 through 2028,”.

9 (e) EXTENSION OF THE SAFETY OVERSIGHT AND
10 CERTIFICATION ADVISORY COMMITTEE.—Section 202(h)
11 of the FAA Reauthorization Act of 2018 (Public Law
12 115–254) is amended by striking “shall terminate” and
13 all that follows through the period at the end and inserting
14 “shall terminate on October 1, 2028.”.

15 **TITLE II—FAA OVERSIGHT AND** 16 **ORGANIZATIONAL REFORM**

17 **SEC. 201. FAA LEADERSHIP.**

18 Section 106 of title 49, United States Code, is
19 amended—

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

22 (2) by striking subsection (b) and inserting the
23 following:

24 “(b) ADMINISTRATION LEADERSHIP.—

25 “(1) ADMINISTRATOR.—

1 “(A) IN GENERAL.—The head of the Ad-
2 ministration is the Administrator, who shall be
3 appointed by the President, by and with the ad-
4 vice and consent of the Senate.

5 “(B) QUALIFICATIONS.—The Adminis-
6 trator shall—

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

8 “(ii) not be an active duty member of
9 the Armed Forces;

10 “(iii) not have retired from the Armed
11 Forces within the 7 years preceding nomi-
12 nation; and

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

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

21 “(D) TERM OF OFFICE.—The term of of-
22 fice for any individual appointed as Adminis-
23 trator shall be 5 years.

24 “(E) REPORTING CHAIN.—Except as pro-
25 vided in subsection (f) or in other provisions of

1 law, the Administrator reports directly to the
2 Secretary of Transportation.

3 “(2) DEPUTY ADMINISTRATOR.—

4 “(A) IN GENERAL.—The Administrator
5 has a Deputy Administrator, who shall be ap-
6 pointed by the President.

7 “(B) QUALIFICATIONS.—The Deputy Ad-
8 ministrator shall—

9 “(i) be a citizen of the United States;
10 and

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

14 “(C) FITNESS.—In appointing an indi-
15 vidual as Deputy Administrator, the President
16 shall consider the fitness of the individual to
17 carry out efficiently the duties and powers of
18 the office, including the duty to act for the Ad-
19 ministrator when the Administrator is absent or
20 unable to serve, or when the office of Adminis-
21 trator is vacant.

22 “(D) REPORTING CHAIN.—The Deputy
23 Administrator reports directly to the Adminis-
24 trator.

1 “(E) DUTIES.—The Deputy Administrator
2 shall carry out duties and powers prescribed by
3 the Administrator.

4 “(F) COMPENSATION.—

5 “(i) ANNUAL RATE OF BASIC PAY.—
6 The annual rate of basic pay of the Deputy
7 Administrator shall be set by the Secretary
8 but shall not exceed the annual rate of
9 basic pay payable to the Administrator.

10 “(ii) EXCEPTION.—A retired regular
11 officer of the Armed Forces serving as the
12 Deputy Administrator is entitled to hold a
13 rank and grade not lower than that held
14 when appointed as the Deputy Adminis-
15 trator and may elect to receive—

16 “(I) the pay provided for the
17 Deputy Administrator under clause
18 (i); or

19 “(II) the pay and allowances or
20 the retired pay of the military grade
21 held.

22 “(iii) REIMBURSEMENT OF EX-
23 PENSES.—If the Deputy Administrator
24 elects to receive compensation described in
25 clause (ii)(II), the Administration shall re-

1 imburse the appropriate military depart-
2 ment from funds available for the expenses
3 of the Administration.

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

7 “(A) the Administrator under paragraph
8 (1); and

9 “(B) the Deputy Administrator under
10 paragraph (2).”.

11 **SEC. 202. ASSISTANT ADMINISTRATOR FOR RULEMAKING**
12 **AND REGULATORY IMPROVEMENT.**

13 (a) ASSISTANT ADMINISTRATOR FOR RULEMAKING
14 AND REGULATORY IMPROVEMENT.—Section 106 of title
15 49, United States Code, is further amended by striking
16 subsections (c) and (d) and inserting the following:

17 “(c) ASSISTANT ADMINISTRATOR FOR RULEMAKING
18 AND REGULATORY IMPROVEMENT.—There is an Assistant
19 Administrator for Rulemaking and Regulatory Improve-
20 ment who shall be appointed by the Administrator and
21 shall—

22 “(1) be responsible for developing and man-
23 aging the execution of a regulatory agenda for the
24 Administration that meets statutory and Adminis-
25 tration deadlines, including by—

1 “(A) prioritizing rulemaking projects that
2 are necessary to improve safety;

3 “(B) establishing the regulatory agenda of
4 the Administration; and

5 “(C) coordinating with offices of the Ad-
6 ministration, the Department, and other Fed-
7 eral entities as appropriate to improve timely
8 feedback generation and approvals when re-
9 quired by law;

10 “(2) not delegate overall responsibility for meet-
11 ing internal timelines and final completion of the
12 regulatory activities of the Administration outside
13 the Office of the Assistant Administrator for Rule-
14 making and Regulatory Improvement;

15 “(3) on an ongoing basis, review the regulations
16 of the Administration in effect to—

17 “(A) improve safety;

18 “(B) reduce undue regulatory burden;

19 “(C) replace prescriptive regulations with
20 performance-based regulations, as appropriate;

21 “(D) prevent duplicative regulations; and

22 “(E) increase regulatory clarity and trans-
23 parency whenever possible;

24 “(4) make recommendations for the review of
25 the Administrator under subsection (f)(3)(C)(ii);

1 “(5) receive, coordinate, and respond to peti-
2 tions for rulemaking and for exemption as provided
3 for in subpart A of part 11 of title 14, Code of Fed-
4 eral Regulations, and provide an initial response to
5 a petitioner not later than 30 days after the receipt
6 of such a petition—

7 “(A) acknowledging receipt of such peti-
8 tion;

9 “(B) confirming completeness of such peti-
10 tion;

11 “(C) providing an initial indication of the
12 complexity of the request and how such com-
13 plexity may impact the timeline for adjudica-
14 tion; and

15 “(D) requesting any additional informa-
16 tion, as appropriate, that would assist in the
17 consideration of the petition;

18 “(6) track the issuance of exemptions and waiv-
19 ers by the Administration to sections of title 14,
20 Code of Federal Regulations, and establish a meth-
21 odology by which to determine if it would be more
22 efficient and in the interest of the public to amend
23 a rule to reduce the future need of waivers and ex-
24 emptions; and

1 “(7) promulgate regulatory updates as deter-
2 mined more efficient or in the best interest of the
3 public under paragraph (6).

4 “(d) [Reserved].”

5 (b) SYSTEMICALLY ADDRESSING NEED FOR EXEMP-
6 TIONS AND WAIVERS.—Not later than 30 months after
7 the date of enactment of this Act, the Assistant Adminis-
8 trator for Rulemaking and Regulatory Improvement of the
9 FAA shall brief the appropriate committees of Congress
10 and the Committee on Science, Space, and Technology of
11 the House of Representatives on the methodology devel-
12 oped pursuant to section 106(c)(6) of title 49, United
13 States Code (as added by this section).

14 **SEC. 203. PROHIBITION ON CONFLICTING PECUNIARY IN-**
15 **TERESTS.**

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

18 “(e) PROHIBITION ON CONFLICTING PECUNIARY IN-
19 TERESTS.—

20 “(1) IN GENERAL.—The leadership of the Ad-
21 ministration may not have a pecuniary interest in, or
22 hold a financial interest in, an aeronautical enter-
23 prise or engage in another business, vocation, or em-
24 ployment.

1 “(2) TEACHING.—Notwithstanding paragraph
2 (1), the Deputy Administrator may not receive com-
3 pensation for teaching without prior approval of the
4 Administrator.

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

7 “(A) means—

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

10 “(ii) any indebtedness or compensated
11 employment relationship; or

12 “(iii) any right to purchase or acquire
13 any such ownership, equity, or security in-
14 terest, including a stock option; and

15 “(B) does not include securities held in an
16 index fund.”.

17 **SEC. 204. AUTHORITY OF SECRETARY AND ADMINIS-**
18 **TRATOR.**

19 (a) IN GENERAL.—Section 106(f) of title 49, United
20 States Code, is amended—

21 (1) in paragraph (1)—

22 (A) by striking “paragraph (2)” and in-
23 serting “paragraphs (2) and (3)”;
24 (B) by striking “Neither” and inserting

25 “In exercising duties, powers, and authorities

1 that are assigned to the Secretary or the Ad-
2 ministrator under this title, neither”; and

3 (C) by striking “a committee, board, or or-
4 ganization established by executive order.” and
5 inserting the following: “a committee, board,
6 council, or organization that is—

7 “(A) established by executive order; or

8 “(B) not explicitly directed by legislation
9 to review the exercise of such duties, powers,
10 and authorities by the Secretary or the Admin-
11 istrator.”;

12 (2) in paragraph (2)—

13 (A) in subparagraph (A)(ii) by striking
14 “the acquisition” and all that follows through
15 the semicolon and inserting “the acquisition, es-
16 tablishment, improvement, operation, mainte-
17 nance, security (including cybersecurity), and
18 disposal of property, facilities, services, and
19 equipment of the Administration, including all
20 elements of the air traffic control system owned
21 by the Administration;”;

22 (B) in subparagraph (A)(iii) by striking
23 “paragraph (3)” and inserting “paragraph
24 (4)”; and

1 (C) in subparagraph (B) by inserting “civil
2 aviation, any matter for which the Adminis-
3 trator is the final authority under subparagraph
4 (A), any duty carried out by the Administrator
5 pursuant to paragraph (3), or the provisions of
6 this title, or” after “with respect to”;

7 (3) in paragraph (3)—

8 (A) in subparagraph (A)—

9 (i) by striking “In the performance”
10 and inserting the following:

11 “(i) ISSUANCE OF REGULATIONS.—In
12 the performance”;

13 (ii) by striking “The Administrator
14 shall act” and inserting the following:

15 “(ii) PETITIONS FOR RULEMAKING.—
16 The Administrator shall act”;

17 (iii) by striking “The Administrator
18 shall issue” and inserting the following:

19 “(iii) RULEMAKING TIMELINE.—The
20 Administrator shall issue”; and

21 (iv) by striking “On February 1” and
22 inserting the following:

23 “(iv) REPORTING REQUIREMENT.—On
24 February 1”; and

1 (B) by striking subparagraphs (B) and (C)
2 and inserting the following:

3 “(B) APPROVAL OF SECRETARY OF TRANS-
4 PORTATION.—

5 “(i) IN GENERAL.—The Administrator
6 may not issue, unless the Secretary of
7 Transportation approves the issuance of
8 the regulation in advance, a proposed regu-
9 lation or final regulation that—

10 “(I) is likely to result in the ex-
11 penditure by State, local, and Tribal
12 governments in the aggregate, or by
13 the private sector, of \$250,000,000 or
14 more (adjusted annually for inflation
15 beginning with the year following the
16 date of enactment of the FAA Reau-
17 thORIZATION Act of 2024) in any year;
18 or

19 “(II) is significant.

20 “(ii) SIGNIFICANT REGULATIONS.—
21 For purposes of this paragraph, a regula-
22 tion is significant if the Administrator, in
23 consultation with the Secretary (as appro-
24 priate), determines that the regulation—

1 “(I) will have an annual effect on
2 the economy of \$250,000,000 or more
3 (adjusted annually for inflation begin-
4 ning with the year following the date
5 of enactment of the FAA Reauthor-
6 ization Act of 2024);

7 “(II) raises novel or serious legal
8 or policy issues that will substantially
9 and materially affect other transpor-
10 tation modes; or

11 “(III) adversely affects, in a sub-
12 stantial and material way, the econ-
13 omy, a sector of the economy, produc-
14 tivity, competition, jobs, the environ-
15 ment, public health or safety, or a
16 State, local, or Tribal government or
17 community.

18 “(iii) EMERGENCY REGULATION.—

19 “(I) IN GENERAL.—In an emer-
20 gency as determined by the Adminis-
21 trator, the Administrator may issue a
22 final regulation described in clause (i)
23 without prior approval of the Sec-
24 retary.

1 “(II) OBJECTION.—If the Sec-
2 retary objects to a regulation issued
3 under subclause (II) in writing not
4 later than 5 days (excluding Saturday,
5 Sundays, and legal public holidays)
6 after the issuance, the Administrator
7 shall immediately rescind such regula-
8 tion.

9 “(iv) OTHER REGULATIONS.—The
10 Secretary may not require that the Admin-
11 istrator submit a proposed or final regula-
12 tion to the Secretary for approval, nor may
13 the Administrator submit a proposed or
14 final regulation to the Secretary for ap-
15 proval, if the regulation—

16 “(I) does not require the ap-
17 proval of the Secretary under clause
18 (i) (excluding a regulation issued
19 under clause (iii)); or

20 “(II) is a routine or frequent ac-
21 tion or a procedural action.

22 “(v) TIMELINE.—The Administrator
23 shall submit a copy of any proposed or
24 final regulation requiring approval by the
25 Secretary under clause (i) to the Secretary,

1 who shall either approve the regulation or
2 return the regulation to the Administrator
3 with comments not later than 30 days
4 after receiving the regulation. If the Sec-
5 retary fails to approve or return the regu-
6 lation with comments to the Administrator
7 not later than 30 days after receiving such
8 regulation, the regulation shall be deemed
9 to have been approved by the Secretary.

10 “(C) PERIODIC REVIEW.—

11 “(i) IN GENERAL.—For any signifi-
12 cant regulation issued after the date of en-
13 actment of the FAA Reauthorization Act
14 of 2024, in addition to the review require-
15 ments established under section 5.13(d) of
16 title 49, Code of Federal Regulations, the
17 Administrator shall review any significant
18 regulation 3 years after the effective date
19 of such regulation.

20 “(ii) DISCRETIONARY REVIEW.—The
21 Administrator may review any regulation
22 that has been in effect for more than 3
23 years.

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

4 “(I) the cost assumptions sup-
5 porting the regulation were accurate;

6 “(II) the intended benefit of the
7 regulation is being realized;

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

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

15 “(iv) REVIEW MANAGEMENT.—Any
16 periodic review of a regulation under this
17 subparagraph shall be managed by the As-
18 sistant Administrator for Rulemaking and
19 Regulatory Improvement, who may task an
20 advisory committee or the Management
21 Advisory Council established under sub-
22 section (p) to assist in performing the re-
23 view.”;

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

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

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

5 “(A) IN GENERAL.—The Administrator
6 shall carry out—

7 “(i) the duties and powers of the Sec-
8 retary under this subsection related to
9 aviation safety (except duties and powers
10 related to transportation, packaging, mark-
11 ing, or description of hazardous material)
12 and stated in—

13 “(I) subsections (c) and (d) of
14 section 1132;

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

20 “(III) chapter 443;

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

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

25 “(VI) chapter 448;

1 “(VII) chapter 451;
2 “(VIII) chapter 453;
3 “(IX) section 46104;
4 “(X) subsections (d) and (h)(2)
5 of section 46301, section 46303(c),
6 sections 46304 through 46308, sec-
7 tion 46310, section 46311, and sec-
8 tions 46313 through 46320;
9 “(XI) chapter 465;
10 “(XII) chapter 471;
11 “(XIII) chapter 475; and
12 “(XIV) chapter 509 of title 51;
13 and
14 “(ii) such additional duties and pow-
15 ers as may be prescribed by the Secretary.
16 “(B) APPLICABILITY.—Section 40101(d)
17 applies to the duties and powers specified in
18 subparagraph (A).
19 “(C) TRANSFER.—Any of the duties and
20 powers specified in subparagraph (A) may only
21 be transferred to another part of the Depart-
22 ment if specifically provided by law or in a reor-
23 ganization plan submitted under chapter 9 of
24 title 5.

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

5 (b) CONFORMING AMENDMENT.—Section 106 of title
6 49, United States Code, is amended by striking subsection
7 (g) and inserting the following:

8 “(g) [reserved].”.

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

15 **SEC. 205. REGULATORY MATERIALS IMPROVEMENT.**

16 (a) INTERNAL REGULATORY PROCESS REVIEW.—

17 (1) IN GENERAL.—

18 (A) REVIEW TEAM.—The Administrator
19 shall establish a regulatory process review team
20 (in this section referred to as the “review
21 team”) comprising of FAA employees and indi-
22 viduals described in paragraph (2) to develop
23 recommendations to improve the timeliness,
24 performance, and accountability of the develop-
25 ment and promulgation of regulatory materials.

1 (B) REPORT.—The review team shall sub-
2 mit to the Administrator a report with rec-
3 ommendations in accordance with the deadlines
4 specified in paragraph (5).

5 (2) OTHER MEMBERS; CONSULTATION.—

6 (A) IN GENERAL.—The review team shall
7 include at least 3 outside experts and or aca-
8 demics with relevant experience or expertise in
9 aviation safety and at least 1 outside expert
10 with relevant experience or expertise in improv-
11 ing the performance, accountability, and trans-
12 parency of the Federal regulatory process, par-
13 ticularly as such process relates to aviation
14 safety.

15 (B) CONSULTATION.—The review team
16 may, as appropriate, consult with industry
17 stakeholders.

18 (3) CONTENTS OF REVIEW.—In conducting the
19 review required under paragraph (1), the review
20 team shall do the following:

21 (A) Develop a proposal for rationalizing
22 processes and eliminating redundant adminis-
23 trative review of regulatory materials within the
24 FAA, particularly when FAA-sponsored rule-

1 making committees and stakeholders have col-
2 laborated on the proposed regulations.

3 (B) With respect to each office within the
4 FAA that reviews regulatory materials, as-
5 sess—

6 (i) the timeline assigned to each such
7 office to complete the review of regulatory
8 materials;

9 (ii) the actual time spent for such re-
10 view;

11 (iii) opportunities to reduce the actual
12 time for such review; and

13 (iv) whether clear roles, responsibil-
14 ities, requirements, and expectations are
15 clearly defined for each office required to
16 review the regulatory materials.

17 (C) Define and document the roles and re-
18 sponsibilities of each office within the FAA that
19 develops, drafts, or reviews each kind of regu-
20 latory material in order to ensure that hiring
21 reflects who, where, and how the employees of
22 each such office function in the rulemaking
23 framework.

24 (D) Describe any organizational changes
25 or the need to hire additional FAA employees,

1 if necessary, and take into consideration wheth-
2 er current positions are staffed, to reduce
3 delays in publication of regulatory materials.

4 (E) In order to provide the public with de-
5 tailed information on the progress of the devel-
6 opment of regulatory materials, identify report-
7 ing mechanisms and develop a template and ap-
8 propriate system metrics for making publicly
9 available on a website a progress tracker that
10 updates to show the major stages (as deter-
11 mined by the Administrator) of the development
12 of regulatory materials as such materials are
13 initiated, in progress, and completed.

14 (F) Consider changes to the best practices
15 of the FAA under rules governing ex parte com-
16 munications, including communications with
17 international validating authorities, and with
18 consideration of the public interest in trans-
19 parency, to provide flexibility for FAA employ-
20 ees to discuss regulatory materials, particularly
21 for such regulatory materials related to enhanc-
22 ing aviation safety and the aviation inter-
23 national leadership of the United States.

24 (G) Recommend methods by which the
25 FAA can incorporate research funded by the

1 Department of Transportation, in addition to
2 consensus standards and conformance assess-
3 ment processes developed by recognized indus-
4 try standards organizations into regulatory ma-
5 terials, to keep pace with rapid changes in avia-
6 tion technologies and processes.

7 (H) Recommend mechanisms to optimize
8 the roles of the Office of the Secretary of
9 Transportation and the Office of Management
10 and Budget, with the objective of improving the
11 efficiency of regulatory activity.

12 (4) ACTION PLAN.—The Administrator shall de-
13 velop and transmit to the appropriate committees of
14 Congress an action plan to implement, as appro-
15 priate, the recommendations developed by the review
16 team.

17 (5) DEADLINES.—The requirements of this sec-
18 tion shall be subject to the following deadlines:

19 (A) Not later than 120 days after the date
20 of enactment of this section, the review team
21 shall complete the evaluation required under
22 paragraph (1) and submit to the Administrator
23 the report of the review team on such evalua-
24 tion.

1 (B) Not later than 30 days after the date
2 on which the review team submits the report
3 under subparagraph (A), the Administrator
4 shall develop and publish the action plan under
5 paragraph (4).

6 (6) SUNSET.—The review team shall terminate
7 upon completion of the requirements under para-
8 graph (5).

9 (7) ADMINISTRATIVE PROCEDURE REQUIRE-
10 MENTS INAPPLICABLE.—The provisions of sub-
11 chapter II of chapter 5, and chapter 7, of title 5,
12 United States Code (commonly known as the “Ad-
13 ministrative Procedure Act”) shall not apply to any
14 activities of the review team in carrying out the re-
15 quirements of this section.

16 (8) REGULATORY MATERIALS DEFINED.—In
17 this subsection, the term “regulatory materials”
18 means rules, advisory circulars, statements of policy,
19 and other materials related to aviation safety regula-
20 tions, as well as other materials pertaining to train-
21 ing and operation of aeronautical products.

22 (b) REVIEW OF NON-REGULATORY MATERIALS.—

23 (1) IN GENERAL.—Not later than 3 years after
24 the date of enactment of this Act, the inspector gen-
25 eral of the Department of Transportation shall re-

1 view the coordination and approval processes of non-
2 regulatory materials produced by the FAA to im-
3 prove the timeliness, transparency, development, and
4 issuance of such materials.

5 (2) CONTENTS OF REVIEW.—In conducting the
6 review under paragraph (1), the inspector general
7 shall—

8 (A) provide recommendations for improv-
9 ing processes and eliminating non-value-added
10 reviews of non-regulatory materials within the
11 FAA and Department of Transportation, in
12 consideration of the authority of the Adminis-
13 trator under section 106 of title 49, United
14 States Code, and other applicable laws;

15 (B) consider, with respect to each office
16 within the FAA and the Department of Trans-
17 portation that reviews non-regulatory mate-
18 rials—

19 (i) the timeline assigned to each such
20 office to complete the review of such mate-
21 rials;

22 (ii) the actual time spent for such re-
23 view; and

24 (iii) opportunities to reduce the actual
25 time spent for such review;

1 (C) describe any organizational changes
2 and additional resources that the Administrator
3 needs, if necessary, to reduce delays in the de-
4 velopment and publication of proposed non-reg-
5 ulatory materials;

6 (D) consider to what extent reporting
7 mechanisms and templates could be used to
8 provide the public with more consistent infor-
9 mation on the development status of non-regu-
10 latory materials;

11 (E) consider changes to the application of
12 rules governing ex parte communications by the
13 Administrator to provide flexibility for employ-
14 ees of the FAA to discuss non-regulatory mate-
15 rials with aviation stakeholders and foreign
16 aviation authorities to promote United States
17 aviation leadership;

18 (F) recommend methods by which the Ad-
19 ministrator can incorporate standards set by
20 recognized industry standards organizations, as
21 such term is defined in section 224(c), into non-
22 regulatory materials to keep pace with rapid
23 changes in aerospace technology and processes;
24 and

1 (G) evaluate the processes and best prac-
2 tices other civil aviation authorities and other
3 Federal departments and agencies use to
4 produce non-regulatory materials, particularly
5 the processes of entities that produce such ma-
6 terials in an expedited fashion to respond to
7 safety risks, incidents, or new technology adop-
8 tion.

9 (3) CONSULTATION.—In conducting the review
10 under paragraph (1), the inspector general may, as
11 appropriate, consult with industry stakeholders, aca-
12 demia, and other individuals with relevant back-
13 ground or expertise in improving the efficiency of
14 Federal non-regulatory material production.

15 (4) REPORT.—Not later than 1 year after the
16 inspector general initiates the review under para-
17 graph (1), the inspector general shall submit to the
18 Administrator a report on such review.

19 (5) ACTION PLAN.—

20 (A) IN GENERAL.—The Administrator
21 shall develop an action plan to implement, as
22 appropriate, the recommendations contained in
23 the report submitted under paragraph (4).

24 (B) BRIEFING.—Not later than 90 days
25 after receiving the report under paragraph (4),

1 the Administrator shall brief the appropriate
2 committees of Congress on such plan.

3 (6) NON-REGULATORY MATERIALS DEFINED.—

4 In this subsection, the term “non-regulatory mate-
5 rials” means orders, statements of policy, guidance,
6 technical standards, and other materials related to
7 aviation safety, training, and operation of aero-
8 nautical products.

9 **SEC. 206. FUTURE OF NEXTGEN.**

10 (a) KEY PROGRAMS.—Not later than December 31,
11 2025, the Administrator shall operationalize all of the key
12 programs under the NextGen program as described in the
13 deployment plan of the FAA.

14 (b) OFFICE TERMINATION.—The NextGen Office of
15 the FAA shall terminate on December 31, 2025.

16 (c) TRANSFER OF RESIDUAL NEXTGEN IMPLEMEN-
17 TATION FUNCTIONS.—If the Administrator does not com-
18 plete the air traffic modernization project known as the
19 NextGen program by the deadline specified in subsection
20 (a), the Administrator shall transfer the residual functions
21 for completing the NextGen program to the Airspace Mod-
22 ernization Office of the FAA established under section
23 207.

24 (d) TRANSFER OF NEXTGEN ADVISORY COM-
25 MITTEE.—Not later than December 31, 2025, manage-

1 ment of the NextGen Advisory Committee shall transfer
2 to the Chief Operating Officer of the air traffic control
3 system.

4 (e) TRANSFER OF ADVANCED AIR MOBILITY FUNC-
5 TIONS.—Not later than 90 days after the date of enact-
6 ment of this Act, any advanced air mobility relevant func-
7 tions, duties, and responsibilities of the NAS Systems En-
8 gineering and Integration Office or other offices within the
9 Office of NextGen of the FAA shall be incorporated into
10 the Office of Aviation Safety of the FAA.

11 (f) REMAINING ACTIVITIES.—In carrying out sub-
12 section (a), and after implementing subsections (c)
13 through (e), the Administrator shall transfer any remain-
14 ing duties, authorities, activities, personnel, and assets
15 managed by the Office of NextGen of the FAA to other
16 offices of the FAA, as appropriate.

17 (g) TECHNICAL CENTER FOR ADVANCED AERO-
18 SPACE.—Section 106 of title 49, United States Code, is
19 further amended by striking subsection (h) and inserting
20 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 to support
25 the advancement of aerospace safety and innovation

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

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

15 “(E) managing the facilities of the Tech-
16 nical Center; and

17 “(F) carrying out any other duties as de-
18 termined appropriate by the Administrator.”.

19 (h) CONFORMING AMENDMENT.—Section 44507 of
20 title 49, United States Code, is amended—

21 (1) by striking “(a) CIVIL AEROMEDICAL INSTI-
22 TUTE” and all that follows through “The Civil
23 Aeromedical Institute established” and inserting
24 “The Civil Aeromedical Institute established”; and

25 (2) by striking subsection (b).

1 **SEC. 207. AIRSPACE MODERNIZATION OFFICE.**

2 (a) ESTABLISHMENT.—

3 (1) IN GENERAL.—On January 1, 2026, the
4 Administrator shall establish within the FAA an Air-
5 space Modernization Office (in this section referred
6 to as the “Office”).

7 (2) PLACEMENT.—The Administrator may task
8 an existing office of the FAA with the functions of
9 the Office.

10 (3) DUTIES.—The Office shall be responsible
11 for—

12 (A) the research and development, systems
13 engineering, enterprise architecture, and port-
14 folio management for the continuous mod-
15 ernization of the national airspace system;

16 (B) the development of an information-cen-
17 tric national airspace system, including
18 digitization of the processes and technology that
19 supports such system;

20 (C) improving the interoperability of FAA
21 systems and third-party systems that support
22 safe operations in the national airspace system;
23 and

24 (D) developing and periodically updating
25 an integrated plan for the future state of the

1 national airspace system in coordination with
2 other offices of the FAA.

3 (b) INTEGRATED PLAN REQUIREMENTS.—The inte-
4 grated plan developed by the Office shall be designed to
5 ensure that the national airspace system meets future
6 safety, security, mobility, efficiency, and capacity needs of
7 a diverse and growing set of airspace users. The integrated
8 plan shall include the following:

9 (1) A description of the demand for services
10 that will be required of the future air transportation
11 system, and an explanation of how the demand pro-
12 jections were derived, including—

13 (A) the most likely range of average an-
14 nual resources required over the duration of the
15 plan to cost effectively maintain the safety, sus-
16 tainability, and other characteristics of national
17 airspace operation and the mission of the FAA;
18 and

19 (B) an estimate of FAA resource require-
20 ments by user group, including expectations
21 concerning the growth of new entrants and po-
22 tential new users.

23 (2) A roadmap for creating and implementing
24 the integrated plan, including—

1 (A) the most significant technical, oper-
2 ational, and personnel obstacles and the activi-
3 ties necessary to overcome such obstacles, in-
4 cluding the role of other Federal agencies, cor-
5 porations, institutions of higher learning, and
6 nonprofit organizations in carrying out such ac-
7 tivities;

8 (B) the annual anticipated cost of carrying
9 out such activities;

10 (C) the technical milestones that will be
11 used to evaluate the activities; and

12 (D) identifying technology gaps that the
13 Administrator or industry may need to address
14 to fully implement the integrated plan.

15 (3) A description of the operational concepts to
16 meet the system performance requirements for all
17 system users and a timeline and anticipated expendi-
18 tures needed to develop and deploy the system.

19 (4) A description of the management of the en-
20 terprise architecture framework for the introduction
21 of any operational improvements and to inform FAA
22 financial decision-making.

23 (5) A justification for the operational improve-
24 ments that the Office determines will need to be de-
25 veloped and deployed by 2040 to meet the needs of

1 national airspace users, including the benefits, costs,
2 and risks of the preferred and alternative options.

3 (c) CONSIDERATIONS.—In developing an initial inte-
4 grated plan required under subsection (b) and carrying
5 out such plan, the Office shall consider—

6 (1) the results and recommendations of the
7 independent report on implementation of the
8 NextGen program under section 603;

9 (2) the status of the transition to, and deploy-
10 ment of, trajectory-based operations within the na-
11 tional airspace system; and

12 (3) the findings of the audit required by section
13 622, and the resulting plan to replace or enhance
14 the identified legacy systems within a reasonable
15 timeframe.

16 (d) CONSULTATION.—In developing and carrying out
17 the integrated plan, the Office shall consult with the
18 NextGen Advisory Committee of the FAA.

19 (e) PLAN DEADLINE; BRIEFINGS.—

20 (1) PLAN DEADLINE.—Not later than 3 years
21 after the date of enactment of this Act, the Adminis-
22 trator shall submit to the Committee on Commerce,
23 Science, and Transportation of the Senate, the Com-
24 mittee on Appropriations of the Senate, the Com-
25 mittee on Transportation and Infrastructure of the

1 House of Representatives, the Committee on
2 Science, Space, and Technology of the House of
3 Representatives, and the Committee on Appropria-
4 tions of the House of Representatives an initial inte-
5 grated plan required under subsection (a)(3)(D).

6 (2) ANNUAL BRIEFINGS.—The Administrator
7 shall provide the committees of Congress specified in
8 paragraph (1) with an annual briefing describing the
9 progress in carrying out the integrated plan required
10 under subsection (a)(3)(D), including any changes to
11 the plan, through 2028.

12 (f) DOT INSPECTOR GENERAL REVIEW.—Not later
13 than 180 days after submission of the initial integrated
14 plan under subsection (e)(1), the inspector general of the
15 Department of Transportation shall begin a review of the
16 integrated plan and submit to the committees of Congress
17 specified in subsection (e)(1) a report that—

18 (1) assesses the justification for the integrated
19 plan;

20 (2) provides any recommendations for improv-
21 ing the integrated plan; and

22 (3) includes any other information that the in-
23 spector general determines appropriate.

1 **SEC. 208. APPLICATION DASHBOARD AND FEEDBACK POR-**
2 **TAL.**

3 (a) IN GENERAL.—The Deputy Administrator of the
4 FAA shall determine whether a publicly facing dashboard
5 that provides applicants with the status of an application
6 before the FAA would be—

7 (1) beneficial to applicants;

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

10 (3) duplicative with other efforts of the FAA to
11 streamline and digitize paperwork and certification
12 processes to provide an applicant with a greater
13 awareness of the status of an application before the
14 FAA.

15 (b) RECOMMENDATION.—Not later than 30 months
16 after the date of enactment of this Act, the Deputy Ad-
17 ministrator shall provide to the Administrator a rec-
18 ommendation regarding the need for or benefits of a dash-
19 board or other means by which to track an application
20 status.

21 (c) BRIEFING.—Not later than 45 days after receiv-
22 ing recommendations under subsection (b), the Adminis-
23 trator shall brief the appropriate Committees of Congress
24 on—

25 (1) any recommendation received under sub-
26 section (b); and

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

3 (d) FAA FEEDBACK PORTAL.—

4 (1) IN GENERAL.—The Deputy Administrator
5 shall determine whether a publicly facing portal on
6 the website of the FAA through which the public
7 may provide feedback to the Administrator about ex-
8 periences individuals have working with personnel of
9 the FAA would be beneficial.

10 (2) REQUIREMENTS.—The Deputy Adminis-
11 trator shall ensure any portal established under this
12 subsection asks questions that seek to gauge any
13 shortcomings the FAA has in fulfilling the mission
14 of the FAA or areas where the FAA is succeeding
15 in meeting the mission of the FAA.

16 (e) APPLICATION.—This section shall apply to appli-
17 cations relating to—

18 (1) an aircraft, aircraft engine, propeller, or ap-
19 pliance certification;

20 (2) an airman or pilot certificate;

21 (3) a medical certificate;

22 (4) an operator certificate;

23 (5) when authority under chapter 509 of title
24 51, United States Code, is explicitly delegated by the

1 Secretary to the Administrator, a license or permit
2 issued under such chapter;
3 (6) an aircraft registration;
4 (7) an operational approval, waiver, or exemp-
5 tion;
6 (8) a legal interpretation;
7 (9) an outstanding agency determination; and
8 (10) any certificate not otherwise described in
9 this subparagraph that is issued pursuant to chapter
10 447 of title 49, United States Code.

11 **SEC. 209. SENSE OF CONGRESS ON FAA ENGAGEMENT DUR-**
12 **ING RULEMAKING ACTIVITIES.**

13 It is the sense of Congress that—

14 (1) the Administrator should—

15 (A) engage with aviation stakeholder
16 groups and the public during pre-drafting
17 stages of rulemaking activities and use, to the
18 greatest extent practicable, properly docketed ex
19 parte discussions during rulemaking activities
20 in order to—

21 (i) inform the work of the Adminis-
22 trator;

23 (ii) assist the Administrator in devel-
24 oping the scope of a rule; and

1 (iii) reduce the timeline for issuance
2 of proposed and final rules;

3 (B) rely on documented data and safety
4 trends when determining whether or not to pro-
5 ceed with a rulemaking activity; and

6 (C) not consider a rulemaking activity re-
7 quired in statute, for the purposes of ex parte
8 communications, as having been established on
9 the date of enactment of the related public law,
10 but rather upon obtainment of a regulation
11 identifier number; and

12 (2) when it would reduce the time required for
13 the Administrator to adjudicate public comments,
14 the Administrator should publicly provide informa-
15 tion describing the rationale behind a regulatory de-
16 cision included in proposed regulations in order to
17 better allow for the public to provide clear and in-
18 formed comments on such regulations.

19 **SEC. 210. CIVIL AEROMEDICAL INSTITUTE.**

20 Section 106(j) of title 49, United States Code, is
21 amended by striking “There is” and inserting “CIVIL
22 AEROMEDICAL INSTITUTE.—There is”.

23 **SEC. 211. MANAGEMENT ADVISORY COUNCIL.**

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

1 (1) by transferring paragraph (8) of subsection
2 (p) to subsection (r) and redesignating such para-
3 graph as paragraph (7); and

4 (2) by striking subsection (p) and inserting the
5 following:

6 “(p) MANAGEMENT ADVISORY COUNCIL.—

7 “(1) ESTABLISHMENT.—The Administrator
8 shall establish an advisory council which shall be
9 known as the Federal Aerospace Management Advi-
10 sory Council (in this subsection referred to as the
11 ‘Council’).

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

14 “(A) a designee of the Secretary of Trans-
15 portation;

16 “(B) a designee of the Secretary of De-
17 fense;

18 “(C) 5 members representing aerospace
19 and technology interests, appointed by the Ad-
20 ministrators;

21 “(D) 5 members representing aerospace
22 and technology interests, appointed by the Sec-
23 retary of Transportation; and

24 “(E) 1 member, appointed by the Sec-
25 retary of Transportation, who is the head of a

1 union representing air traffic control system
2 employees.

3 “(3) QUALIFICATIONS.—No officer or employee
4 of the Federal Government may be appointed to the
5 Council under subparagraph (C) or (D) of para-
6 graph (2).

7 “(4) FUNCTIONS.—

8 “(A) IN GENERAL.—

9 “(i) ADVISE; COUNSEL.—The Council
10 shall provide advice and counsel to the Ad-
11 ministrator on issues which affect or are
12 affected by the activities of the Adminis-
13 trator.

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

19 “(iii) SUBMISSIONS TO ADMINISTRA-
20 TION.—With respect to Administration
21 management, policy, spending, funding,
22 data management and analysis, safety ini-
23 tiatives, international agreements, activities
24 of the International Civil Aviation Organi-
25 zation, and regulatory matters affecting

1 the aerospace industry and the national
2 airspace system, the Council may—

3 “(I) regardless of whether solici-
4 ited by the Administrator, submit
5 comments, recommended modifica-
6 tions, proposals, and supporting or
7 dissenting views to the Administrator;
8 and

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

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

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

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

13 “(B) MEETINGS.—The Council shall meet
14 not less than 3 times annually or at the call of
15 the chair or the Administrator.

16 “(C) ACCESS TO DOCUMENTS AND
17 STAFF.—The Administrator may give the Coun-
18 cil appropriate access to relevant documents
19 and personnel of the Administration, and the
20 Administrator shall make available, consistent
21 with the authority to withhold commercial and
22 other proprietary information under section 552
23 of title 5 (commonly known as the ‘Freedom of
24 Information Act’), cost data associated with the

1 acquisition and operation of air traffic service
2 systems.

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

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

12 “(A) the Council;

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

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

17 “(6) ADMINISTRATIVE MATTERS.—

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

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

1 longer meets the requirements of paragraph
2 (2)(E).

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

10 “(D) CONTINUATION IN OFFICE.—A mem-
11 ber of the Council whose term expires shall con-
12 tinue to serve until the date on which the suc-
13 cessor of the member takes office.

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

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

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

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

14 **SEC. 212. CHIEF OPERATING OFFICER.**

15 Section 106(r) of title 49, United States Code, is
16 amended—

17 (1) in paragraph (1)—

18 (A) by striking subparagraph (A) and in-
19 serting the following:

20 “(A) APPOINTMENT.—There shall be a
21 Chief Operating Officer for the air traffic con-
22 trol system who is appointed by the Adminis-
23 trator and subject to the authority of the Ad-
24 ministrator.”; and

1 (B) in subparagraph (E) by striking “shall
2 be appointed for the remainder of that term”
3 and inserting “may be appointed for either the
4 remainder of the term or for a full term”;

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

7 (3) in paragraph (3)—

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

10 (B) by striking “annual basis.” and insert-
11 ing— “annual basis and shall include responsi-
12 bility for—

13 “(A) the state of good repair of the air
14 traffic control system;

15 “(B) the continuous improvement of the
16 safety and efficiency of the air traffic control
17 system; and

18 “(C) identifying services and solutions to
19 increase the safety and efficiency of airspace
20 use and to support the safe integration of all
21 airspace users.”;

22 (4) in paragraph (4) by striking “such informa-
23 tion as may be prescribed by the Secretary” and in-
24 serting “the annual performance agreement required
25 under paragraph (3), an assessment of the perform-

1 ance of the Chief Operating Officer in relation to the
2 performance goals in the performance agreement for
3 the previous year, and such other information as
4 may be prescribed by the Administrator”; and

5 (5) in paragraph (5)—

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

12 (B) in subparagraph (A)—

13 (i) in clause (iii) by striking “and” at
14 the end;

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

17 (iii) by adding at the end the fol-
18 lowing:

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

22 (C) in subparagraph (C)(ii) by striking
23 “and the Committee”.

1 **SEC. 213. REPORT ON UNFUNDED CAPITAL INVESTMENT**
2 **NEEDS OF AIR TRAFFIC CONTROL SYSTEM.**

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

5 “(6) UNFUNDED CAPITAL INVESTMENT NEEDS
6 REPORT.—

7 “(A) IN GENERAL.—Not later than 10
8 days after the date on which the budget of the
9 President for a fiscal year is submitted to Con-
10 gress pursuant to section 1150 of title 31, the
11 Administrator shall submit to the Secretary, the
12 Committee on Transportation and Infrastruc-
13 ture of the House of Representatives, and the
14 Committee on Commerce, Science, and Trans-
15 portation of the Senate a report on any un-
16 funded capital investment needs of the air traf-
17 fic control system.

18 “(B) CONTENTS OF BRIEFING.—In pro-
19 viding the report under subparagraph (A), the
20 Administrator shall include, for each unfunded
21 capital investment need, the following:

22 “(i) A summary description of such
23 unfunded capital investment need.

24 “(ii) The objective to be achieved if
25 such unfunded capital investment need is
26 funded in whole or in part.

1 sustainment of the air traffic control sys-
2 tem;

3 “(iii) is listed for any year in the most
4 recent National Airspace System Capital
5 Investment Plan of the Administration;
6 and

7 “(iv) would have been recommended
8 for funding through the budget referred to
9 in subparagraph (A) by the Administrator
10 if—

11 “(I) additional resources had
12 been available for the budget to fund
13 the program, activity, or mission re-
14 quirement; or

15 “(II) the program, activity, or
16 mission requirement has emerged
17 since the budget was formulated.”.

18 **SEC. 214. CHIEF TECHNOLOGY OFFICER.**

19 Section 106(s) of title 49, United States Code, is
20 amended—

21 (1) in paragraph (1)—

22 (A) in subparagraph (A) by striking
23 “There shall be” and all that follows through
24 the period at the end and inserting “The Chief

1 Technology Officer shall be appointed by the
2 Administrator.”;

3 (B) in subparagraph (B) by striking “man-
4 agement” and inserting “management, systems
5 management,”;

6 (C) by striking subparagraphs (C) and
7 (D);

8 (D) by redesignating subparagraphs (A)
9 and (B) as subparagraphs (B) and (C), respec-
10 tively; and

11 (E) by inserting before subparagraph (B),
12 as so redesignated, the following:

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

18 (2) in paragraph (2)—

19 (A) in subparagraph (A) by striking “pro-
20 gram”; and

21 (B) in subparagraph (F) by striking “air-
22 craft operators” and inserting “the Administra-
23 tion, aircraft operators, or other private pro-
24 viders of information and services related to air
25 traffic management”; and

1 (3) in paragraph (3)—

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

8 (B) by redesignating subparagraph (B) as
9 subparagraph (C); and

10 (C) by inserting after subparagraph (A)
11 the following:

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

18 **SEC. 215. DEFINITION OF AIR TRAFFIC CONTROL SYSTEM.**

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

21 (1) in subparagraph (C) by striking “and” at
22 the end;

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

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

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

6 **SEC. 216. PEER REVIEW OF OFFICE OF WHISTLEBLOWER**
7 **PROTECTION AND AVIATION SAFETY INVES-**
8 **TIGATIONS.**

9 Section 106(t) of title 49, United States Code, is
10 amended—

11 (1) by striking paragraph (7);

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

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

16 “(A) IN GENERAL.—Not later than 2 years
17 after the date of enactment of the FAA Reau-
18 thorization Act of 2024, and every 5 years
19 thereafter, the inspector general of the Depart-
20 ment of Transportation shall perform a peer re-
21 view of the Office of Whistleblower Protection
22 and Aviation Safety Investigations.

23 “(B) PEER REVIEW SCOPE.—In completing
24 the peer reviews required under this paragraph,
25 the inspector general shall, to the extent appro-

1 appropriate, use the most recent peer review guides
2 published by the Council of the Inspectors Gen-
3 eral on Integrity and Efficiency Audit Com-
4 mittee and Investigations Committee.

5 “(C) REPORTS TO CONGRESS.—Not later
6 than 90 days after the completion of a peer re-
7 view required under this paragraph, the inspec-
8 tor general 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 a description of any actions taken or to be
13 taken to address the results of the peer re-
14 view.”; and

15 (3) in paragraph (8)(B) by striking the comma.

16 **SEC. 217. CYBERSECURITY LEAD.**

17 (a) IN GENERAL.—The Administrator shall designate
18 an executive of the FAA to serve as the lead for the cyber-
19 security of FAA systems and hardware (in this section re-
20 ferred to as the “Cybersecurity Lead”).

21 (b) DUTIES.—The Cybersecurity Lead shall carry out
22 duties and powers prescribed by the Administrator, includ-
23 ing the management of activities required under subtitle
24 B of title III.

1 (c) BRIEFING.—Not later than 1 and 3 years after
2 the date of enactment of this Act, the Cybersecurity Lead
3 shall brief the appropriate committees of Congress on the
4 implementation of subtitle B of title III.

5 **SEC. 218. ELIMINATING FAA REPORTING AND UNNECES-**
6 **SARY REQUIREMENTS.**

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

9 (1) by striking subsection (b);

10 (2) by redesignating subsection (c) as sub-
11 section (b); and

12 (3) by redesignating subsection (e) as sub-
13 section (c).

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

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

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

22 (2) by redesignating paragraph (5) as para-
23 graph (4).

24 (d) AIP ANNUAL REPORT.—Section 47131 of title
25 49, United States Code, and the item relating to such sec-

1 tion in the analysis for chapter 471 of such title, are re-
2 pealed.

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

6 (1) by redesignating subsection (d) as sub-
7 section (e); and

8 (2) by inserting after subsection (c) the fol-
9 lowing:

10 “(d) NON-COMPLIANT AIRPORTS.—

11 “(1) IN GENERAL.—The Secretary shall include
12 in the plan a detailed statement listing airports the
13 Secretary has reason to believe are not in compliance
14 with grant assurances or other requirements with re-
15 spect to airport lands and shall include—

16 “(A) the circumstances of noncompliance;

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

19 “(C) any corrective action the Secretary
20 intends to require to bring the airport sponsor
21 into compliance.

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

1 (f) NOTICE TO AIRPORT SPONSORS REGARDING PUR-
2 CHASE OF AMERICAN MADE EQUIPMENT AND PROD-
3 UCTS.—Section 306 of the Federal Aviation Administra-
4 tion Authorization Act of 1994 (49 U.S.C. 50101 note)
5 is amended—

6 (1) in subsection (a) by striking “(a)” and all
7 that follows through “It is the sense” and inserting
8 “It is the sense”; and

9 (2) by striking subsection (b).

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

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

19 (1) by striking subsection (b);

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

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

23 (A) in the subsection heading by striking
24 “DEFINITIONS” and inserting “DEFINITION OF
25 ALASKA GUIDE PILOT”;

1 (B) by striking “, the following definitions
2 apply” and all that follows through “The term
3 ‘Alaska guide pilot’” and inserting “the term
4 ‘Alaska guide pilot’”; and

5 (C) by redesignating subparagraphs (A)
6 through (C) as paragraphs (1) through (3) (and
7 adjusting the margins accordingly).

8 (i) NEXT GENERATION AIR TRANSPORTATION SEN-
9 IOR POLICY COMMITTEE.—Section 710 of the Vision 100–
10 Century of Aviation Reauthorization Act (49 U.S.C.
11 40101 note), and the item relating to such section in the
12 table of contents in section 1(b) of such Act, are repealed.

13 (j) IMPROVED PILOT LICENSES AND PILOT LICENSE
14 RULEMAKING.—

15 (1) INTELLIGENCE REFORM AND TERRORISM
16 PREVENTION ACT.—Section 4022 of the Intelligence
17 Reform and Terrorism Prevention Act of 2004 (49
18 U.S.C. 44703 note), and the item relating to such
19 section in the table of contents in section 1(b) of
20 such Act, are repealed.

21 (2) FAA MODERNIZATION AND REFORM ACT OF
22 2012.—Section 321 of the FAA Modernization and
23 Reform Act of 2012 (49 U.S.C. 44703 note), and
24 the item relating to such section in the table of con-
25 tents in section 1(b) of such Act, are repealed.

1 (k) TECHNICAL TRAINING AND STAFFING STUDY.—
2 Section 605 of the FAA Modernization and Reform Act
3 of 2012 (Public Law 112–95) is amended—

4 (1) by striking subsection (a);

5 (2) in subsection (b)—

6 (A) by striking “(b) WORKLOAD OF SYS-
7 TEMS SPECIALISTS.—”; and

8 (B) by redesignating paragraphs (1)
9 through (3) as subsections (a) through (c) (and
10 adjust the margins and header casing appro-
11 priately); and

12 (3) in subsection (c) (as so redesignated) by
13 striking “paragraph (1)” and inserting “subsection
14 (a)”.

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

20 (m) LASER POINTER INCIDENT REPORTS.—Section
21 2104 of FAA Extension, Safety, and Security Act of 2016
22 (49 U.S.C. 46301 note) is amended—

23 (1) in subsection (a) by striking “quarterly up-
24 dates” and inserting “annually an annual briefing”;

25 and

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

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

4 (n) COLD WEATHER PROJECTS BRIEFING.—Section
5 156 of the FAA Reauthorization Act of 2018 (49 U.S.C.
6 47112 note) is amended—

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

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

10 (o) BIENNIAL GAO AUDIT.—Any provision of the
11 FAA Modernization and Reform Act of 2012 (Public Law
12 112–95), including any amendment made by such Act,
13 that requires the Comptroller General to conduct an audit
14 (including a recurring audit) shall have no force or effect.

15 **SEC. 219. AUTHORITY TO USE ELECTRONIC SERVICE.**

16 Section 46103 of title 49, United States Code, is
17 amended—

18 (1) in subsection (b)—

19 (A) in paragraph (1)—

20 (i) in subparagraph (B) by striking
21 “or” after the semicolon;

22 (ii) in subparagraph (C) by striking
23 the period at the end and inserting a semi-
24 colon; and

1 (iii) by adding at the end the fol-
2 lowing:

3 “(D) by electronic or facsimile transmission to
4 the person to be served or the designated agent of
5 the person; or

6 “(E) as designated by regulation or guidance
7 published in the Federal Register.”; and

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

9 “(3) The date of service made by an electronic
10 or facsimile method is—

11 “(A) the date an electronic or facsimile
12 transmission is sent; or

13 “(B) the date a notification is sent by an
14 electronic or facsimile method that a notice,
15 process, or action is immediately available and
16 accessible in an electronic database.”; and

17 (2) in subsection (c) by striking the first sen-
18 tence and inserting “Service on an agent designated
19 under this section shall be made at the office or
20 usual place of residence of the agent or at the elec-
21 tronic or facsimile address designated by the
22 agent.”.

1 **SEC. 220. SAFETY AND EFFICIENCY THROUGH**
2 **DIGITIZATION OF FAA SYSTEMS.**

3 (a) **IN GENERAL.**—Not later than 180 days after the
4 date of enactment of this Act, the Administrator shall—

5 (1) identify, at the discretion of the Adminis-
6 trator, not less than 3 processes of the FAA that re-
7 sult in a certification and require paper-based infor-
8 mation exchange between external entities and the
9 FAA or offices within the FAA (such as an aircraft
10 certification, aircraft registration, or airmen certifi-
11 cation) or authorization, an exemption, or a letter of
12 authorization; and

13 (2) initiate the digitization of such processes.

14 (b) **REQUIREMENTS.**—In carrying out the digitization
15 required under subsection (a), the Administrator shall en-
16 sure that the digitization of any process allows for—

17 (1) an applicant to track the application of such
18 applicant throughout the period of submission and
19 review of such application; and

20 (2) the status of the application to be available
21 upon demand to the applicant, as well as FAA em-
22 ployees responsible for reviewing and making a deci-
23 sion on the application.

24 (c) **BRIEFING TO CONGRESS.**—Not later than 2 years
25 after the date on which the Administrator initiates the
26 digitization under subsection (a)(2), the Administrator

1 shall brief the appropriate committees of Congress on the
2 progress of such digitization.

3 (d) DEFINITION OF DIGITIZATION.—In this section,
4 the term “digitization” means the transition from a pre-
5 dominantly paper-based system to a system centered on
6 the use of a data management system and the internet.

7 **SEC. 221. FAA TELEWORK.**

8 (a) IN GENERAL.—The Administrator—

9 (1) may establish telework policies for employ-
10 ees of the FAA that allow for the Administrator to
11 reduce the office footprint and associated expenses
12 of the FAA, if appropriate, increase workforce reten-
13 tion, and provide flexibilities that the Administrator
14 demonstrates increases efficiency and effectiveness
15 of the Administration, while requiring that any such
16 policy—

17 (A) does not adversely impact the mission
18 of the FAA;

19 (B) does not reduce the safety or efficiency
20 of the national airspace system;

21 (C) for any employee that is designated as
22 an officer or executive in the FAA Executive
23 System or a political appointee (as such term is
24 defined in section 106 of title 49, United States
25 Code)—

1 (i) maximizes time at a duty station
2 for such employee, excluding official travel;
3 and

4 (ii) may include telework provisions as
5 determined appropriate by the Adminis-
6 trator, commensurate with official duties
7 for such employee;

8 (D) provides for on-the-job training oppor-
9 tunities for FAA personnel that are not less
10 than such opportunities available in 2019;

11 (E) reflects the appropriate work status of
12 employees based on the job functions of such
13 employee;

14 (F) optimizes the work status of inspec-
15 tors, investigators, and other personnel per-
16 forming safety-related functions to ensure time-
17 ly completion of safety oversight activities;

18 (G) provides for personnel, including such
19 personnel performing work related to aircraft
20 certification and flight standards, who are re-
21 sponsible for actively working with regulated
22 entities, external stakeholders, or other mem-
23 bers of the public to be—

1 (i) routinely available on a predictable
2 basis for in-person and virtual communica-
3 tions with external persons; and

4 (ii) not hindered from meeting with,
5 visiting, auditing, or inspecting facilities or
6 projects of regulated persons due to any
7 telework policy; and

8 (H) provides opportunities for in-person
9 dialogue, collaboration, and ideation for all em-
10 ployees;

11 (2) ensures that locality pay for an employee of
12 the FAA accurately reflects the telework status and
13 duty station of such employee;

14 (3) may not establish a telework policy for an
15 employee of the FAA unless such employee will be
16 provided with secure network capacity, communica-
17 tions tools, necessary and secure access to appro-
18 priate agency data assets and Federal records, and
19 equipment sufficient to enable such employee to be
20 fully productive; and

21 (4) not later than 2 years after the date of en-
22 actment of this Act, shall evaluate and address any
23 telework policies in effect on the day before such
24 date of enactment to ensure that such policies meet
25 the requirements of paragraph (1).

1 (b) CONGRESSIONAL UPDATE.—Not later than 1
2 year after the date of enactment of this Act, and 1 year
3 thereafter, the Administrator shall brief the appropriate
4 committees of Congress on any telework policies currently
5 in place, the implementation of such policies, and the ben-
6 efits of such policies.

7 (c) CONSULTATION.—If the Administrator deter-
8 mines that telework agreements need to be updated to im-
9 plement the requirements of subsection (a), the Adminis-
10 trator shall, prior to updating such agreements, consult
11 with—

12 (1) exclusive bargaining representatives of air
13 traffic controllers certified under section 7111 of
14 title 5, United States Code; and

15 (2) labor organizations certified under such sec-
16 tion as the exclusive bargaining representative of
17 airway transportation systems specialists and avia-
18 tion safety inspectors and engineers of the FAA.

19 **SEC. 222. REVIEW OF OFFICE SPACE.**

20 (a) FAA REVIEW.—

21 (1) INITIATION OF REVIEW.—Not later than 12
22 months after the date of enactment of this Act, the
23 Secretary shall initiate an inventory review of the
24 domestic office footprint of the Department of
25 Transportation.

1 (2) COMPLETION OF REVIEW.—Not later than
2 30 months after the date of enactment of this Act,
3 the Secretary shall complete the inventory review re-
4 quired under paragraph (1).

5 (b) CONTENTS OF REVIEW.—In completing the re-
6 view under subsection (a), the Secretary shall—

7 (1) delineate the domestic office footprint, as
8 determined appropriate by the Secretary;

9 (2) determine space adequacy related to—

10 (A) the Architectural Barriers Act of 1968
11 (42 U.S.C. 4151 et seq.) and the corresponding
12 accessibility guidelines established under part
13 1191 of title 36, Code of Federal Regulations;
14 and

15 (B) the Americans with Disabilities Act of
16 1990 (42 U.S.C. 12101 et seq.);

17 (3) determine the feasible occupancy of such
18 space, and provide the methodology used to make
19 the determination;

20 (4) determine the number of individuals who
21 are full-time equivalent employees, other support
22 personnel, or contractors that have each such unit as
23 a duty station and determine how telework policies
24 will impact the usage of such space;

1 (5) calculate the amount of available, unused,
2 or underutilized space in each such space;

3 (6) consider any lease terms for leased space
4 contained in the domestic office footprint, including
5 cost and effective dates for each such lease; and

6 (7) based on the findings in paragraphs (2)
7 through (6), and any other metrics the Secretary de-
8 termines relevant, provide recommendations for opti-
9 mizing the use of office space across the Department
10 in consultation with appropriate employee labor rep-
11 resentatives.

12 (c) REPORT.—Not later than 4 months after com-
13 pleting the review under subsection (a), the Secretary shall
14 submit to the appropriate committees of Congress a final
15 report that proposes opportunities to optimize the domes-
16 tic office footprint of the FAA (and associated costs). In
17 compiling such final report, the Secretary shall describe
18 opportunities for—

19 (1) consolidation of offices within a reasonable
20 distance, as determined by the Senior Real Property
21 Officer of the Department of Transportation, from
22 one another;

23 (2) the collocation of regional or satellite offices
24 of separate modes of the Department, including the
25 costs and benefits of shared amenities; and

1 (3) the use of coworking spaces instead of per-
2 manent offices.

3 (d) **DOMESTIC OFFICE FOOTPRINT DEFINED.**—In
4 this section, the term “domestic office footprint” means
5 buildings, offices, facilities, and other real property rented,
6 owned, or occupied by the FAA or Department—

7 (1) in which employees report for permanent or
8 temporary duty that are not FAA Airport Traffic
9 Control Towers, Terminal Radar Approach Control
10 Facilities, Air Route Traffic Control Centers, and
11 Combined Control Facilities; and

12 (2) which are located within the United States.

13 **SEC. 223. RESTORATION OF AUTHORITY.**

14 (a) **IN GENERAL.**—Chapter 401 of title 49, United
15 States Code, is amended by inserting after section 40118
16 the following:

17 **“§ 40119. Sensitive security information**

18 “(a) **DISCLOSURE.**—

19 “(1) **REGULATIONS PROHIBITING DISCLO-**
20 **SURE.**—Notwithstanding the establishment of a De-
21 partment of Homeland Security, the Secretary of
22 Transportation, in accordance with section
23 552(b)(3)(B) of title 5, shall prescribe regulations
24 prohibiting disclosure of information obtained or de-
25 veloped in ensuring security under this title if the

1 Secretary of Transportation decides disclosing the
2 information would—

3 “(A) be an unwarranted invasion of per-
4 sonal privacy;

5 “(B) reveal a trade secret or privileged or
6 confidential commercial or financial informa-
7 tion; or

8 “(C) be detrimental to transportation safe-
9 ty.

10 “(2) DISCLOSURE TO CONGRESS.—Paragraph
11 (1) shall not be construed to authorize information
12 to be withheld from a committee of Congress author-
13 ized to have such information.

14 “(3) RULE OF CONSTRUCTION.—Nothing in
15 paragraph (1) shall be construed to authorize the
16 designation of information as sensitive security in-
17 formation (as such term is defined in section 15.5
18 of title 49, Code of Federal Regulations) to—

19 “(A) conceal a violation of law, ineffi-
20 ciency, or administrative error;

21 “(B) prevent embarrassment to a person,
22 organization, or agency;

23 “(C) restrain competition; or

24 “(D) prevent or delay the release of infor-
25 mation that does not require protection in the

1 interest of transportation security, including
2 basic scientific research information not clearly
3 related to transportation security.

4 “(4) LAW ENFORCEMENT DISCLOSURE.—Sec-
5 tion 552a of title 5 shall not apply to disclosures
6 that the Administrator may make from the systems
7 of records of the Federal Aviation Administration to
8 any Federal law enforcement, intelligence, protective
9 service, immigration, or national security official in
10 order to assist the official receiving the information
11 in the performance of official duties.

12 “(b) TRANSFERS OF DUTIES AND POWERS PROHIB-
13 ITED.—Except as otherwise provided by law, a duty or
14 power under this section may not be transferred to an-
15 other department, agency, or instrumentality of the Fed-
16 eral Government.”.

17 (b) EFFECTIVE DATE.—The amendments made by
18 this section shall be effective as of October 5, 2018, and
19 all authority restored to the Secretary and the FAA under
20 this section shall be treated as if such authority had never
21 been repealed by the FAA Reauthorization Act of 2018
22 (Public Law 115–254).

23 (c) CONFORMING AMENDMENT.—The analysis for
24 chapter 401 of title 49, United States Code, is amended

1 by inserting after the item relating to section 40118 the
2 following:

“40119. Sensitive security information.”.

3 **SEC. 224. FAA PARTICIPATION IN INDUSTRY STANDARDS**
4 **ORGANIZATIONS.**

5 (a) IN GENERAL.—The Administrator shall encour-
6 age the participation of employees of the FAA, as appro-
7 priate, in the activities of recognized industry standards
8 organizations to advance the adoption, reference, and ac-
9 ceptance rate of standards and means of compliance devel-
10 oped by such organizations by the Administrator.

11 (b) PARTICIPATION.—An employee of the FAA di-
12 rected by the Administrator to participate in a working
13 group, task group, committee, or similar body of a recog-
14 nized industry standards organization shall—

15 (1) actively participate in the discussions and
16 work of such organization;

17 (2) accurately represent the position of the Ad-
18 ministrator on the subject matter of such discussions
19 and work;

20 (3) contribute to the development of work prod-
21 ucts of such organization, unless determined to be
22 inappropriate by such organization;

23 (4) make reasonable efforts to identify and
24 make any concerns of the Administrator relating to
25 such work products known to such organization, in-

1 cluding through providing formal comments, as may
2 be allowed for under the procedures of such organi-
3 zation;

4 (5) provide regular updates to other FAA em-
5 ployees and management on the progress of such
6 work products; and

7 (6) seek advice and input from other FAA em-
8 ployees and management, as needed.

9 (c) RECOGNIZED INDUSTRY STANDARDS ORGANIZA-
10 TION DEFINED.—In this section, the term “recognized in-
11 dustry standards organization” means a domestic or inter-
12 national organization that—

13 (1) uses agreed upon procedures to develop
14 aviation-related industry standards or means of com-
15 pliance, including standards or means of compliance
16 that satisfy FAA requirements or guidance;

17 (2) is comprised of members of the public, in-
18 cluding subject matter experts, industry representa-
19 tives, academics and researchers, and government
20 employees; and

21 (3) has had at least 1 standard or means of
22 compliance accepted by the Administrator or ref-
23 erenced in guidance material or a regulation issued
24 by the FAA after the date of enactment of the Vi-

1 sion 100—Century of Aviation Reauthorization Act
2 (Public Law 108–176).

3 **SEC. 225. SENSE OF CONGRESS ON USE OF VOLUNTARY**
4 **CONSENSUS STANDARDS.**

5 It is the sense of Congress that the Administrator
6 should make every effort to abide by the policies set forth
7 in the circular of the Office of Management and Budget,
8 titled “Federal Participation in the Development and Use
9 of Voluntary Consensus Standards and Conformity As-
10 sessment Activities” (A–119).

11 **SEC. 226. REQUIRED DESIGNATION.**

12 The Administrator shall designate any aviation rule-
13 making committee convened under this Act pursuant to
14 section 106(p)(5) of title 49, United States Code.

15 **SEC. 227. ADMINISTRATIVE SERVICES FRANCHISE FUND.**

16 Title I of the Department of Transportation and Re-
17 lated Agencies Appropriations Act, 1997 (49 U.S.C.
18 40113 note) is amended under the heading “Administra-
19 tive Services Franchise Fund” by striking “shall be paid
20 in advance” and inserting “may be reimbursed after per-
21 formance or paid in advance”.

22 **SEC. 228. COMMERCIAL PREFERENCE.**

23 Section 40110(d) of title 49, United States Code, is
24 further amended—

1 (1) in paragraph (1) by striking “and imple-
2 ment” and inserting “, implement, and periodically
3 update”;

4 (2) in paragraph (2) by striking “the new ac-
5 quisition management system developed and imple-
6 mented” and inserting “the acquisition management
7 system developed, implemented, and periodically up-
8 dated” each place it appears;

9 (3) in paragraph (3)—

10 (A) in the matter preceding subparagraph

11 (A)—

12 (i) by striking “new”; and

13 (ii) by striking “and implemented”
14 and inserting “, implemented, and periodi-
15 cally updated”; and

16 (B) in subparagraph (B) by striking
17 “Within” and all that follows through “the Ad-
18 ministrator” and inserting “The Adminis-
19 trator”;

20 (4) by redesignating paragraph (4) as para-
21 graph (5); and

22 (5) by inserting after paragraph (3) the fol-
23 lowing:

24 “(4) COMMERCIAL PRODUCTS AND SERVICES.—

25 In implementing and updating the acquisition man-

1 agement system pursuant to paragraph (1), the Ad-
2 ministrators shall, whenever possible—

3 “(A) describe the requirements with re-
4 spect to a solicitation for the procurement of
5 supplies or services in terms of—

6 “(i) functions to be performed;

7 “(ii) performance required; or

8 “(iii) essential physical and system
9 characteristics;

10 “(B) ensure that commercial services or
11 commercial products may be procured to fulfill
12 such solicitation, or to the extent that commer-
13 cial products suitable to meet the needs of the
14 Administration are not available, ensure that
15 nondevelopmental items other than commercial
16 products may be procured to fulfill such solici-
17 tation;

18 “(C) provide offerors of commercial serv-
19 ices, commercial products, and nondevelop-
20 mental items other than commercial products
21 an opportunity to compete in any solicitation
22 for the procurement of supplies or services;

23 “(D) revise the procurement policies, prac-
24 tices, and procedures of the Administration to

1 reduce any impediments to the acquisition of
2 commercial products and commercial services;

3 “(E) ensure that any procurement of new
4 equipment takes into account the life cycle, reli-
5 ability, performance, service support, and costs
6 to guarantee the acquisition of equipment that
7 is of high quality and reliability resulting in
8 greater performance and cost-related benefits;
9 and

10 “(F) ensure that procurement officials—

11 “(i) acquire commercial services, com-
12 mercial products, or nondevelopmental
13 items other than commercial products to
14 meet the needs of the Administration;

15 “(ii) in a solicitation for the procure-
16 ment of supplies or services, state the spec-
17 ifications for such supplies or services in
18 terms that enable and encourage bidders
19 and offerors to supply commercial services
20 or commercial products, or to the extent
21 that commercial products suitable to meet
22 the needs of the Administration are not
23 available, to supply nondevelopmental
24 items other than commercial products;

1 “(iii) require that prime contractors
2 and subcontractors at all levels under con-
3 tracts with the Administration incorporate
4 commercial services, commercial products,
5 or nondevelopmental items other than com-
6 mercial products as components of items
7 supplied to the Administration;

8 “(iv) modify procurement require-
9 ments in appropriate circumstances to en-
10 sure that such requirements can be met by
11 commercial services or commercial prod-
12 ucts, or to the extent that commercial
13 products suitable to meet the needs of the
14 Administration are not available, non-
15 developmental items other than commercial
16 products; and

17 “(v) require training of appropriate
18 personnel in the acquisition of commercial
19 products and commercial services.”.

20 **SEC. 229. ADVANCED AVIATION TECHNOLOGY AND INNOVA-**
21 **TION STEERING COMMITTEE.**

22 (a) ESTABLISHMENT.—Not later than 180 days after
23 the date of enactment of this Act, the Administrator shall
24 establish an Advanced Aviation Technology and Innova-
25 tion Steering Committee (in this section referred to as the

1 “Steering Committee”) to assist the FAA in planning for
2 and integrating advanced aviation technologies.

3 (b) PURPOSE.—The Steering Committee shall—

4 (1) create and regularly update a comprehen-
5 sive strategy and action plan for integrating ad-
6 vanced aviation technologies into the national air-
7 space system and aviation ecosystem; and

8 (2) provide direction and resolution for complex
9 issues related to advanced aviation technologies that
10 span multiple offices or lines of business of the
11 FAA, as needed.

12 (c) CHAIR.—The Deputy Administrator of the FAA
13 shall serve as the Chair of the Steering Committee.

14 (d) COMPOSITION.—In addition to the Chair, the
15 Steering Committee shall consist of the Assistant or Asso-
16 ciate Administrator, or the designee of such Adminis-
17 trator, of each of the following FAA offices:

18 (1) Office of Aviation Safety.

19 (2) Air Traffic Organization.

20 (3) Office of Airports.

21 (4) Office of Commercial Space Transportation.

22 (5) Office of Finance and Management.

23 (6) Office of the Chief Counsel.

24 (7) Office of Rulemaking and Regulatory Im-
25 provement.

1 **TITLE III—AVIATION SAFETY**
2 **IMPROVEMENTS**

3 **Subtitle A—General Provisions**

4 **SEC. 301. HELICOPTER AIR AMBULANCE OPERATIONS.**

5 (a) OUTDATED AIR AMBULANCE RULEMAKING RE-
6 QUIREMENT.—Section 44730 of title 49, United States
7 Code, is amended—

8 (1) in subsection (a)(1) by striking “not later
9 than 180 days after the date of enactment of this
10 section,”;

11 (2) in subsection (c) by striking “address the
12 following” and inserting “consider, or address
13 through other means, the following”;

14 (3) in subsection (d) by striking “provide for
15 the following” and inserting “consider, or address
16 through other means, the following”; and

17 (4) in subsection (e)—

18 (A) in the heading by striking “SUBSE-
19 QUENT RULEMAKING” and inserting “SUBSE-
20 QUENT ACTIONS”;

21 (B) in paragraph (1) by striking “shall
22 conduct a follow-on rulemaking to address the
23 following:” and inserting “shall address through
24 a follow-on rulemaking, or through such other

1 means that the Administrator considers appro-
2 priate, the following:”;

3 (C) by striking paragraph (2); and

4 (D) by redesignating paragraph (3) as
5 paragraph (2).

6 (b) SAFETY MANAGEMENT SYSTEMS BRIEFING.—

7 Not later than 180 days after the date of enactment of
8 this Act, the Administrator shall brief the appropriate
9 committees of Congress on how the final rule titled “Safe-
10 ty Management System”, published on April 26, 2024, (89
11 Fed. Reg. 33068), will—

12 (1) improve helicopter air ambulance operations
13 and piloting; and

14 (2) consider the use of safety equipment by
15 flight crew and medical personnel on a helicopter
16 conducting an air ambulance operation.

17 (c) IMPROVEMENT OF PUBLICATION OF HELICOPTER

18 AIR AMBULANCE OPERATIONS DATA.—Section 44731 of
19 title 49, United States Code, is amended—

20 (1) by striking subsection (d);

21 (2) in subsection (e)—

22 (A) in paragraph (1) by striking “and” at
23 the end; and

24 (B) by striking paragraph (2) and insert-
25 ing the following:

1 “(2) make publicly available, in part or in
2 whole, on a website of the Federal Aviation Adminis-
3 tration, the database developed pursuant to sub-
4 section (c); and

5 “(3) analyze the data submitted under sub-
6 section (a) periodically and use such data to inform
7 efforts to improve the safety of helicopter air ambu-
8 lance operations.”; and

9 (3) by redesignating subsections (e) and (f) as
10 subsections (d) and (e), respectively.

11 **SEC. 302. GLOBAL AIRCRAFT MAINTENANCE SAFETY IM-**
12 **PROVEMENTS.**

13 (a) FAA OVERSIGHT OF REPAIR STATIONS LOCATED
14 OUTSIDE THE UNITED STATES.—

15 (1) IN GENERAL.—Section 44733 of title 49,
16 United States Code, is amended—

17 (A) in the heading by striking “**Inspection**”
18 and inserting “**Oversight**”;

19 (B) in subsection (a) by striking “Not
20 later than 1 year after the date of enactment of
21 this section, the” and inserting “The”;

22 (C) in subsection (e)—

23 (i) by inserting “, without prior notice
24 to such repair stations,” after “annually”;

1 (ii) by inserting “and the applicable
2 laws of the country in which the repair sta-
3 tion is located” after “international agree-
4 ments”; and

5 (iii) by striking the last sentence and
6 inserting “The Administrator may carry
7 out announced or unannounced inspections
8 in addition to the annual unannounced in-
9 spection required under this subsection
10 based on identified risks and in a manner
11 consistent with United States obligations
12 under international agreements and the
13 applicable laws of the country in which the
14 part 145 repair station is located.”;

15 (D) by redesignating subsection (g) as sub-
16 section (j); and

17 (E) by inserting after subsection (f) the
18 following:

19 “(g) DATA ANALYSIS.—

20 “(1) IN GENERAL.—Each fiscal year in which a
21 part 121 air carrier has had heavy maintenance
22 work performed on an aircraft owned or operated by
23 such carrier, such carrier shall provide to the Ad-
24 ministrator, not later than the end of the following

1 fiscal year, a report containing the information de-
2 scribed in paragraph (2).

3 “(2) INFORMATION REQUIRED.—A report under
4 paragraph (1) shall contain the following:

5 “(A) The location where any heavy mainte-
6 nance work on aircraft was performed outside
7 the United States.

8 “(B) A description of the work performed
9 at each such location.

10 “(C) The date of completion of the work
11 performed at each such location.

12 “(D) A list of all failures, malfunctions, or
13 defects affecting the safe operation of such air-
14 craft identified by the air carrier not later than
15 30 days after the date on which an aircraft is
16 returned to service, organized by reference to
17 aircraft registration number, that—

18 “(i) requires corrective action after
19 the aircraft is approved for return to serv-
20 ice; and

21 “(ii) results from such work per-
22 formed on such aircraft.

23 “(E) The certificate number of the person
24 approving such aircraft or on-wing aircraft en-

1 gine for return to service following completion
2 of the work performed at each such location.

3 “(3) ANALYSIS.—The Administrator shall—

4 “(A) analyze information provided under
5 this subsection and sections 121.703, 121.705,
6 121.707, and 145.221 of title 14, Code of Fed-
7 eral Regulations, or any successor provisions of
8 such title, to detect safety issues associated
9 with heavy maintenance work on aircraft per-
10 formed outside the United States; and

11 “(B) require appropriate actions by an air
12 carrier or repair station in response to any safe-
13 ty issue identified by the analysis conducted
14 under subparagraph (A).

15 “(4) CONFIDENTIALITY.—Information provided
16 under this subsection shall be subject to the same
17 protections given to voluntarily provided safety or
18 security related information under section 40123.

19 “(h) APPLICATIONS AND PROHIBITION.—

20 “(1) IN GENERAL.—The Administrator may not
21 approve any new application under part 145 of title
22 14, Code of Federal Regulations, from a person lo-
23 cated or headquartered in a country that the Admin-
24 istration, through the International Aviation Safety
25 Assessment program, has classified as Category 2.

1 “(2) EXCEPTION.—Paragraph (1) shall not
2 apply to an application for the renewal of a certifi-
3 cate issued under part 145 of title 14, Code of Fed-
4 eral Regulations.

5 “(3) MAINTENANCE IMPLEMENTATION PROCE-
6 DURES AGREEMENT.—The Administrator may elect
7 not to enter into a new maintenance implementation
8 procedures agreement with a country classified as
9 Category 2, for as long as the country remains clas-
10 sified as Category 2.

11 “(4) PROHIBITION ON CONTINUED HEAVY
12 MAINTENANCE WORK.—No part 121 air carrier may
13 enter into a new contract for heavy maintenance
14 work with a person located or headquartered in a
15 country that the Administrator, through the Inter-
16 national Aviation Safety Assessment program, has
17 classified as Category 2, for as long as such country
18 remains classified as Category 2.

19 “(i) MINIMUM QUALIFICATIONS FOR MECHANICS
20 AND OTHERS WORKING ON U.S. REGISTERED AIR-
21 CRAFT.—

22 “(1) IN GENERAL.—Not later than 18 months
23 after the date of enactment of this subsection, the
24 Administrator shall require that, at each covered re-
25 pair station—

1 “(A) all supervisory personnel of such sta-
2 tion are appropriately certificated as a me-
3 chanic or repairman under part 65 of title 14,
4 Code of Federal Regulations, or under an
5 equivalent certification or licensing regime, as
6 determined by the Administrator; and

7 “(B) all personnel of such station author-
8 ized to approve an article for return to service
9 are appropriately certificated as a mechanic or
10 repairman under part 65 of such title, or under
11 an equivalent certification or licensing regime,
12 as determined by the Administrator.

13 “(2) AVAILABLE FOR CONSULTATION.—Not
14 later than 18 months after the date of enactment of
15 this subsection, the Administrator shall require any
16 individual who is responsible for approving an article
17 for return to service or who is directly in charge of
18 heavy maintenance work performed on aircraft oper-
19 ated by a part 121 air carrier be available for con-
20 sultation while work is being performed at a covered
21 repair station.”.

22 (2) DEFINITIONS.—

23 (A) IN GENERAL.—Section 44733(j) of
24 title 49, United States Code (as redesignated by
25 this section), is amended—

1 (i) in paragraph (1) by striking “air-
2 craft” and inserting “aircraft (including
3 on-wing aircraft engines)”;

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

7 (iii) by inserting before paragraph (2),
8 as so redesignated, the following:

9 “(1) COVERED REPAIR STATION.—The term
10 ‘covered repair station’ means a facility that—

11 “(A) is located outside the United States;

12 “(B) is a part 145 repair station; and

13 “(C) performs heavy maintenance work on
14 aircraft operated by a part 121 air carrier.”.

15 (B) TECHNICAL AMENDMENT.—Section
16 44733(a)(3) of title 49, United States Code, is
17 amended by striking “covered part 145 repair
18 stations” and inserting “part 145 repair sta-
19 tions”.

20 (3) CONFORMING AMENDMENTS.—The analysis
21 for chapter 447 of title 49, United States Code, is
22 amended by striking the item relating to section
23 44733 and inserting the following:

“44733. Oversight of repair stations located outside the United States.”.

24 (b) ALCOHOL AND DRUG TESTING AND BACK-
25 GROUND CHECKS.—

1 (1) IN GENERAL.—Not later than 18 months
2 after the date of enactment of this Act, the Adminis-
3 trator shall issue a final rule carrying out the re-
4 quirements of section 2112(b) of the FAA Exten-
5 sion, Safety, and Security Act of 2016 (49 U.S.C.
6 44733 note).

7 (2) RULEMAKING ON ASSESSMENT REQUIRE-
8 MENT.—With respect to any employee not covered
9 under the requirements of section 1554.101 of title
10 49, Code of Federal Regulations, the Administrator
11 shall initiate a rulemaking (or request that the head
12 of another Federal agency initiate a rulemaking)
13 that requires a covered repair station to confirm
14 that any such employee has successfully completed
15 an assessment commensurate with a security threat
16 assessment described in subpart C of part 1540 of
17 such title.

18 (3) DEFINITION OF COVERED REPAIR STA-
19 TION.—For purposes of this subsection, the term
20 “covered repair station” means a facility that—

21 (A) is located outside the United States;

22 (B) is certificated under part 145 of title
23 14, Code of Federal Regulations; and

24 (C) performs heavy maintenance work on
25 aircraft (including on-wing aircraft engines),

1 operated under part 121 of title 14, Code of
2 Federal Regulations.

3 **SEC. 303. ODA BEST PRACTICE SHARING.**

4 Section 44736(b) of title 49, United States Code, is
5 amended—

6 (1) in paragraph (1) by striking “Not later
7 than 120 days after the date of enactment of this
8 section, the” and insert “The”; and

9 (2) in paragraph (3)—

10 (A) in subparagraph (E) by striking “and”
11 at the end;

12 (B) in subparagraph (F) by striking the
13 period and inserting “; and”; and

14 (C) by adding at the end the following:

15 “(G) convene a forum not less than every
16 2 years between ODA holders, unit members,
17 and other organizational representatives and
18 relevant experts, in order to—

19 “(i) share best practices;

20 “(ii) instill professionalism, ethics,
21 and personal responsibilities in unit mem-
22 bers; and

23 “(iii) foster open and transparent
24 communication between Administration

1 safety specialists, ODA holders, and unit
2 members.”.

3 **SEC. 304. TRAINING OF ORGANIZATION DELEGATION AU-**
4 **THORIZATION UNIT MEMBERS.**

5 (a) UNIT MEMBER ANNUAL ETHICS TRAINING.—
6 Section 44736 of title 49, United States Code, is further
7 amended by adding at the end the following:

8 “(g) ETHICS TRAINING REQUIREMENT FOR ODA
9 HOLDERS.—

10 “(1) IN GENERAL.—Not later than 1 year after
11 the date of enactment of this subsection, the Admin-
12 istrator of the Federal Aviation Administration shall
13 review and ensure each ODA holder authorized by
14 the Administrator under section 44702(d) has in ef-
15 fect a recurrent training program for all ODA unit
16 members that covers—

17 “(A) unit member professional obligations
18 and responsibilities;

19 “(B) the ODA holder’s code of ethics as
20 required to be established under section 102(f)
21 of the Aircraft Certification, Safety, and Ac-
22 countability Act (49 U.S.C. 44701 note);

23 “(C) procedures for reporting safety con-
24 cerns, as described in the respective approved
25 procedures manual for the delegation;

1 “(D) the prohibition against and reporting
2 procedures for interference from a supervisor or
3 other ODA member described in section 44742;
4 and

5 “(E) any additional information the Ad-
6 ministrator considers relevant to maintaining
7 ethical and professional standards across all
8 ODA holders and unit members.

9 “(2) FAA REVIEW.—

10 “(A) REVIEW OF TRAINING PROGRAM.—
11 The Organization Designation Authorization
12 Office of the Administration established under
13 subsection (b) shall review each ODA holders’
14 recurrent training program to ensure such pro-
15 gram includes—

16 “(i) all elements described in para-
17 graph (1); and

18 “(ii) training to instill professionalism
19 and clear understanding among ODA unit
20 members about the purpose of and proce-
21 dures associated with safety management
22 systems, including the provisions of the
23 third edition of the Safety Management
24 Manual issued by the International Civil

1 Aviation Organization (Doc 9859) (or any
2 successor edition).

3 “(B) CHANGES TO PROGRAM.—Such Office
4 may require changes to the training program
5 considered necessary to maintain ethical and
6 professional standards across all ODA holders
7 and unit members.

8 “(3) TRAINING.—As part of the recurrent
9 training program required under paragraph (1), not
10 later than 60 business days after being designated
11 as an ODA unit member, and annually thereafter,
12 each ODA unit member shall complete the ethics
13 training required by the ODA holder of the respec-
14 tive ODA unit member in order to exercise the func-
15 tions delegated under the ODA.

16 “(4) ACCOUNTABILITY.—The Administrator
17 shall establish such processes or requirements as are
18 necessary to ensure compliance with paragraph
19 (3).”.

20 (b) DEADLINE.—An ODA unit member authorized to
21 perform delegated functions under an ODA prior to the
22 date of completion of an ethics training required under
23 section 44736(g) of title 49, United States Code, shall
24 complete such training not later than 60 days after the

1 training program is approved by the Administrator pursu-
2 ant to such section.

3 **SEC. 305. CLARIFICATION ON SAFETY MANAGEMENT SYS-**
4 **TEM INFORMATION DISCLOSURE.**

5 Section 44735 of title 49, United States Code, is
6 amended—

7 (1) in subsection (a)—

8 (A) in paragraph (1) by striking “; or”
9 and inserting a semicolon;

10 (B) in paragraph (2) by striking the period
11 at the end and inserting “; or”; and

12 (C) by adding at the end the following:

13 “(3) if the report, data, or other information is
14 submitted for any purpose relating to the develop-
15 ment and implementation of a safety management
16 system, including a system required by regulation.”;
17 and

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

19 “(d) OTHER AGENCIES.—

20 “(1) IN GENERAL.—The limitation established
21 under subsection (a) shall apply to the head of any
22 other Federal agency who receives reports, data, or
23 other information described in such subsection from
24 the Administrator.

1 “(2) RULE OF CONSTRUCTION.—This section
2 shall not be construed to limit the accident or inci-
3 dent investigation authority of the National Trans-
4 portation Safety Board under chapter 11, including
5 the requirement to not disclose voluntarily provided
6 safety-related information under section 1114.”.

7 **SEC. 306. REAUTHORIZATION OF CERTAIN PROVISIONS OF**
8 **THE AIRCRAFT CERTIFICATION, SAFETY, AND**
9 **ACCOUNTABILITY ACT.**

10 (a) OVERSIGHT OF ORGANIZATION DESIGNATION
11 AUTHORIZATION UNIT MEMBERS.—Section 44741 of title
12 49, United States Code, is amended—

13 (1) in subsection (f)(2)—

14 (A) in the matter preceding subparagraph
15 (A) by striking “Not later than 90 days” and
16 all that follows through “the Administrator
17 shall provide a briefing” and inserting “The
18 Administrator shall provide biannual briefings
19 each fiscal year through September 30, 2028”;
20 and

21 (B) in subparagraph (B) by striking “90-
22 day period” and inserting “6-month period”;
23 and

24 (2) in subsection (j) by striking “2023” and in-
25 serting “2028”.

1 (b) INTEGRATED PROJECT TEAMS.—Section 108(f)
2 of division V of the Consolidated Appropriations Act, 2021
3 (49 U.S.C. 44704 note) is amended by striking “fiscal
4 year 2023” and inserting “fiscal year 2028”.

5 (c) APPEALS OF CERTIFICATION DECISIONS.—Sec-
6 tion 44704(g)(1)(C)(ii) of title 49, United States Code,
7 is amended by striking “calendar year 2025” and insert-
8 ing “calendar year 2028”.

9 (d) PROFESSIONAL DEVELOPMENT, SKILLS EN-
10 HANCEMENT, CONTINUING EDUCATION AND TRAINING.—
11 Section 44519(e) of title 49, United States Code, is
12 amended by striking “2023” and inserting “2028”.

13 (e) VOLUNTARY SAFETY REPORTING PROGRAM.—
14 Section 113(f) of division V of the Consolidated Appro-
15 priations Act, 2021 (49 U.S.C. 44701 note) is amended
16 by striking “fiscal year 2023” and inserting “fiscal year
17 2028”.

18 (f) CHANGED PRODUCT RULE.—Section 117(b)(1) of
19 division V of the Consolidated Appropriations Act, 2021
20 (49 U.S.C. 44704 note) is amended by striking “fiscal
21 year 2023” and inserting “fiscal year 2028”.

22 (g) DOMESTIC AND INTERNATIONAL PILOT TRAIN-
23 ING.—Section 119(f)(3) of division V of the Consolidated
24 Appropriations Act, 2021 is amended by striking “2023”
25 and inserting “2028”.

1 (h) SAMYA ROSE STUMO NATIONAL AIR GRANT FEL-
2 LOWSHIP PROGRAM.—Section 131(d) of division V of the
3 Consolidated Appropriations Act, 2021 (49 U.S.C. 40101
4 note) is amended by striking “2025” and inserting
5 “2028”.

6 **SEC. 307. CONTINUED OVERSIGHT OF FAA COMPLIANCE**
7 **PROGRAM.**

8 Section 122 of the Aircraft Certification, Safety, and
9 Accountability Act (Public Law 116–260) is amended—
10 (1) in subsection (b) by striking paragraph (2)
11 and inserting the following:

12 “(2) conduct an annual agency-wide evaluation
13 of the Compliance Program through fiscal year 2028
14 to assess the functioning and effectiveness of such
15 program and to assess—

16 “(A) the need for long-term metrics that,
17 to the maximum extent practicable, apply to all
18 program offices, and use such metrics to assess
19 the effectiveness of the program;

20 “(B) if the program ensures the highest
21 level of compliance with safety standards;

22 “(C) if the program has met its stated
23 safety goals and purpose; and

24 “(D) FAA employee confidence in the pro-
25 gram.”;

1 (2) in subsection (c)(4) by striking “2023” and
2 inserting “2028”; and

3 (3) in subsection (d) by striking “2023” and in-
4 serting “2028”.

5 **SEC. 308. SCALABILITY OF SAFETY MANAGEMENT SYSTEMS.**

6 In conducting any rulemaking to require, or imple-
7 menting a regulation requiring, a safety management sys-
8 tem, the Administrator shall consider the scalability of
9 such safety management system requirements, to the full
10 range of entities in terms of size or complexity that may
11 be affected by such rulemaking or regulation, including—

12 (1) how an entity can demonstrate compliance
13 using various documentation, tools, and methods, in-
14 cluding, as appropriate, systems with multiple small
15 operators collectively monitoring for and addressing
16 risks;

17 (2) a review of traditional safety management
18 techniques and the suitability of such techniques for
19 small entities;

20 (3) the applicability of existing safety manage-
21 ment system programs implemented by an entity;

22 (4) the suitability of existing requirements
23 under part 5 of title 14, Code of Federal Regula-
24 tions, for small entities; and

1 (5) other unique challenges relating to small en-
2 tities the Administrator determines appropriate to
3 consider.

4 **SEC. 309. REVIEW OF SAFETY MANAGEMENT SYSTEM RULE-**
5 **MAKING.**

6 (a) **IN GENERAL.**—Not later than 60 days after the
7 date of enactment of this Act, the Administrator shall re-
8 view the final rule of the FAA titled “Safety Management
9 Systems” and issued on April 26, 2024 (89 Fed. Reg.
10 33068).

11 (b) **APPLICABILITY.**—In reviewing the final rule
12 under subsection (a), the Administrator shall ensure that
13 the safety management system requirement under such
14 final rule described in subsection (a) is applied to all cer-
15 tificate holders operating under the rules for commuter
16 and on-demand operations under part 135 of title 14,
17 Code of Federal Regulations, commercial air tour opera-
18 tors operating under section 91.147 of such title, produc-
19 tion certificate holders that are holders or licensees of a
20 type certificate for the same product, and holders of a type
21 certificate who license out such certificate for production
22 under part 21 of such title.

23 (c) **DETERMINATION.**—If the Administrator deter-
24 mines the final rule does not apply the safety management
25 system requirement in the manner described in subsection

1 (b), the Administrator shall issue such regulation, guid-
2 ance, or policy as may be necessary to ensure such safety
3 management system requirement is applied in such man-
4 ner.

5 **SEC. 310. INDEPENDENT STUDY ON FUTURE STATE OF**
6 **TYPE CERTIFICATION PROCESSES.**

7 (a) REVIEW AND STUDY.—Not later than 180 days
8 after the date of enactment of this Act, the Administrator
9 shall seek to enter into an agreement with an appropriate
10 federally funded research and development center, or other
11 independent nonprofit organization that recommends solu-
12 tions to aviation policy challenges through objective anal-
13 ysis, to conduct a review and study in accordance with
14 the requirements and elements in this section.

15 (b) ELEMENTS.—The entity carrying out the review
16 and study pursuant to subsection (a) shall provide anal-
17 yses, assessments, and recommendations that address the
18 following elements:

19 (1) A vision for a future state of type certifi-
20 cation that reflects the highly complex, highly inte-
21 grated nature of modern aircraft and improvements
22 in aviation safety.

23 (2) An assessment of digital tools, techniques,
24 and software systems that allow for efficient and vir-
25 tual evaluation of an applicant design, associated

1 documentation, and software or systems engineering
2 products, including in digital 3-dimensional formats
3 or using model-based systems engineering design
4 techniques.

5 (3) How the FAA could develop a risk-based
6 model for type certification that improves the safety
7 of aircraft.

8 (4) What changes are needed to ensure that
9 corrective actions for continued operational safety
10 issues, including software modifications, can be ap-
11 proved and implemented in a timely manner while
12 maintaining the integrity of the type certification
13 process.

14 (5) What efficiencies and safety process im-
15 provements are needed in the type certification proc-
16 esses of the FAA to facilitate the assessment and in-
17 tegration of innovative technologies and advance
18 aviation safety, such as conducting product famil-
19 iarization, developing certification requirements, and
20 demonstrating flight test safety readiness.

21 (6) Best practices and tools used by other cer-
22 tification authorities outside of the United States
23 that could be adopted by the FAA, as well as the
24 best practices and tools used by the FAA which can

1 be shared with certification authorities outside of the
2 United States.

3 (c) PARTIES TO REVIEW.—In conducting the review
4 and study pursuant to subsection (a), the Administrator
5 shall ensure that the entity entering into an agreement
6 under this section shall, throughout the review and study,
7 consult with—

8 (1) the aircraft certification and flight stand-
9 ards offices or services of the Administration; and

10 (2) at least 3 industry members representing
11 aircraft and aircraft part manufacturing interests.

12 (d) CONSIDERATIONS.—In conducting the review and
13 study pursuant to subsection (a), the Administrator shall
14 ensure the entity considers the availability, cost, interoper-
15 ability, scalability, adaptability, cybersecurity, ease of
16 adoption, and potential safety benefits of the elements de-
17 scribed in subsection (b), including any digital tools, tech-
18 niques, and software systems recommended to address
19 such elements.

20 (e) REPORT.—Not later than 18 months after the
21 date of enactment of this Act, the entity conducting the
22 review and study pursuant to subsection (a) shall submit
23 to the Administrator and the appropriate committees of
24 Congress a report on the results of the review and study
25 that includes—

1 (1) the findings and recommendations of the
2 entity; and

3 (2) an assessment of whether digital tools, tech-
4 niques, and software systems could improve the co-
5 ordination, oversight, or safety of the certification
6 and validation activities of the FAA.

7 (f) CONGRESSIONAL BRIEFING.—Not later than 270
8 days after the report required under subsection (e) is re-
9 ceived by the Administrator, the Administrator shall brief
10 the appropriate committees of Congress on—

11 (1) any actions the FAA proposes to take as a
12 result of such findings and recommendations; and

13 (2) the rationale of the FAA for not taking ac-
14 tion on any specific recommendation, as applicable.

15 **SEC. 311. USE OF ADVANCED TOOLS AND HIGH-RISK**
16 **FLIGHT TESTING IN CERTIFYING AEROSPACE**
17 **PRODUCTS.**

18 (a) ASSESSMENT.—Not later than 18 months after
19 the date of enactment of this Act, the Administrator shall
20 complete an assessment of the use of advanced tools dur-
21 ing the testing, analysis, and verification stages of aero-
22 space certification projects to reduce the risks associated
23 with high-risk flight profiles and performing limit testing.

1 (b) CONSIDERATIONS.—In carrying out the assess-
2 ment under subsection (a), the Administrator shall con-
3 sider—

4 (1) instances in which high-risk flight profiles
5 and limit testing have occurred in the certification
6 process and the applicability of the data produced by
7 such testing for use in other aspects of flight testing;

8 (2) the safety of pilots during such testing;

9 (3) the value and accuracy of data collected
10 using the advanced tools described in subsection (a);

11 (4) the ability to produce more extensive data
12 sets using such advanced tools;

13 (5) any aspects of such testing for which the
14 use of such advanced tools would not be valuable or
15 applicable;

16 (6) the cost of using such advanced tools; and

17 (7) the best practices of other international civil
18 aviation authorities that permit the use of advanced
19 tools during aerospace certification projects.

20 (c) CONSULTATION.—In carrying out the assessment
21 under subsection (a), the Administrator shall consult
22 with—

23 (1) aircraft manufacturers, including manufac-
24 turers that have designed and certified aircraft
25 under—

1 (A) part 23 of title 14, Code of Federal
2 Regulations;

3 (B) part 25 of such title; or

4 (C) part 27 of such title;

5 (2) aircraft manufacturers that have designed
6 and certified, or are in the process of certifying, air-
7 craft with a novel design under part 21.17(b) of
8 such title;

9 (3) associations representing aircraft manufac-
10 turers;

11 (4) researchers and academics in related fields;
12 and

13 (5) pilots who are experts in flight testing.

14 (d) CONGRESSIONAL REPORT.—Not later than 60
15 days after the completion of the assessment under sub-
16 section (a), the Administrator shall brief the appropriate
17 committees of Congress on the results of the assessment
18 conducted under subsection (a).

19 (e) REQUIRED UPDATES.—

20 (1) IN GENERAL.—Not later than 2 years after
21 the date of enactment of this Act, the Administrator
22 shall take necessary actions based on the results of
23 the assessment under subsection (a), including, as
24 appropriate—

1 (A) amending part 21 of title 14, Code of
2 Federal Regulations; and

3 (B) modifying any associated advisory cir-
4 culars, guidance, or policy of the FAA.

5 (2) REQUIREMENTS.—In taking actions under
6 paragraph (1), the Administrator shall consider—

7 (A) developing validation criteria and pro-
8 cedures whereby data produced in high-fidelity
9 engineering laboratories and facilities may be
10 allowed (in conjunction with, or in lieu of) data
11 produced on a flying test article to support an
12 applicant's showing of compliance required
13 under section 21.35(a)(1) of title 14, Code of
14 Federal Regulations;

15 (B) developing criteria and procedures
16 whereby an Organization Designation Author-
17 ization (as defined in section 44736(c)(5) of
18 title 49, United States Code) may recommend
19 that certain data produced during an appli-
20 cant's flight test program may be accepted by
21 the FAA as final compliance data in accordance
22 with section 21.35(b) of title 14, Code of Fed-
23 eral Regulations, at the sole discretion of the
24 FAA; and

1 (C) working with other international civil
2 aviation authorities representing States of De-
3 sign to—

4 (i) identify their best practices relative
5 to high risk-flight testing; and

6 (ii) adopt such practices into the
7 flight-testing requirements of the FAA to
8 the maximum extent practicable.

9 **SEC. 312. TRANSPORT AIRPLANE AND PROPULSION CER-**
10 **TIFICATION MODERNIZATION.**

11 Not later than 2 years after the date of enactment
12 of this Act, the Administrator shall publish a notice of
13 proposed rulemaking for the item titled “Transport Air-
14 plane and Propulsion Certification Modernization”, pub-
15 lished in Fall 2022 in the Unified Agenda of Federal Reg-
16 ulatory and Deregulatory Actions (RIN 2120–AL42).

17 **SEC. 313. FIRE PROTECTION STANDARDS.**

18 (a) INTERNAL REGULATORY REVIEW TEAM.—

19 (1) ESTABLISHMENT.—Not later than 1 year
20 after the date of enactment of this Act, the Adminis-
21 trator shall establish an internal regulatory review
22 team (in this section referred to as the “Team”).

23 (2) REVIEW.—

24 (A) IN GENERAL.—The Team shall con-
25 duct a review comparing foreign and domestic

1 airworthiness standards and guidance for air-
2 craft engine firewalls.

3 (B) REQUIREMENTS.—In conducting the
4 review, the Team shall—

5 (i) identify any significant differences
6 in standards or guidance with respect to
7 test article selection and fire test bound-
8 aries and evaluation criteria for burn tests,
9 including the use of certification by anal-
10 ysis for cases in which substantially similar
11 designs have passed burn tests;

12 (ii) assess the safety implications for
13 any products imported into the United
14 States that do not comply with the firewall
15 requirements of the FAA; and

16 (iii) consult with industry stakeholders
17 to the maximum extent practicable.

18 (b) DUTIES OF THE ADMINISTRATOR.—The Adminis-
19 trator shall—

20 (1) not later than 60 days after the date on
21 which the Team reports the findings of the review
22 to the Administrator, update the Significant Stand-
23 ards List of the FAA based on such findings, as ap-
24 propriate; and

1 (3) how such changes would help improve the
2 in-plant inspection process.

3 **SEC. 315. REVIEW OF FAA USE OF AVIATION SAFETY DATA.**

4 (a) IN GENERAL.—Not later than 2 years after the
5 date of enactment of this Act, the Administrator shall seek
6 to enter into an appropriate arrangement with a qualified
7 third-party organization or consortium to evaluate the col-
8 lection, collation, analysis, and use of aviation data across
9 the FAA.

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 FAA receives or has access to that provide the FAA
4 with operational or safety information and data
5 about the national airspace system, its users, and
6 other regulated entities of the FAA;

7 (2) review data sets to determine completeness
8 and accuracy of relevant information;

9 (3) identify gaps in information that the FAA
10 could fill through sharing agreements, partnerships,
11 or other means that would add value during safety
12 trend analysis;

13 (4) assess the capabilities of the FAA, including
14 analysis systems and workforce skillsets, to analyze
15 relevant data and information to make informed de-
16 cisions;

17 (5) review data and information for proper stor-
18 age, identification controls, and data privacy—

19 (A) as required by law; and

20 (B) consistent with best practices for data
21 collection, storage, and use;

22 (6) review the format of such data and identify
23 methods to improve the usefulness of such data;

24 (7) assess internal and external access to data
25 for—

1 (A) appropriateness based on data type
2 and level of detail;

3 (B) proper data access protocols and pre-
4 cautions; and

5 (C) maximizing availability of safety-re-
6 lated data that could support the improvement
7 of safety management systems of and trend
8 identification by regulated entities and the
9 FAA;

10 (8) examine the collation and dissemination of
11 data within offices and between offices of the FAA;

12 (9) review and recommend improvements to the
13 data analysis techniques of the FAA; and

14 (10) recommend investments the Administrator
15 should consider to better collect, manage, and ana-
16 lyze data sets, including within and between offices
17 of the FAA.

18 (d) ACCESS TO INFORMATION.—The Administrator
19 shall provide the qualified third-party organization or con-
20 sortium and the experts described in subsection (b) with
21 adequate access to safety and operational data collected
22 by and held by the agency across all offices of the FAA,
23 except if specific access is otherwise prohibited by law.

24 (e) NONDISCLOSURE.—Prior to participating in the
25 review, the Administrator shall ensure that each person

1 participating in the evaluation under this section enters
2 into an agreement with the Administrator in which the
3 person shall be prohibited from disclosing at any time, ex-
4 cept as required by law, to any person, foreign or domes-
5 tic, any non-public information made accessible to the fed-
6 erally funded research and development center under this
7 section.

8 (f) REPORT.—The qualified third-party organization
9 or consortium carrying out the evaluation under this sec-
10 tion shall provide a report of the findings of the center
11 to the Administrator and include recommendations to im-
12 prove the FAA’s collection, collation, analysis, and use of
13 aviation data, including recommendations to—

14 (1) improve data access across offices within
15 the FAA, as necessary, to support efficient execution
16 of safety analysis and programs across such offices;

17 (2) improve data storage best practices;

18 (3) develop or refine methods for collating data
19 from multiple FAA and industry sources; and

20 (4) procure or use available analytics tools to
21 draw conclusions and identify previously unrecog-
22 nized trends or miscategorized risks in the aviation
23 system, particularly when identification of such in-
24 formation requires the analysis of multiple sets of
25 data from multiple sources.

1 (g) IMPLEMENTATION OF RECOMMENDATIONS.—Not
2 later than 6 months after the receipt of the report under
3 subsection (f), the Administrator shall review, develop an
4 implementation plan, and, if appropriate, begin the imple-
5 mentation of the recommendations received in such report.

6 (h) REVIEW OF IMPLEMENTATION.—The qualified
7 third-party organization or consortium that conducted the
8 initial evaluation, and any experts who contributed to such
9 evaluation pursuant to subsection (b)(1), shall provide
10 regular feedback and advice to the Administrator on the
11 implementation plan developed under subsection (g) and
12 any implementation activities for at least 2 years begin-
13 ning on the date of the receipt of the report under sub-
14 section (f).

15 (i) REPORT TO CONGRESS.—The Administrator shall
16 submit to the appropriate committees of Congress the re-
17 port described in subsection (f) and the implementation
18 plan described in subsection (g).

19 (j) EXISTING REPORTING SYSTEMS.—Consistent
20 with section 132 of the Aircraft Certification, Safety, and
21 Accountability Act (Public Law 116–260), the Executive
22 Director of the Transportation Research Board, in con-
23 sultation with the Secretary and the Administrator, may
24 further harmonize data and sources following the imple-
25 mentation of recommendations under subsection (g).

1 (k) RULE OF CONSTRUCTION.—Nothing in this sec-
2 tion shall be construed to permit the public disclosure of
3 information submitted under a voluntary safety reporting
4 program or that is otherwise protected under section
5 44735 of title 49, United States Code.

6 **SEC. 316. WEATHER REPORTING SYSTEMS STUDY.**

7 (a) IN GENERAL.—Not later than 1 year after the
8 date of enactment of this Act, the Comptroller General
9 shall initiate a study to examine how to improve the pro-
10 curement, functionality, and sustainability of weather re-
11 porting systems, including—

- 12 (1) automated weather observing systems;
- 13 (2) automated surface observing systems;
- 14 (3) visual weather observing systems; and
- 15 (4) non-Federal weather reporting systems.

16 (b) CONTENTS.—In conducting the study required
17 under section (a), the Comptroller General shall address—

- 18 (1) the current state of the supply chain related
19 to weather reporting systems and the components of
20 such systems;
- 21 (2) the average age of weather reporting sys-
22 tems infrastructure installed in the national airspace
23 system;
- 24 (3) challenges to maintaining and replacing
25 weather reporting systems, including—

1 (A) root causes of weather reporting sys-
2 tem outages, including failures of such systems,
3 and supporting systems such as telecommuni-
4 cations infrastructure; and

5 (B) the degree to which such outages af-
6 fect weather reporting in the national airspace
7 system;

8 (4) mitigation measures to maintain aviation
9 safety during such an outage; and

10 (5) alternative means of obtaining weather ele-
11 ments at airports, including wind direction, wind
12 speed, barometric pressure setting, and cloud cov-
13 erage, including visibility.

14 (c) CONSULTATION.—In conducting the study re-
15 quired under subsection (a), the Comptroller General shall
16 consult with the appropriate stakeholders and Federal
17 agencies involved in installing, managing, and supporting
18 weather reporting systems in the national airspace system.

19 (d) REPORT.—

20 (1) IN GENERAL.—Not later than 2 years after
21 the date of enactment of this Act, the Comptroller
22 General shall submit to the appropriate committees
23 of Congress and the Committee on Science, Space,
24 and Technology of the House of Representatives a

1 report describing the results of the study conducted
2 under subsection (a).

3 (2) RECOMMENDATIONS.—The Comptroller
4 General shall include in the report submitted under
5 paragraph (1) recommendations for—

6 (A) ways to improve the resiliency and re-
7 dundancy of weather reporting systems;

8 (B) alternative means of compliance for
9 obtaining weather elements at airports; and

10 (C) if necessary, changes to Orders of the
11 Administration, including the following:

12 (i) Surface Weather Observing, Joint
13 Order 7900.5.

14 (ii) Notices to Air Missions, Joint
15 Order 7930.2.

16 **SEC. 317. GAO STUDY ON EXPANSION OF THE FAA WEATH-**
17 **ER CAMERA PROGRAM.**

18 (a) STUDY.—The Comptroller General shall conduct
19 a study on the feasibility and benefits and costs of expand-
20 ing the Weather Camera Program of the FAA to locations
21 in the United States that lack weather camera services.

22 (b) CONSIDERATIONS.—In conducting the study re-
23 quired under subsection (a), the Comptroller General shall
24 review—

1 (1) the potential effects of the existing Weather
2 Camera Program on weather-related aviation acci-
3 dents and flight interruptions;

4 (2) the potential benefits and costs associated
5 with expanding the Weather Camera Program;

6 (3) limitations on the real-time access of weath-
7 er camera information by pilots and aircraft opera-
8 tors;

9 (4) non-safety related regulatory structures or
10 barriers to the allowable use of weather camera in-
11 formation for the purposes of aircraft operations;

12 (5) limitations of existing weather camera sys-
13 tems at the time of the study;

14 (6) alternative sources of viable weather data;

15 (7) funding mechanisms for weather camera in-
16 stallation and operations; and

17 (8) other considerations the Comptroller Gen-
18 eral determines appropriate.

19 (c) REPORT TO CONGRESS.—Not later than 28
20 months after the date of enactment of this Act, the Comp-
21 troller General shall submit to the appropriate committees
22 of Congress a report on the results of the study required
23 under subsection (a).

1 **SEC. 318. AUDIT ON AVIATION SAFETY IN ERA OF WIRELESS**
2 **CONNECTIVITY.**

3 (a) IN GENERAL.—Not later than 180 days after the
4 date of enactment of this Act, the inspector general of the
5 Department of Transportation shall initiate an audit of
6 the FAA’s internal processes and procedures to commu-
7 nicate the position of civil aviation operators and the safe-
8 ty of the national airspace system to the National Tele-
9 communications and Information Administration regard-
10 ing proposed spectrum reallocations or auction decisions.

11 (b) ASSESSMENT.—In conducting the audit described
12 in subsection (a), the inspector general shall assess best
13 practices and policy recommendations for the FAA to—

14 (1) improve internal processes by which pro-
15 posed spectrum reallocations or auctions are thor-
16 oughly reviewed in advance to ensure that any com-
17 ments or technical concerns regarding aviation safe-
18 ty from civil aviation stakeholders are communicated
19 to the National Telecommunications and Informa-
20 tion Administration that are to be submitted to the
21 Federal Communications Commission;

22 (2) develop internal processes and procedures to
23 assess the effects a proposed spectrum reallocation
24 or auction may have on the national airspace system
25 in a timely manner to ensure safety of the national
26 airspace system;

1 (3) improve external communication processes
2 to better inform civil aviation stakeholders, including
3 owners and operators of civil aircraft, on any com-
4 ments or technical concerns of the FAA relating to
5 a proposed spectrum reallocation or auction that
6 may impact the national airspace system; and

7 (4) better communicate to the National Tele-
8 communications and Information Administration
9 when a proposed spectrum reallocation or auction
10 may pose a potential risk to aviation safety.

11 (c) **STAKEHOLDER VIEWS.**—In conducting the audit
12 pursuant to subsection (a), the inspector general shall con-
13 sult with relevant stakeholders, including—

14 (1) air carriers operating under part 121 of
15 title 14, Code of Federal Regulations;

16 (2) manufacturers of aircraft and aircraft com-
17 ponents;

18 (3) wireless communication carriers;

19 (4) labor unions representing pilots;

20 (5) air traffic system safety specialists;

21 (6) other representatives of the communications
22 industry;

23 (7) aviation safety experts;

24 (8) the National Telecommunications and Infor-
25 mation Administration; and

1 (9) the Federal Communications Commission.

2 (d) REPORT.—Not later than 2 years after the date
3 on which the audit is conducted pursuant to subsection
4 (a), the inspector general shall complete and submit a re-
5 port on findings and recommendations to—

6 (1) the Administrator;

7 (2) the appropriate committees of Congress;

8 and

9 (3) the Committee on Energy and Commerce of
10 the House of Representatives.

11 **SEC. 319. SAFETY DATA ANALYSIS FOR AIRCRAFT WITHOUT**
12 **TRANSPONDERS.**

13 (a) IN GENERAL.—Not later than 18 months after
14 the date of enactment of this Act, the Administrator, in
15 coordination with the Chairman of the National Transpor-
16 tation Safety Board, shall collect and analyze data relating
17 to accidents and incidents involving covered exempt air-
18 craft that occurred within 30 nautical miles of an airport.

19 (b) REQUIREMENTS.—The analysis required under
20 subsection (a) shall include, with respect to covered ex-
21 empt aircraft, a review of—

22 (1) incident and accident data since 2006 in-
23 volving—

24 (A) midair events, including collisions;

1 (B) ground proximity warning system
2 alerts;

3 (C) traffic collision avoidance system
4 alerts; or

5 (D) a loss of separation or near miss; and

6 (2) the causes of the incidents and accidents
7 described in paragraphs (1).

8 (c) BRIEFING TO CONGRESS.—Not later than 30
9 months after the date of enactment of this Act, the Ad-
10 ministrator shall brief the appropriate committees of Con-
11 gress on the results of the analysis required under sub-
12 section (a) and, if applicable, recommendations on how to
13 reduce the number of incidents and accidents associated
14 with such covered exempt aircraft.

15 (d) COVERED EXEMPT AIRCRAFT DEFINED.—In this
16 section, the term “covered exempt aircraft” means air-
17 craft, balloons, and gliders exempt from air traffic control
18 transponder and altitude reporting equipment and use re-
19 quirements under part 91.215(b)(3) of title 14, Code of
20 Federal Regulations.

21 **SEC. 320. CRASH-RESISTANT FUEL SYSTEMS IN ROTOR-**
22 **CRAFT.**

23 (a) IN GENERAL.—The Administrator shall task the
24 Aviation Rulemaking Advisory Committee to—

1 (1) review the data analysis conducted and the
2 recommendations developed by the Aviation Rule-
3 making Advisory Committee Rotorcraft Occupant
4 Protection Working Group of the Administration;

5 (2) update the 2018 report of such working
6 group on rotorcraft occupant protection by—

7 (A) reviewing National Transportation
8 Safety Board data from 2016 through 2023 on
9 post-crash fires in helicopter accidents; and

10 (B) determining whether and to what ex-
11 tent crash-resistant fuel systems could have
12 prevented fatalities in the accidents covered by
13 the data reviewed under subparagraph (A); and

14 (3) develop recommendations for either the Ad-
15 ministrator or the helicopter industry to encourage
16 helicopter owners and operators to expedite the in-
17 stallation of crash-resistant fuel systems in the air-
18 craft of such owners and operators regardless of
19 original certification and manufacture date.

20 (b) SCHEDULE.—

21 (1) DEADLINE.—Not later than 18 months
22 after the Administrator tasks the Aviation Rule-
23 making Advisory Committee under subsection (a),
24 the Committee shall submit the recommendations

1 developed under subsection (a)(2) to the Adminis-
2 trator.

3 (2) IMPLEMENTATION.—If applicable, and not
4 later than 180 days after receiving the recommenda-
5 tions under paragraph (1), the Administrator
6 shall—

7 (A) begin implementing, as appropriate,
8 any safety recommendations the Administrator
9 receives from the Aviation Rulemaking Advisory
10 Committee, and brief the appropriate commit-
11 tees of Congress on any recommendations the
12 Administrator does not implement; and

13 (B) partner with the United States Heli-
14 copter Safety Team, as appropriate, to facilitate
15 implementation of any recommendations for the
16 helicopter industry pursuant to subsection
17 (a)(2).

18 **SEC. 321. REDUCING TURBULENCE-RELATED INJURIES ON**

19 **PART 121 AIRCRAFT OPERATIONS.**

20 (a) IN GENERAL.—Not later than 2 years after the
21 date of enactment of this Act, the Administrator shall re-
22 view the recommendations made by the Chair of the Na-
23 tional Transportation Safety Board to the Administrator
24 contained in the safety research report titled “Preventing
25 Turbulence-Related Injuries in Air Carrier Operations

1 Conducted Under Title 14 Code of Federal Regulations
2 Part 121”, issued on August 10, 2021 (NTSB/SS–21/01)
3 and provide a briefing to the appropriate committees of
4 Congress with any planned actions in response to the rec-
5 ommendations of the report.

6 (b) IMPLEMENTATION.—Not later than 3 years after
7 the date of enactment of this Act, the Administrator shall
8 implement, as appropriate, the recommendations in the
9 safety research report described in subsection (a).

10 (c) REPORT.—

11 (1) IN GENERAL.—Not later than 2 years after
12 completing the review under subsection (a), and
13 every 2 years thereafter, the Administrator shall
14 submit to the appropriate committees of Congress a
15 report on the implementation status of the rec-
16 ommendations in the safety research report de-
17 scribed in subsection (a) until the earlier of—

18 (A) the date on which such recommenda-
19 tions have been adopted or adjudicated as de-
20 scribed in paragraph (2); or

21 (B) the date that is 10 years after the date
22 of enactment of this Act.

23 (2) CONTENTS.—If the Administrator decides
24 not to implement a recommendation in the safety re-
25 search report described in subsection (a), the Ad-

1 administrator shall provide, as a part of the report re-
2 quired under paragraph (1), a description of why the
3 Administrator did not implement such recommenda-
4 tion.

5 **SEC. 322. STUDY ON RADIATION EXPOSURE.**

6 (a) STUDY.—Not later than 120 days after the date
7 of enactment of this Act, the Secretary shall seek to enter
8 into appropriate arrangements with the National Acad-
9 emies of Sciences, Engineering, and Medicine under which
10 the National Research Council of the National Academies
11 shall conduct a study on radiation exposure to crew-
12 members onboard various aircraft types operated under
13 part 121 of title 14, Code of Federal Regulations.

14 (b) SCOPE OF STUDY.—In conducting the study
15 under subsection (a), the National Research Council shall
16 assess—

17 (1) radiation concentrations in such aircraft at
18 takeoff, in-flight at high altitudes, and upon landing;

19 (2) the health risks and impact of radiation ex-
20 posure to crewmembers onboard aircraft operating
21 at high altitudes; and

22 (3) mitigation measures to prevent and reduce
23 the health and safety impacts of radiation exposure
24 to crewmembers.

1 (c) REPORT TO CONGRESS.—Not later than 16
2 months after the initiation of the study required under
3 subsection (a), the Secretary shall submit to the appro-
4 priate committees of Congress the study conducted by the
5 National Research Council pursuant to this section.

6 **SEC. 323. STUDY ON IMPACTS OF TEMPERATURE IN AIR-**
7 **CRAFT CABINS.**

8 (a) STUDY.—

9 (1) IN GENERAL.—Not later than 2 years after
10 the date of enactment of this Act, the Secretary
11 shall seek to enter into appropriate arrangements
12 with the National Academies of Sciences, Engineer-
13 ing, and Medicine under which the National Acad-
14 emies shall conduct a 1-year study on the health and
15 safety impacts of unsafe cabin temperature with re-
16 spect to passengers and crewmembers during each
17 season in which the study is conducted.

18 (2) CONSIDERATIONS.—In conducting the study
19 required under paragraph (1), the National Acad-
20 emies shall review existing standards produced by
21 recognized industry organizations on safe air tem-
22 peratures and humidity levels in enclosed environ-
23 ments, including onboard aircraft, and evaluate the
24 validity of such standards as it relates to aircraft
25 cabin temperatures.

1 (3) CONSULTATION.—In conducting the study
2 required under paragraph (1), the National Acad-
3 emies shall consult with the Civil Aerospace Medical
4 Institute of the FAA, air carriers operating under
5 part 121 of title 14, Code of Federal Regulations,
6 relevant Federal agencies, and any applicable avia-
7 tion labor organizations.

8 (b) REPORTS.—

9 (1) REPORT TO SECRETARY.—Not later than
10 180 days after the date on which the study under
11 subsection (a) is completed, the National Academies
12 shall submit to the Secretary a report on the results
13 of such study, including any recommendations deter-
14 mined appropriate by the National Academies.

15 (2) REPORT TO CONGRESS.—Not later than 60
16 days after the date on which the National Academies
17 submits the report under paragraph (1), the Sec-
18 retary shall submit to the appropriate committees of
19 Congress a report describing the results of the study
20 required under subsection (a), including any rec-
21 ommendations for further action determined appro-
22 priate by the Secretary.

23 (c) COVERED AIRCRAFT DEFINED.—In this section,
24 the term “covered aircraft” means an aircraft operated
25 under part 121 of title 14, Code of Federal Regulations.

1 **SEC. 324. LITHIUM-ION POWERED WHEELCHAIRS.**

2 (a) IN GENERAL.—Not later than 2 years after the
3 date of enactment of this Act, the Secretary shall task the
4 Air Carrier Access Act Advisory Committee (in this sec-
5 tion referred to as the “Committee”) to conduct a review
6 of regulations related to lithium–ion battery powered
7 wheelchairs and mobility aids on commercial aircraft and
8 provide recommendations to the Secretary to ensure safe
9 transport of such wheelchairs and mobility aids in air
10 transportation.

11 (b) CONSIDERATIONS.—In conducting the review re-
12 quired under subsection (a), the Committee shall consider
13 the following:

14 (1) Any existing or necessary standards for lith-
15 ium–ion batteries, including casings or other similar
16 components, in such wheelchairs and mobility aids.

17 (2) The availability of necessary containment or
18 storage devices, including fire containment covers or
19 fire-resistant storage containers, for such wheel-
20 chairs and mobility aids.

21 (3) The policies of each air carrier (as such
22 term is defined in part 121 of title 14, Code of Fed-
23 eral Regulations) pertaining to lithium–ion battery
24 powered wheelchairs and mobility aids (as in effect
25 on the date of enactment of this Act).

1 (4) Any other considerations the Secretary de-
2 termines appropriate.

3 (c) CONSULTATION REQUIREMENT.—In conducting
4 the review required under subsection (a), the Committee
5 shall consult with the Administrator of the Pipeline and
6 Hazardous Materials Safety Administration.

7 (d) NOTIFICATION.—

8 (1) IN GENERAL.—Upon completion of the re-
9 view conducted under subsection (a), the Committee
10 shall notify the Secretary if an air carrier does not
11 have a policy pertaining to lithium-ion battery pow-
12 ered wheelchairs and mobility aids in effect.

13 (2) NOTIFICATION.—The Secretary shall notify
14 an air carrier described in paragraph (1) of the sta-
15 tus of such air carrier.

16 (e) REPORT TO CONGRESS.—Not later than 90 days
17 after submission of the recommendations to the Secretary,
18 the Secretary shall submit to the appropriate committees
19 of Congress any recommendations under subsection (a),
20 in the form of a report.

21 (f) PUBLICATION.—The Secretary shall publish the
22 report required under subsection (e) on the public website
23 of the Department of Transportation.

1 **SEC. 325. NATIONAL SIMULATOR PROGRAM POLICIES AND**
2 **GUIDANCE.**

3 (a) REVIEW.—Not later than 2 years after the date
4 of enactment of this Act, the Administrator shall review
5 relevant policies and guidance, including all advisory circu-
6 lars, information bulletins, and directives, pertaining to
7 part 60 of title 14, Code of Federal Regulations.

8 (b) UPDATES.—Upon completion of the review re-
9 quired under subsection (a), the Administrator shall, at
10 a minimum, update relevant policies and guidance, includ-
11 ing all advisory circulars, information bulletins, and direc-
12 tives, pertaining to part 60 of title 14, Code of Federal
13 Regulations.

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 (d) GAO STUDY ON FAA NATIONAL SIMULATOR
4 PROGRAM.—

5 (1) IN GENERAL.—Not later than 18 months
6 after the date of enactment of this Act, the Comp-
7 troller General shall conduct a study on the National
8 Simulator Program of the FAA that is part of the
9 Training and Simulation Group of the Air Transpor-
10 tation Division.

11 (2) CONSIDERATIONS.—In conducting the study
12 required under paragraph (1), the Comptroller Gen-
13 eral shall, at a minimum, assess—

14 (A) how the program described in para-
15 graph (1) is maintained to reflect and account
16 for advancement in technologies pertaining to
17 flight simulation training devices (as defined in
18 part 1 of title 14, Code of Federal Regulations,
19 and appendix F to part 60 of such title);

20 (B) the staffing levels, critical com-
21 petencies, and skills gaps of FAA personnel re-
22 sponsible for carrying out and supporting the
23 program described in paragraph (1); and

24 (C) how the program described in para-
25 graph (1) engages air carriers and relevant in-

1 industry stakeholders, including flight schools, to
2 ensure efficient compliance with part 60 of title
3 14, Code of Federal Regulations.

4 (3) REPORT.—Not later than 18 months after
5 the date of enactment of this Act, the Comptroller
6 General shall submit to the appropriate committees
7 of Congress a report on the findings of the study
8 conducted under paragraph (1).

9 **SEC. 326. BRIEFING ON AGRICULTURAL APPLICATION AP-**
10 **PROVAL TIMING.**

11 Not later than 240 days after the date of enactment
12 of this Act, the Administrator shall brief the appropriate
13 committees of Congress on the amount of time the applica-
14 tion approval process takes for agricultural aircraft oper-
15 ations under part 137 of title 14, Code of Federal Regula-
16 tions.

17 **SEC. 327. SENSE OF CONGRESS REGARDING SAFETY AND**
18 **SECURITY OF AVIATION INFRASTRUCTURE.**

19 It is the sense of Congress that aviation provides es-
20 sential services critical to the United States economy and
21 that it is important to ensure the safety and security of
22 aviation infrastructure and protect such infrastructure
23 from unlawful breaches with appropriate legal safeguards.

1 **SEC. 328. RESTRICTED CATEGORY AIRCRAFT MAINTENANCE AND OPERATIONS.**
2

3 Notwithstanding any other provision of law, the Ad-
4 ministrator shall have sole regulatory and oversight juris-
5 diction over the maintenance and operations of aircraft
6 owned by civilian operators and type-certificated in the re-
7 stricted category under section 21.25 of title 14, Code of
8 Federal Regulations.

9 **SEC. 329. AIRCRAFT INTERCHANGE AGREEMENT LIMITATIONS.**
10

11 (a) **STUDY.**—Not later than 90 days after the date
12 of enactment of this Act, the Administrator shall conduct
13 a study of foreign interchange agreements.

14 (b) **CONTENTS.**—In carrying out the study required
15 under subsection (a), the Administrator shall address the
16 following:

17 (1) Methods for updating regulations under
18 part 121.569 of title 14, Code of Federal Regula-
19 tions, for foreign interchange agreements.

20 (2) Time limits for foreign aircraft interchange
21 agreements.

22 (3) Minimum breaks between foreign aircraft
23 interchange agreements.

24 (4) Limits for no more than 1 foreign aircraft
25 interchange agreement between 2 airlines.

1 (5) Limits for no more than 2 foreign aircraft
2 on the interchange agreement.

3 (c) BRIEFING.—Not later than 2 years after the date
4 of enactment of this Act, the Administrator shall brief the
5 appropriate committees of Congress on the results of the
6 study required under subsection (a).

7 (d) RULEMAKING.—Based on the results of the study
8 required under subsection (a), the Administrator may, if
9 appropriate, update the relevant sections of part 121 of
10 title 14, Code of Federal Regulations.

11 **SEC. 330. TASK FORCE ON HUMAN FACTORS IN AVIATION**
12 **SAFETY.**

13 (a) IN GENERAL.—Not later than 6 months after the
14 date of enactment of this Act, and notwithstanding section
15 127 of the Aircraft Certification Safety and Accountability
16 Act (49 U.S.C. 44513 note), the Administrator shall con-
17 vene a task force on human factors in aviation safety (in
18 this section referred to as the “Task Force”).

19 (b) COMPOSITION.—

20 (1) MEMBERS.—The Administrator shall ap-
21 point members of the Task Force—

22 (A) that have expertise in an operational
23 or academic discipline that is relevant to the
24 analysis of human errors in aviation, which may
25 include air carrier operations, line pilot exper-

1 tise, air traffic control, technical operations,
2 aeronautical information, aircraft maintenance
3 and mechanics psychology, linguistics, human-
4 machine integration, general aviation oper-
5 ations, and organizational behavior and culture;

6 (B) that sufficiently represent all relevant
7 operational or academic disciplines described in
8 subparagraph (A);

9 (C) with expertise on human factors but
10 whose experience and training are not in avia-
11 tion and who have not previously been engaged
12 in work related to the FAA or the aviation in-
13 dustry;

14 (D) that are representatives of pilot labor
15 organizations and certificated mechanic labor
16 organizations;

17 (E) that are employees of the FAA that
18 have expertise in safety; and

19 (F) that are employees of other Federal
20 agencies with expertise on human factors.

21 (2) NUMBER OF MEMBERS.—In appointing
22 members under paragraph (1), the Administrator
23 shall ensure that—

24 (A) at least half of the members appointed
25 have expertise in aviation;

1 (B) at least one member appointed rep-
2 represents an exclusive bargaining representative
3 of air traffic controllers certified under section
4 7111 of title 5, United States Code; and

5 (C) 3 members are employees of the FAA
6 and 1 member is an employee of the National
7 Transportation Safety Board.

8 (3) VOTING.—The members described in para-
9 graph (2)(C) shall be non-voting members of the
10 Task Force.

11 (c) DURATION.—

12 (1) IN GENERAL.—Members of the Task Force
13 shall be appointed for the duration of the Task
14 Force.

15 (2) LENGTH OF EXISTENCE.—

16 (A) IN GENERAL.—The Task Force shall
17 have an initial duration of 2 years.

18 (B) OPTION.—The Administrator may ex-
19 tend the duration of the Task Force for an ad-
20 ditional period of up to 2 years.

21 (d) DUTIES.—In coordination with the Research, En-
22 gineering, and Development Advisory Committee, the
23 Task Force shall—

1 (1) not later than the date on which the dura-
2 tion of the Task Force expires under subsection (c),
3 produce a written report in which the Task Force—

4 (A) to the greatest extent possible, identi-
5 fies the most significant human factors and the
6 relative contribution of such factors to aviation
7 safety risk;

8 (B) identifies new research priorities for
9 research in human factors in aviation safety;

10 (C) reviews existing products by other
11 working groups related to human factors in
12 aviation safety including the work of the Com-
13 mercial Aviation Safety Team pertaining to
14 flight crew responses to abnormal events;

15 (D) provides recommendations on potential
16 revisions to any FAA regulations and guidance
17 pertaining to the certification of aircraft under
18 part 25 of title 14, Code of Federal Regula-
19 tions, including sections related to presumed
20 pilot response times and assumptions about the
21 reliability of pilot performance during unex-
22 pected, stressful events;

23 (E) reviews rules, regulations, or standards
24 regarding flight crew and maintenance per-
25 sonnel rest and fatigue that are used by a sam-

1 ple of international air carriers, including rules,
2 regulations, or standards determined to be more
3 stringent and less stringent than the current
4 standards pertaining to air carriers (as such
5 term is defined in section 40102 of title 49,
6 United States Code), and identifies risks to the
7 national airspace system from any variation in
8 such rules, regulations, or standards across
9 countries;

10 (F) reviews pilot training requirements and
11 recommends any revisions necessary to ensure
12 adequate understanding of automated systems
13 on aircraft;

14 (G) reviews approach and landing mis-
15 alignment and makes any recommendations for
16 reducing misalignment events;

17 (H) identifies ways to enhance instrument
18 landing system maintenance schedules;

19 (I) determines how a real-time smart sys-
20 tem should be developed to inform the air traf-
21 fic control system, air carriers, and airports
22 about any changes in the state of runway and
23 taxiway lights and identifies how such real-time
24 smart system could be connected to the mainte-
25 nance system of the FAA;

1 (J) analyzes, with respect to human errors
2 related to aviation safety of air carriers oper-
3 ating under part 121 of title 14, Code of Fed-
4 eral Regulations—

5 (i) fatigue and distraction during crit-
6 ical phases of work among pilots or other
7 aviation personnel;

8 (ii) tasks and workload;

9 (iii) organizational culture;

10 (iv) communication among personnel;

11 (v) adherence to safety procedures;

12 (vi) mental state of personnel; and

13 (vii) any other relevant factors that
14 are the cause or potential cause of human
15 error related to aviation safety;

16 (K) includes a tabulation of the number of
17 accidents, incidents, or aviation safety database
18 entries received in which an item identified
19 under subparagraph (J) was a cause or poten-
20 tial cause of human error related to aviation
21 safety; and

22 (L) includes a list of causes or potential
23 causes of human error related to aviation safety
24 about which the Administrator believes addi-
25 tional information is needed; and

1 (2) if the Administrator extends the duration of
2 the Task Force pursuant to subsection (e)(2)(B),
3 not later than the date that is 2 years after the date
4 on which the Task Force is established, produce an
5 interim report containing the information described
6 in paragraph (1).

7 (e) METHODOLOGY.—In carrying out the duties
8 under subparagraphs (J) through (L) of subsection (d)(1),
9 the Task Force shall consult with the National Transpor-
10 tation Safety Board and use all available data compiled
11 and analysis conducted on safety incidents and irregular-
12 ities collected during the relevant fiscal year from the fol-
13 lowing:

- 14 (1) Flight Operations Quality Assurance.
- 15 (2) Aviation Safety Action Program.
- 16 (3) Aviation Safety Information Analysis and
17 Sharing.
- 18 (4) The Aviation Safety Reporting System.
- 19 (5) Aviation safety recommendations and inves-
20 tigation findings of the National Transportation
21 Safety Board.
- 22 (6) Other relevant programs or sources.

23 (f) CONSISTENCY.—Nothing in this section shall be
24 construed to require changes to, or duplication of, work

1 as required by section 127 of the Aircraft Certification
2 Safety and Accountability Act (49 U.S.C. 44513 note).

3 **SEC. 331. UPDATE OF FAA STANDARDS TO ALLOW DIS-**
4 **TRIBUTION AND USE OF CERTAIN RE-**
5 **STRICTED ROUTES AND TERMINAL PROCE-**
6 **DURES.**

7 (a) IN GENERAL.—Not later than 9 months after the
8 date of enactment of this Act, the Administrator shall up-
9 date FAA standards to allow for the distribution and use
10 of the Capstone Restricted Routes and Terminal Proce-
11 dures by Wide Area Augmentation System-capable naviga-
12 tion equipment.

13 (b) CONTENTS.—In updating standards under sub-
14 section (a), the Administrator shall ensure that such
15 standards provide a means for allowing modifications and
16 continued development of new routes and procedures pro-
17 posed by air carriers operating such routes.

18 **SEC. 332. ASOS/AWOS SERVICE REPORT DASHBOARD.**

19 (a) IN GENERAL.—The applicable Administrators
20 shall work in collaboration to collect the real-time service
21 status of all automated surface observation systems/auto-
22 mated weather observing systems (in this section referred
23 to as “ASOS/AWOS”).

24 (b) AVAILABILITY OF RESULTS.—

1 (1) IN GENERAL.—In carrying out this section,
2 the applicable Administrators shall make available
3 on a publicly available website the following:

4 (A) The service status of all ASOS/AWOS.

5 (B) Information on any actions to repair
6 or replace ASOS/AWOS that are out of service
7 due to technical or weather-related events, in-
8 cluding an estimated timeline to return the sys-
9 tems to service.

10 (C) A portal on such publicly available
11 website for the public to report ASOS/AWOS
12 outages.

13 (2) DATA FILES.—The applicable Administra-
14 tors shall make available the underlying data re-
15 quired under paragraph (1) for each ASOS/AWOS
16 in a machine-readable format.

17 (c) APPLICABLE ADMINISTRATORS.—In this section,
18 the term “applicable Administrators” means—

19 (1) the Administrator of the FAA; and

20 (2) the Administrator of the National Oceanic
21 and Atmospheric Administration.

22 **SEC. 333. HELICOPTER SAFETY.**

23 (a) IN GENERAL.—Not later than 270 days after the
24 date of enactment of this Act, the Administrator shall task
25 the Investigative Technologies Aviation Rulemaking Advi-

1 sory Committee (in this section referred to as the “Com-
2 mittee”) with reviewing and assessing the need for
3 changes to the safety requirements related to flight data
4 recorders, flight data monitoring, and terrain awareness
5 and warning systems for turbine-powered rotorcraft cer-
6 tificated for 6 or more passenger seats.

7 (b) CONSIDERATIONS.—In reviewing and assessing
8 the safety requirements under subsection (a), the Com-
9 mittee shall consider—

10 (1) any applicable safety recommendations of
11 the National Transportation Safety Board; and

12 (2) the operational requirements and safety
13 considerations for operations under parts 121 and
14 135 of title 14, Code of Federal Regulations.

15 (c) REPORT AND RECOMMENDATIONS.—Not later
16 than 1 year after initiating the review and assessment
17 under this section, the Committee shall submit to the Ad-
18 ministrator—

19 (1) a report on the findings of the review and
20 assessment under subsection (a); and

21 (2) any recommendations for legislative or regu-
22 latory action to improve safety that the Committee
23 determines appropriate.

24 (d) BRIEFING.—Not later than 30 days after the date
25 on which the Committee submits the report under sub-

1 section (c), the Administrator shall brief the appropriate
2 committees of Congress on—

3 (1) the findings and recommendations included
4 in such report; and

5 (2) any plan to implement such recommenda-
6 tions.

7 **SEC. 334. REVIEW AND INCORPORATION OF HUMAN READI-
8 NESS LEVELS INTO AGENCY GUIDANCE MA-
9 TERIAL.**

10 (a) FINDINGS.—Congress finds that—

11 (1) proper attention to human factors during
12 the development of technological systems is a signifi-
13 cant factor in minimizing or preventing human
14 error;

15 (2) the evaluation of a new aviation technology
16 or system with respect to human use throughout its
17 design and development may reduce human error
18 when such technologies and systems are used in
19 operational conditions; and

20 (3) the technical standard of the Human Fac-
21 tors and Ergonomics Society titled “Human Read-
22 iness Level Scale in the System Development Proc-
23 ess” (ANSI/HFES 400–2021) defines the 9 levels of
24 a Human Readiness Level scale and their applica-

1 tion in systems engineering and human systems inte-
2 gration processes.

3 (b) REVIEW.—Not later than 180 days after the date
4 of enactment of this Act, the Administrator shall initiate
5 a process to review the technical standard described in
6 subsection (a)(3) and determine whether any materials
7 from such standard should be incorporated or referenced
8 in agency procedures and guidance material in order to
9 enhance safety in relation to human factors.

10 (c) CONSULTATION.—In carrying out subsection (b),
11 the Administrator may consult with subject matter experts
12 from the Human Factors and Ergonomics Society affili-
13 ated with such technical standard or other relevant stake-
14 holders.

15 (d) BRIEFING.—Not later than 270 days after the
16 date of enactment of this Act, the Administrator shall
17 brief the appropriate committees of Congress on the
18 progress of the review required under subsection (b).

19 **SEC. 335. SERVICE DIFFICULTY REPORTS.**

20 (a) CONGRESSIONAL BRIEFING.—Not later than 18
21 months after the date of enactment of this Act, and annu-
22 ally thereafter through 2027, the Administrator shall brief
23 the appropriate committees of Congress on compliance
24 with requirements relating to service difficulty reports
25 during the preceding year.

1 (b) SCOPE.—The Administrator shall include in the
2 briefing required under subsection (a) information relating
3 to—

4 (1) operators required to comply with section
5 121.703 of title 14, Code of Federal Regulations;

6 (2) approval or certificate holders required to
7 comply with section 183.63 of title 14, Code of Fed-
8 eral Regulations; and

9 (3) FAA offices that investigate service dif-
10 ficulty reports, as documented in the following FAA
11 Orders (and any subsequent revisions of such or-
12 ders):

13 (A) FAA Order 8900.1A, titled “Flight
14 Standards Information Management System”
15 and issued on October 27, 2022.

16 (B) FAA Order 8120.23A, titled “Certifi-
17 cate Management of Production Approval Hold-
18 ers” and issued on March 6, 2017.

19 (C) FAA Order 8110.107B, titled “Mon-
20 itor Safety/Analyze Data” and issued on Octo-
21 ber 13, 2023.

22 (c) REQUIREMENTS.—The Administrator shall in-
23 clude in the briefing required under subsection (a) the fol-
24 lowing information with respect to the year preceding the
25 year in which the briefing is provided:

1 (1) An identification of categories of service dif-
2 ficulties reported.

3 (2) An identification of service difficulties for
4 which repeated reports are made.

5 (3) A general description of the causes of all
6 service difficulty reports, as determined by the Ad-
7 ministrator.

8 (4) A description of actions taken by, or re-
9 quired by, the Administrator to address identified
10 causes of service difficulties.

11 (5) A description of violations of title 14, Code
12 of Federal Regulations, related to service difficulty
13 reports and any actions taken by the Administrator
14 in response to such violations.

15 **SEC. 336. CONSISTENT AND TIMELY PILOT CHECKS FOR**
16 **AIR CARRIERS.**

17 (a) ESTABLISHMENT OF WORKING GROUP.—Not
18 later than 180 days after the date of enactment of this
19 Act, unless the requirements of this section are assigned
20 to working groups under subsection (b)(2), the Adminis-
21 trator shall establish a working group for purposes of re-
22 viewing and evaluating all regulations and policies related
23 to check airmen and authorized check airmen for air car-
24 rier operations conducted under part 135 of title 14, Code
25 of Federal Regulations.

1 (b) MEMBERSHIP.—

2 (1) IN GENERAL.—The working group estab-
3 lished under this section shall include, at a min-
4 imum—

5 (A) employees of the FAA who serve as
6 check airmen;

7 (B) representatives of air carriers oper-
8 ating under part 135 of title 14, Code of Fed-
9 eral Regulations; and

10 (C) industry associations representing such
11 air carriers.

12 (2) EXISTING WORKING GROUP.—The Adminis-
13 trator may assign the duties described in subsection
14 (c) to an existing FAA working group if—

15 (A) such working group includes represent-
16 atives from the list of required members under
17 paragraph (1); or

18 (B) the membership of such existing work-
19 ing group can be modified to include represent-
20 atives from the list of required members under
21 paragraph (1).

22 (c) DUTIES.—A working group shall review, evaluate,
23 and make recommendations on the following:

24 (1) Methods by which authorized check airmen
25 for air carriers operating under part 135 of title 14,

1 Code of Federal Regulations, are selected, trained,
2 and approved by the Administrator.

3 (2) Staffing and utilization rates of authorized
4 check airmen by such air carriers.

5 (3) Differences in qualification standards ap-
6 plied to—

7 (A) employees of the FAA who serve as
8 check airmen; and

9 (B) authorized check airmen of such air
10 carriers.

11 (4) Methods to harmonize the qualification
12 standards between authorized check airmen and em-
13 ployees of the FAA who serve as check airmen.

14 (5) Methods to improve the training and quali-
15 fication of authorized check airmen.

16 (6) Prior recommendations made by FAA advi-
17 sory committees or working groups regarding check
18 airmen functions.

19 (7) Petitions for rulemaking submitted to the
20 FAA regarding check airmen functions.

21 (d) BRIEFING TO CONGRESS.—Not later than 1 year
22 after the date on which the Administrator tasks a working
23 group with the duties described in subsection (c), the Ad-
24 ministrator shall brief the appropriate committees of Con-
25 gress on the progress and recommendations of the working

1 group and the efforts of the Administrator to implement
2 such recommendations.

3 (e) AUTHORIZED CHECK AIRMAN DEFINED.—In this
4 section, the term “authorized check airman” means an in-
5 dividual employed by an air carrier that meets the quali-
6 fications and training requirements of sections 135.337
7 and 135.339 of title 14, Code of Federal Regulations, and
8 is approved to evaluate and certify the knowledge and
9 skills of pilots employed by such air carrier.

10 **SEC. 337. FLIGHT SERVICE STATIONS.**

11 Section 44514 of title 49, United States Code, and
12 the item relating to such section in the analysis for chap-
13 ter 445 of such title are repealed.

14 **SEC. 338. TARMAC OPERATIONS MONITORING STUDY.**

15 (a) IN GENERAL.—The Director of the Bureau of
16 Transportation Statistics, in consultation with relevant of-
17 fices within the Office of the Secretary and the FAA (as
18 determined by the Secretary), shall conduct a study to ex-
19 plore the capture, storage, analysis, and feasibility of mon-
20 itoring ground source data at airports.

21 (b) OBJECTIVES.—The objectives of the study con-
22 ducted under subsection (a) shall include the following:

23 (1) Determining the current state of ground
24 source data coverage at airports.

1 (2) Understanding the technology requirements
2 for monitoring ground movements at airports
3 through sensors, receivers, or other technologies.

4 (3) Conducting data collection through a pilot
5 program established under subsection (c) and col-
6 lecting ground-based tarmac delay statistics.

7 (4) Performing an evaluation and feasibility
8 analysis of potential system-level tarmac operations
9 monitoring solutions.

10 (c) PILOT PROGRAM.—

11 (1) IN GENERAL.—Not later than 180 days
12 after the date of enactment of this Act, the Director
13 shall establish a pilot program to collect data and
14 develop ground-based tarmac delay statistics or
15 other relevant statistics with respect to airports.

16 (2) REQUIREMENTS.—The pilot program estab-
17 lished under paragraph (1) shall—

18 (A) include up to 6 airports that the Direc-
19 tor determines reflect a diversity of factors, in-
20 cluding geography, size, and air traffic;

21 (B) terminate not more than 3 years after
22 the date of enactment of this Act; and

23 (C) be subject to any guidelines issued by
24 the Director.

1 (d) REPORT.—Not later than 4 years after the date
2 of enactment of this Act, the Director shall publish the
3 results of the study conducted under subsection (a) and
4 the pilot program established under subsection (c) on a
5 publicly available website.

6 **SEC. 339. IMPROVED SAFETY IN RURAL AREAS.**

7 (a) IN GENERAL.—Section 322 of the FAA Reau-
8 thorization Act of 2018 (49 U.S.C. 44701 note) is amend-
9 ed to read as follows:

10 **“SEC. 322. IMPROVED SAFETY IN RURAL AREAS.**

11 “(a) IN GENERAL.—The Administrator shall permit
12 an air carrier operating pursuant to part 135 of title 14,
13 Code of Federal Regulations—

14 “(1) to operate under instrument flight rules
15 (in this section referred to as ‘IFR’) to a destination
16 in a noncontiguous State that has a published in-
17 strument approach but does not have a Meteorolog-
18 ical Aerodrome Report (in this section referred to as
19 ‘METAR’); and

20 “(2) to conduct an instrument approach at such
21 destination if—

22 “(A) a current Area Forecast, supple-
23 mented by noncertified destination weather ob-
24 servations (such as weather cameras and other
25 noncertified observations), is available, and, at

1 the time of departure, the combination of the
2 Area Forecast and noncertified observation in-
3 dicates that weather is expected to be at or
4 above approach minimums upon arrival;

5 “(B) prior to commencing an approach,
6 the air carrier has a means to communicate to
7 the pilot of the aircraft whether the destination
8 weather observation is either at or above mini-
9 mums for the approach to be flown; and

10 “(C) in the event the destination weather
11 observation is below such minimums, a suitable
12 alternate airport that has a METAR is speci-
13 fied in the IFR flight plan.

14 “(b) APPLICATION TEMPLATE.—

15 “(1) IN GENERAL.—The Administrator shall
16 develop an application template with standardized,
17 specific approval criteria to enable FAA inspectors
18 to objectively evaluate the application of an air car-
19 rier to operate in the manner described in subsection
20 (a).

21 “(2) REQUIREMENTS.—The template required
22 under paragraph (1) shall include a place in such
23 template for an air carrier to describe—

24 “(A) how any non-certified human observa-
25 tions will be conducted; and

1 **SEC. 340. STUDY ON FAA USE OF MANDATORY EQUAL AC-**
2 **CESS TO JUSTICE ACT WAIVERS.**

3 (a) IN GENERAL.—The Comptroller General shall
4 conduct a study on the use of waivers of rights by the
5 Administrator that may arise under section 504 of title
6 5, United States Code, or section 2412 of title 28, United
7 States Code, as a condition for the settlement of any pro-
8 ceedings to amend, modify, suspend, or revoke an airman
9 certificate or to impose a civil penalty on a flight engineer,
10 mechanic, pilot, or repairman (or an individual acting in
11 the capacity of such engineer, mechanic, pilot, or repair-
12 man).

13 (b) CONSIDERATIONS.—In conducting the study
14 under subsection (a), the Comptroller General shall con-
15 sider—

16 (1) the frequency of the use of waivers by the
17 Administrator described in this section;

18 (2) the benefits and consequences of the use of
19 such waivers to both the Administrator and the cer-
20 tificate holder; and

21 (3) the effects of a prohibition on using such
22 waivers.

23 (c) COOPERATION WITH STUDY.—The Administrator
24 shall cooperate with any requests for information by
25 Comptroller General to complete the study required under
26 subsection (a).

1 (d) REPORT.—Not later than 1 year after the date
2 of enactment of this Act, the Comptroller General shall
3 submit to the appropriate committees of Congress a report
4 containing the results of the study conducted under sub-
5 section (a), including recommendations for any legislation
6 and administrative action as the Comptroller General de-
7 termines appropriate.

8 **SEC. 341. AIRPORT AIR SAFETY.**

9 The Administrator shall seek to enter into appro-
10 priate arrangements with a qualified third-party entity to
11 evaluate whether poor air quality inside the Washington
12 Dulles International Airport passenger terminal negatively
13 affects passengers.

14 **SEC. 342. DON YOUNG ALASKA AVIATION SAFETY INITIA-**
15 **TIVE.**

16 (a) IN GENERAL.—Chapter 447 of title 49, United
17 States Code, is amended by adding at the end the fol-
18 lowing:

19 **“§ 44745. Don Young Alaska Aviation Safety Initiative**

20 “(a) IN GENERAL.—The Administrator of the Fed-
21 eral Aviation Administration shall redesignate the FAA
22 Alaska Aviation Safety Initiative of the Administration as
23 the Don Young Alaska Aviation Safety Initiative (in this
24 section referred to as the ‘Initiative’), under which the Ad-
25 ministrator shall carry out the provisions of this section

1 and take such other actions as the Administrator deter-
2 mines appropriate to improve aviation safety in Alaska
3 and covered locations.

4 “(b) OBJECTIVE.—The objective of the Initiative
5 shall be to work cooperatively with aviation stakeholders
6 and other stakeholders towards the goal of—

7 “(1) reducing the rate of fatal aircraft acci-
8 dents in Alaska and covered locations by 90 percent
9 from 2019 to 2033; and

10 “(2) by January 1, 2033, eliminating fatal acci-
11 dents of aircraft operated by an air carrier that op-
12 erates under part 135 of title 14, Code of Federal
13 Regulations.

14 “(c) LEADERSHIP.—

15 “(1) IN GENERAL.—The Administrator shall
16 designate the Regional Administrator for the Alas-
17 kan Region of the Administration to serve as the Di-
18 rector of the Initiative.

19 “(2) COVERED LOCATIONS.—The Administrator
20 shall select a designee within the Aviation Safety Or-
21 ganization to implement relevant requirements of
22 this section in covered locations.

23 “(3) REPORTING CHAIN.—In all matters relat-
24 ing to the Initiative, the Director of the Initiative
25 shall report directly to the Administrator.

1 “(4) 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, that a cov-
9 ered automated weather system is installed and op-
10 erated at each covered airport not later than Decem-
11 ber 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 Alaska and cov-
23 ered locations, covered airports, air carriers op-
24 erating in Alaska or covered locations, private
25 pilots based in Alaska or a covered location,

1 and such other members of the aviation com-
2 munity in Alaska or 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 121 or 135 of title
7 14, Code of Federal Regulations.

8 “(4) RELIABILITY.—

9 “(A) IN GENERAL.—Pertaining to both
10 Federal and non-Federal systems in Alaska, the
11 Administrator shall be responsible for ensur-
12 ing—

13 “(i) the reliability of covered auto-
14 mated weather systems; and

15 “(ii) the availability of weather infor-
16 mation from such systems.

17 “(B) SPECIFICATIONS.—The Adminis-
18 trator shall establish data availability and
19 equipment reliability specifications for covered
20 automated weather systems.

21 “(C) SYSTEM RELIABILITY AND RESTORA-
22 TION PLAN.—Not later than 2 years after the
23 date of enactment of this section, the Adminis-
24 trator shall establish an automated weather sys-
25 tem reliability and restoration plan for Alaska.

1 Such plan shall document the Administrator’s
2 strategy for ensuring covered automated weath-
3 er system reliability, including the availability of
4 weather information from such system, and for
5 restoring service in as little time as possible.

6 “(D) TELECOMMUNICATIONS OR OTHER
7 FAILURES.—If a covered automated weather
8 system in Alaska is unable to broadly dissemi-
9 nate weather information due to a telecommuni-
10 cations failure or a failure other than an equip-
11 ment failure, the Administrator shall take such
12 actions as may be necessary to restore the full
13 functionality and connectivity of the covered
14 automated weather system. The Administrator
15 shall take actions under this subparagraph with
16 the same urgency as the Administrator would
17 take an action to repair a covered automated
18 weather system equipment failure or data fidel-
19 ity issue.

20 “(E) RELIABILITY DATA.—In tabulating
21 data relating to the operational status of cov-
22 ered automated weather systems (including in-
23 dividually or collectively), the Administrator
24 may not consider a covered automated weather
25 system that is functioning nominally but is un-

1 able to broadly disseminate weather information
2 telecommunications failure or a failure other
3 than an equipment failure as functioning reli-
4 ably.

5 “(5) INVENTORY.—

6 “(A) MAINTENANCE IMPROVEMENTS.—

7 “(i) IN GENERAL.—Not later than 18
8 months after the date of enactment of the
9 FAA Reauthorization Act of 2024, the Ad-
10 ministrator shall identify and implement
11 reasonable alternative actions to improve
12 maintenance of FAA-owned weather ob-
13 serving systems that experience frequent
14 service outages, including associated sur-
15 face communication outages, at covered
16 airports.

17 “(ii) SPARE PARTS AVAILABILITY.—

18 The actions identified by the Administrator
19 in clause (i) shall improve spare parts
20 availability, including consideration of stor-
21 age of more spare parts in the region in
22 which the systems are located.

23 “(B) NOTICE OF OUTAGES.—Not later
24 than 18 months after the date of enactment of
25 the FAA Reauthorization Act of 2024, the Ad-

1 administrator shall update FAA Order 7930.2
2 Notices to Air Missions, or any successive
3 order, to incorporate weather system outages
4 for automated weather observing systems and
5 automated surface observing systems associated
6 with Service A Outages at covered airports.

7 “(6) VISUAL WEATHER OBSERVATION SYS-
8 TEM.—

9 “(A) DEPLOYMENT.—Not later than 3
10 years after the date of enactment of the FAA
11 Reauthorization Act of 2024, the Administrator
12 shall take such actions as may be necessary
13 to—

14 “(i) deploy visual weather observation
15 systems;

16 “(ii) ensure that such systems are ca-
17 pable of meeting the definition of a covered
18 automated weather system in Alaska; and

19 “(iii) develop standard operation spec-
20 ifications for visual weather operation sys-
21 tems.

22 “(B) MODIFICATION OF SPECIFICA-
23 TIONS.—Upon the request of an aircraft oper-
24 ator, the Administrator shall issue or modify
25 the standard operation specifications for visual

1 weather observation systems developed under
2 subparagraph (A) to allow such systems to be
3 used to satisfy the requirements for supple-
4 mental noncertified local weather observations
5 under section 322 of the FAA Reauthorization
6 Act of 2018 (Public Law 115–254).

7 “(e) WEATHER CAMERAS.—

8 “(1) IN GENERAL.—The Director shall continu-
9 ously assess the state of the weather camera systems
10 in Alaska and covered locations to ensure the oper-
11 ational sufficiency and reliability of such systems.

12 “(2) APPLICATIONS.—The Director shall—

13 “(A) accept applications from persons to
14 install weather cameras; and

15 “(B) consult with the governments with ju-
16 risdiction over Alaska and covered locations,
17 covered airports, air carriers operating in Alas-
18 ka or covered locations, private pilots based in
19 Alaska or covered locations, and such other
20 members of the aviation community in Alaska
21 and covered locations as the Administrator de-
22 termines appropriate to solicit additional loca-
23 tions at which to install and operate weather
24 cameras.

1 “(3) PRESUMPTION.—Unless the Director has
2 clear and compelling evidence to the contrary, the
3 Director shall presume that the installation of a
4 weather camera at a covered airport in Alaska, or
5 that is recommended by a government with jurisdic-
6 tion over a covered location, is cost beneficial and
7 will improve aviation safety.

8 “(f) COOPERATION WITH OTHER AGENCIES.—In
9 carrying out this section, the Administrator shall cooper-
10 ate with the heads of other Federal or State agencies with
11 responsibilities affecting aviation safety in Alaska and cov-
12 ered locations, including the collection and dissemination
13 of weather data.

14 “(g) SURVEILLANCE AND COMMUNICATION.—

15 “(1) IN GENERAL.—The Director shall take
16 such actions as may be necessary to—

17 “(A) encourage and incentivize the equi-
18 page of aircraft that operate under part 135 of
19 title 14, Code of Federal Regulations, with
20 automatic dependent surveillance and broadcast
21 out equipment; and

22 “(B) improve aviation surveillance and
23 communications in Alaska and covered loca-
24 tions.

1 “(2) REQUIREMENT.—Not later than December
2 31, 2030, the Administrator shall ensure that auto-
3 matic dependent surveillance and broadcast coverage
4 is available at 5,000 feet above ground level
5 throughout each covered location and Alaska.

6 “(3) WAIVER.—The Administrator shall waive
7 any positive benefit-cost ratio requirement for—

8 “(A) the installation and operation of
9 equipment and facilities necessary to implement
10 the requirement under paragraph (2); and

11 “(B) the provision of additional ground-
12 based transmitters for automatic dependent
13 surveillance-broadcasts to provide a minimum
14 operational network in Alaska along major
15 flight routes.

16 “(4) SERVICE AREAS.—The Director shall con-
17 tinuously identify additional automatic dependent
18 surveillance–broadcast service areas in which the de-
19 ployment of automatic dependent surveillance–broad-
20 cast receivers and equipment would improve aviation
21 safety.

22 “(h) OTHER PROJECTS.—The Director shall continue
23 to build upon other initiatives recommended in the reports
24 of the FAA Alaska Aviation Safety Initiative of the Ad-

1 ministration published before the date of enactment of this
2 section.

3 “(i) ANNUAL REPORT.—

4 “(1) IN GENERAL.—Beginning on the date that
5 is 1 year after the date of enactment of the FAA
6 Reauthorization Act of 2024, and annually there-
7 after, the Administrator shall submit to the Com-
8 mittee on Transportation and Infrastructure of the
9 House of Representatives and the Committee on
10 Commerce, Science, and Transportation of the Sen-
11 ate a report on the Initiative, including an itemized
12 description of how the Administration budget meets
13 the goals of the Initiative.

14 “(2) STAKEHOLDER COMMENTS.—The Director
15 shall append stakeholder comments, organized by
16 topic, to each report submitted under paragraph (1)
17 in the same manner as appendix 3 of the report ti-
18 tled ‘FAA Alaska Aviation Safety Initiative FY21
19 Final Report’, dated September 30, 2021.

20 “(j) FUNDING.—

21 “(1) IN GENERAL.—Notwithstanding any other
22 provision of law, for each of fiscal years 2025
23 through 2028—

24 “(A) the Administrator may, upon applica-
25 tion from the government with jurisdiction over

1 a covered airport and in coordination with the
2 State or territory in which a covered airport is
3 located, use amounts apportioned under sub-
4 section (d)(2)(B) or subsection (e) of section
5 47114 to carry out the Initiative; or

6 “(B) the sponsor of a covered airport that
7 receives an apportionment under subsection
8 (d)(2)(A) or subsection (e) of section 47114
9 may use such apportionment for any purpose
10 contained in this section.

11 “(2) SUPPLEMENTAL FUNDING.—Out of
12 amounts made available under section 106(k) and
13 section 48101, not more than a total of \$25,000,000
14 for each of fiscal years 2025 through 2028 is au-
15 thORIZED to be expended to carry out the Initiative.

16 “(k) DEFINITIONS.—In this section:

17 “(1) COVERED AIRPORT.—The term ‘covered
18 airport’ means an airport in Alaska or a covered lo-
19 cation that is included in the national plan of inte-
20 grated airport systems required under section 47103
21 and that has a status other than unclassified in such
22 plan.

23 “(2) COVERED AUTOMATED WEATHER SYS-
24 TEM.—The term ‘covered automated weather sys-
25 tem’ means an automated or visual weather report-

1 ing facility that enables a pilot to begin an instru-
2 ment procedure approach to an airport under section
3 91.1039 or 135.225 of title 14, Code of Federal
4 Regulations.

5 “(3) COVERED LOCATION.—The term ‘covered
6 location’ means Hawaii, Puerto Rico, American
7 Samoa, Guam, the Northern Mariana Islands, and
8 the Virgin Islands.

9 “(1) CONFORMITY.—The Administrator shall conduct
10 all activities required under this section in conformity with
11 section 44720.”.

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 “(7) 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, to include per-
6 sonnel located at contract towers, based in
7 Alaska, Hawaii, Puerto Rico, American Samoa,
8 Guam, the Northern Mariana Islands, and the
9 Virgin Islands.”.

10 (c) GAO STUDY ON ALASKA AVIATION SAFETY.—

11 (1) STUDY.—The Comptroller General shall
12 conduct a study to—

13 (A) examine the effectiveness of the Don
14 Young Alaska Aviation Safety Initiative to im-
15 prove aviation safety, service, and infrastruc-
16 ture; and

17 (B) identify challenges within the FAA to
18 accomplishing safety improvements carried out
19 under such Initiative.

20 (2) REPORT.—Not later than 2 years after the
21 date of enactment of this Act, the Comptroller Gen-
22 eral shall submit to the appropriate committees of
23 Congress a report containing—

24 (A) the findings of the study under para-
25 graph (1); and

1 (B) recommendations for such legislative
2 or administrative action as the Comptroller
3 General determines appropriate.

4 (d) RUNWAY LENGTH.—The Administrator—

5 (1) may not restrict funding made available
6 under chapter 471 of title 49, United States Code,
7 from being used at an airport in Alaska to rehabili-
8 tate, resurface, or reconstruct the full length and
9 width of an existing runway within Alaska based
10 solely on reduced current or forecasted aeronautical
11 activity levels or critical design type standards;

12 (2) may not reject requests for runway projects
13 at airports in Alaska if such projects address critical
14 community needs, including projects—

15 (A) that support economic development by
16 expanding a runway to meet new demands; or

17 (B) that preserve the length of runways
18 used by aircraft to deliver necessary cargo, in-
19 cluding heating fuel and gasoline, for the com-
20 munity served by the airport; and

21 (3) shall, not later than 60 days after receiving
22 a request for a runway rehabilitation or reconstruc-
23 tion project at an airport in Alaska, review each
24 such request on a case-by-case basis.

1 (e) IMPLEMENTATION OF NTSB RECOMMENDA-
2 TIONS.—

3 (1) IN GENERAL.—Not later than 3 years after
4 the date of enactment of this Act, the Administrator
5 shall take such actions as may be necessary to im-
6 plement National Transportation Safety Board rec-
7 ommendations A-22-25 and A-22-26 (as contained
8 in Aviation Investigation Report AIR-22-09, adopt-
9 ed November 16, 2022).

10 (2) COORDINATION.—In taking actions under
11 paragraph (1), the Administrator shall coordinate
12 with the State of Alaska, airports in Alaska, air car-
13 riers operating in Alaska, private pilots (including
14 tour operators) based in Alaska, and such other
15 members of the Alaska aviation community or other
16 stakeholders as the Administrator determines appro-
17 priate.

18 (f) CLERICAL AMENDMENT.—The analysis for chap-
19 ter 447 of title 49, United States Code, is amended by
20 adding at the end the following:

“44745. Don Young Alaska Aviation Safety Initiative.”.

21 **SEC. 343. ACCOUNTABILITY AND COMPLIANCE.**

22 (a) IN GENERAL.—Section 44704(a) of title 49,
23 United States Code, is amended by adding at the end the
24 following:

1 “(6) SUBMISSION OF DATA.—When an appli-
2 cant submits design data to the Administrator for a
3 finding of compliance as part of an application for
4 a type certificate, the applicant shall certify to the
5 Administrator that—

6 “(A) the submitted design data dem-
7 onstrates compliance with the applicable air-
8 worthiness standards; and

9 “(B) any airworthiness standards not com-
10 plied with are compensated for by factors that
11 provide an equivalent level of safety, as agreed
12 upon by the Administrator.”.

13 (b) REPORT TO CONGRESS.—Not later than 1 year
14 after the date of enactment of this Act, the Administrator
15 shall provide to the appropriate committees of Congress
16 a briefing on the implementation of the certification re-
17 quirement added by the amendment made by subsection
18 (a).

19 **SEC. 344. CHANGED PRODUCT RULE REFORM.**

20 (a) IN GENERAL.—Not later than 18 months after
21 the date of enactment of this Act, the Administrator shall
22 issue a notice of proposed rulemaking to revise section
23 21.101 of title 14, Code of Federal Regulations, to achieve
24 the following objectives:

1 (1) For any significant design change, as deter-
2 mined by the Administrator, to require that the ex-
3 ception related to impracticality under subsection
4 (b)(3) of such section from the requirement to com-
5 ply with the latest amendments of the applicable air-
6 worthiness standards in effect on the date of appli-
7 cation for the change be approved only after pro-
8 viding public notice and opportunity to comment on
9 such exception.

10 (2) To ensure appropriate documentation of
11 any exception or exemption from airworthiness re-
12 quirements in title 14, Code of Federal Regulations,
13 as in effect on the date of application for the
14 change.

15 (b) CONGRESSIONAL BRIEFING.—Not later than 1
16 year after the date of enactment of this Act, the Adminis-
17 trator shall provide to the appropriate committees of Con-
18 gress a briefing on the implementation by the FAA of the
19 recommendations of the Changed Product Rule Inter-
20 national Authorities Working Group, established for pur-
21 poses of carrying out the requirements of section 117 of
22 the Aircraft Certification, Safety, and Accountability Act
23 (49 U.S.C. 44704 note), including recommendations on
24 harmonized changes and reforms regarding the imprac-
25 tical exception.

1 (c) FINAL RULE.—Not later than 3 years after the
2 date of enactment of this Act, the Administrator shall
3 issue a final rule based on the notice of proposed rule-
4 making issued under subsection (a).

5 (d) ANNUAL REPORT.—Beginning in 2025 and annu-
6 ally thereafter through 2028, the Administrator shall sub-
7 mit to the appropriate committees of Congress an annual
8 report detailing the number of all significant design
9 change exceptions approved and denied under paragraphs
10 (1) through (3) of section 21.101(b) of title 14, Code of
11 Federal Regulations.

12 **SEC. 345. ADMINISTRATIVE AUTHORITY FOR CIVIL PEN-**
13 **ALTIES.**

14 Section 46301(d) of title 49, United States Code, is
15 amended—

16 (1) in paragraph (4) by striking subparagraph
17 (A) and inserting the following:

18 “(A) the amount in controversy is more than—

19 “(i) \$400,000 if the violation was com-
20 mitted by any person other than an individual
21 or small business concern before the date of en-
22 actment of the FAA Reauthorization Act of
23 2024;

24 “(ii) \$50,000 if the violation was com-
25 mitted by an individual or small business con-

1 cern before the date of enactment of the FAA
2 Reauthorization Act of 2024;

3 “(iii) \$1,200,000 if the violation was com-
4 mitted by a person other than an individual or
5 small business concern on or after the date of
6 enactment of the FAA Reauthorization Act of
7 2024; or

8 “(iv) \$100,000 if the violation was com-
9 mitted by an individual on or after the date of
10 enactment of the FAA Reauthorization Act of
11 2024;”; and

12 (2) by striking paragraph (8) and inserting the
13 following:

14 “(8) The maximum civil penalty the Adminis-
15 trator of the Transportation Security Administra-
16 tion, Administrator of the Federal Aviation Adminis-
17 tration, or Board may impose under this subsection
18 is—

19 “(A) \$400,000 if the violation was com-
20 mitted by a person other than an individual or
21 small business concern before the date of enact-
22 ment of the FAA Reauthorization Act of 2024;

23 “(B) \$50,000 if the violation was com-
24 mitted by an individual or small business con-

1 cern before the date of enactment of the FAA
2 Reauthorization Act of 2024;

3 “(C) \$1,200,000 if the violation was com-
4 mitted by a person other than an individual or
5 small business concern on or after the date of
6 enactment of the FAA Reauthorization Act of
7 2024; or

8 “(D) \$100,000 if the violation was com-
9 mitted by an individual on or after the date of
10 enactment of the FAA Reauthorization Act of
11 2024.”.

12 **SEC. 346. STUDY ON AIRWORTHINESS STANDARDS COMPLI-**
13 **ANCE.**

14 (a) **STUDY.**—The Administrator shall seek to enter
15 into an agreement with a federally funded research and
16 development center to conduct a study, in consultation
17 with appropriate aviation safety engineers of the FAA, on
18 the occurrences and potential consequences of a transport
19 airplane design found to not comply with applicable air-
20 worthiness standards.

21 (b) **SCOPE.**—In conducting the study pursuant to
22 subsection (a), the federally funded research and develop-
23 ment center shall identify each final airworthiness direc-
24 tive issued by the FAA or another civil aviation author-
25 ity—

1 (1) applicable to transport airplanes during the
2 10-year period prior to the date of enactment of this
3 Act; and

4 (2) to address an unsafe condition resulting
5 from an approved design that was noncompliant
6 with an applicable airworthiness standard.

7 (c) REQUIREMENTS.—For each such airworthiness
8 directive identified under subsection (b), the federally
9 funded research and development center shall examine—

10 (1) the airworthiness standard with which the
11 transport airplane failed to comply;

12 (2) the resulting unsafe condition and whether
13 such condition resulted in an accident;

14 (3) the methods by which the noncompliance
15 was discovered and brought to the attention of the
16 FAA or another civil aviation authority, to the ex-
17 tent such methods can be identified;

18 (4) an analysis of the method used by the appli-
19 cant to show compliance during the certification
20 process and whether other compliance methods may
21 have reasonably identified the noncompliance during
22 the certification process;

23 (5) the date of approval of the relevant type de-
24 sign and the date of issuance of the airworthiness
25 directive;

1 (6) any corrective action mandated to address
2 the identified unsafe condition;

3 (7) the period of time specified for the incorpo-
4 ration of the corrective action, during which the af-
5 fected transport airplanes were allowed to operate
6 before the unsafe condition was corrected; and

7 (8) the total cost of compliance estimated in the
8 final rule adopting the airworthiness directive.

9 (d) COORDINATION.—In conducting the study under
10 subsection (a), the federally funded research and develop-
11 ment center shall coordinate with, and solicit comments
12 from—

13 (1) transport category aircraft manufacturers;
14 and

15 (2) employees of the Administration, including
16 the official bargaining representative of aircraft cer-
17 tification services engineers and of aviation safety
18 engineers under section 7111 of title 5, United
19 States Code, involved in developing airworthiness di-
20 rectives, as necessary.

21 (e) REPORT TO CONGRESS.—Not later than 2 years
22 after the date of enactment of this Act, the Administrator
23 shall submit to the appropriate committees of Congress
24 a report that includes—

1 (1) the results of the study conducted under
2 subsection (a);

3 (2) actions the Administrator determines nec-
4 essary to improve safety as a result of the findings
5 under subsection (a) and any root causes of an un-
6 safe condition that were identified;

7 (3) the comments solicited under subsection (d);
8 and

9 (4) any other recommendations for legislative or
10 administrative action determined appropriate by the
11 Administrator.

12 (f) DEFINITIONS.—In this section:

13 (1) AIR CARRIER; FOREIGN AIR CARRIER.—The
14 terms “air carrier” and “foreign air carrier” have
15 the meanings given such terms in section 40102 of
16 title 49, United States Code.

17 (2) TRANSPORT AIRPLANE.—The term “trans-
18 port airplane” means a transport category airplane
19 designed for operation by an air carrier or foreign
20 air carrier type-certificated with a passenger seating
21 capacity of 30 or more or an all-cargo or combi de-
22 rivative.

23 **SEC. 347. ZERO TOLERANCE FOR NEAR MISSES, RUNWAY**
24 **INCURSIONS, AND SURFACE SAFETY RISKS.**

25 (a) POLICY.—

1 (1) IN GENERAL.—Section 47101(a) of title 49,
2 United States Code, is amended—

3 (A) by redesignating paragraphs (2)
4 through (13) as paragraphs (3) through (14),
5 respectively; and

6 (B) by inserting after paragraph (1) the
7 following:

8 “(2) that projects, activities, and actions that
9 prevent runway incursions serve to—

10 “(A) improve airport surface surveillance;
11 and

12 “(B) mitigate surface safety risks that are
13 essential to ensuring the safe operation of the
14 airport and airway system;”.

15 (2) CONFORMING AMENDMENTS.—Section
16 47101 of title 49, United States Code, is amended—

17 (A) in subsection (g) by striking “sub-
18 section (a)(5)” and inserting “subsection
19 (a)(6)”; and

20 (B) in subsection (h) by striking “sub-
21 section (a)(6)” and inserting “subsection
22 (a)(7)”.

23 (3) CONTINUOUS EVALUATION.—In carrying
24 out section 47101(a) of title 49, United States Code,
25 as amended by this subsection, the Administrator

1 shall establish a process to continuously track and
2 evaluate ground traffic and air traffic activity and
3 related incidents at airports.

4 (b) RUNWAY SAFETY COUNCIL.—

5 (1) IN GENERAL.—Not later than 6 months
6 after the date of enactment of this Act, the Adminis-
7 trator shall establish a council, to be known as the
8 “Runway Safety Council” (in this section referred to
9 as the “Council”), to develop a systematic manage-
10 ment strategy to address airport surface safety
11 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 airport surface safe-
16 ty risk 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) Avionics manufacturers.
25 (v) Flight schools.

1 (vi) The exclusive collective bargaining
2 representative of aviation safety profes-
3 sionals for the FAA certified under section
4 7111 of title 5, United States Code.

5 (vii) The exclusive bargaining rep-
6 resentative of the air traffic controllers cer-
7 tified under section 7111 of title 5, United
8 States Code.

9 (viii) Other safety experts the Admin-
10 istrator determines appropriate.

11 (B) ADDITIONAL MEMBERS.—The Admin-
12 istrator may appoint members representing any
13 other stakeholder organization that the Admin-
14 istrator determines appropriate to the Runway
15 Safety Council.

16 (c) AIRPORT SURFACE SAFETY TECHNOLOGIES.—

17 (1) IDENTIFICATION.—Not later than 6 months
18 after the date of enactment of this Act, the Adminis-
19 trator shall, in coordination with the Council, con-
20 sult with relevant stakeholders to identify tech-
21 nologies, equipment, systems, and process changes,
22 that—

23 (A) may provide airport surface surveil-
24 lance capabilities at airports lacking such capa-
25 bilities;

1 (B) may augment existing airport surface
2 detection and surveillance system; or

3 (C) may improve onboard situational
4 awareness for flight crewmembers, including
5 technologies for use in an aircraft that—

6 (i) reduce the risk of collision on the
7 runway with other aircraft or vehicles;

8 (ii) calculate safe landing distances;
9 and

10 (iii) prompt actions to bring the air-
11 craft to a safe stop.

12 (2) CRITERIA.—Not later than 1 year after the
13 date of enactment of this Act, the Administrator
14 shall—

15 (A) based on the information obtained pur-
16 suant to paragraph (1)(A) and (1)(B), identify
17 airport surface detection and surveillance sys-
18 tems that meet the standards of the FAA and
19 may be able to—

20 (i) provide airport surface surveillance
21 capabilities at airports lacking such capa-
22 bilities; or

23 (ii) augment existing airport surface
24 detection and surveillance systems, such as
25 Airport Surface Detection System—Model

1 X or the Airport Surface Surveillance Ca-
2 pability;

3 (B) establish a timeline and action plan for
4 replacing, maintaining, or enhancing the oper-
5 ational capability provided by existing airport
6 surface detection and surveillance systems, and
7 implementing runway safety technologies at air-
8 ports without airport surface detection and sur-
9 veillance systems, as needed, to improve runway
10 safety;

11 (C) based on the information obtained pur-
12 suant to paragraph (1)(C), identify safety tech-
13 nologies and systems in transport airplanes that
14 meet the standards of the FAA that will—

15 (i) enhance runway safety for trans-
16 port airplanes that lack the capabilities of
17 such technologies and systems, as appro-
18 priate; or

19 (ii) augment existing onboard situa-
20 tional awareness runway traffic alerting
21 and runway landing safety technologies in-
22 stalled on transport airplanes; and

23 (D) establish clear and quantifiable criteria
24 relating to operational factors, including ground
25 traffic and air traffic activity and the rate of

1 runway and terminal airspace safety events (in-
2 cluding runway incursions), that determine
3 when the installation and deployment of an air-
4 port surface detection or surveillance system, or
5 other runway safety system (including runway
6 status lights), at an airport is required.

7 (3) DEPLOYMENT.—Not later than 5 years
8 after the date of enactment of this Act, the Adminis-
9 trator shall ensure that airport surface detection and
10 surveillance systems are deployed and operational
11 at—

12 (A) all airports described in paragraph
13 (2)(A); and

14 (B) all medium and large hub airports.

15 (4) BRIEFING.—Not later than 3 years after
16 the date of enactment of this Act, the Administrator
17 shall brief the appropriate committees of Congress
18 on the progress of the deployment described in para-
19 graph (3).

20 (d) FOREIGN OBJECT DEBRIS DETECTION.—

21 (1) IN GENERAL.—Not later than 3 years after
22 the date of enactment of this Act, the Administrator
23 shall assess, in coordination with the Council, auto-
24 mated foreign object debris monitoring and detection

1 systems at not less than 3 airports that are using
2 such systems.

3 (2) CONSIDERATIONS.—In conducting the as-
4 sessment under paragraph (1), the Administrator
5 shall consider the following:

6 (A) The categorization of an airport.

7 (B) The potential frequency of foreign ob-
8 ject debris incidents on airport runways or ad-
9 jacent ramp areas.

10 (C) The availability of funding for the in-
11 stallation and maintenance of foreign object de-
12bris monitoring and detection systems.

13 (D) The impact of such systems on the air-
14 field operations of an airport.

15 (E) The effectiveness of available foreign
16 object debris monitoring and detection systems.

17 (F) Any other factors relevant to assessing
18 the return on investment of foreign object de-
19bris monitoring and detection systems.

20 (3) CONSULTATION.—In carrying out this sub-
21 section, the Administrator and the Council shall con-
22 sult with manufacturers and suppliers of foreign ob-
23 ject debris detection technology and any other rel-
24 evant stakeholders.

25 (e) RUNWAY SAFETY STUDY.—

1 (1) IN GENERAL.—Not later than 2 years after
2 the date of enactment of this Act, the Administrator
3 shall seek to enter into appropriate arrangements
4 with a federally funded research and development
5 center to conduct a study of runway incursions, air-
6 port surface incidents, operational errors, or losses
7 of standard separation of aircraft in the approach or
8 departure phase of flight to determine how advanced
9 technologies and future airport development projects
10 may be able to reduce the frequency of such events
11 and enhance aviation safety.

12 (2) CONSIDERATIONS.—In conducting the study
13 under paragraph (1), the federally funded research
14 and development center shall—

15 (A) examine data relating to recurring
16 runway incursions, surface incidents, oper-
17 ational errors, or losses of standard separation
18 of aircraft in the approach or departure phase
19 of flight at airports to identify the underlying
20 factors that caused such events;

21 (B) assess metrics used to identify when
22 such events are increasing at an airport;

23 (C) assess available and developmental
24 technologies, including and beyond such tech-
25 nologies considered in subsection (c), that may

1 augment existing air traffic management capa-
2 bilities of surface surveillance and terminal air-
3 space equipment;

4 (D) consider growth trends in airport size,
5 staffing and communication complexities to
6 identify—

7 (i) future gaps in information ex-
8 change between aerospace stakeholders;
9 and

10 (ii) methods for meeting future near
11 real-time information sharing needs; and

12 (E) examine airfield safety training pro-
13 grams used by airport tenants and other stake-
14 holders operating on airfields of airports, in-
15 cluding airfield familiarization training pro-
16 grams for employees, to assess scalability to
17 handle future growth in airfield capacity and
18 traffic.

19 (3) RECOMMENDATIONS.—In conducting the
20 study required by paragraph (1), the federally fund-
21 ed research and development center shall develop
22 recommendations for the strategic planning efforts
23 of the Administration to appropriately maintain sur-
24 face safety considering future increases in air traffic

1 and based on the considerations described in para-
2 graph (2).

3 (4) REPORT TO CONGRESS.—Not later than 90
4 days after the completion of the study required by
5 paragraph (1), the Administrator shall submit to the
6 appropriate committees of Congress a report on the
7 findings of such study and any recommendations de-
8 veloped under paragraph (3).

9 (f) DEFINITIONS.—In this section:

10 (1) AIR CARRIER; FOREIGN AIR CARRIER.—The
11 terms “air carrier” and “foreign air carrier” have
12 the meanings given such terms in section 40102 of
13 title 49, United States Code.

14 (2) AIRPORT SURFACE DETECTION AND SUR-
15 VEILLANCE SYSTEM.—The term “airport surface de-
16 tection and surveillance system” means an airport
17 surveillance system that is—

18 (A) designed to track surface movement of
19 aircraft and vehicles; or

20 (B) capable of alerting air traffic control-
21 lers or flight crewmembers of a possible runway
22 incursion, misaligned approach, or other safety
23 event.

24 (3) TRANSPORT AIRPLANE.—The term “trans-
25 port airplane” means a transport category airplane

1 designed for operation by an air carrier or foreign
2 air carrier jet type-certificated with a passenger
3 seating capacity of at least 10 seats or a maximum
4 takeoff weight above 12,500 pounds or an all-cargo
5 or combi derivative of such an airplane.

6 **SEC. 348. IMPROVEMENTS TO AVIATION SAFETY INFORMA-**
7 **TION ANALYSIS AND SHARING PROGRAM.**

8 (a) IN GENERAL.—Not later than 3 years after the
9 date of enactment of this Act, the Administrator shall im-
10 plement improvements to the Aviation Safety Information
11 Analysis and Sharing Program with respect to safety data
12 sharing and risk mitigation.

13 (b) REQUIREMENTS.—In carrying out subsection (a),
14 the Administrator shall—

15 (1) identify methods to increase the rate at
16 which data is collected, processed, and analyzed to
17 expeditiously share safety intelligence;

18 (2) develop predictive capabilities to anticipate
19 emerging safety risks;

20 (3) identify methods to improve shared data en-
21 vironments with external stakeholders;

22 (4) establish a robust process for prioritizing
23 requests for safety information;

1 (5) establish guidance to encourage regular
2 safety inspector review of non-confidential aviation
3 safety and performance data;

4 (6) identify industry segments not yet included
5 and conduct outreach to such industry segments to
6 increase the rate of participation, including—

7 (A) general aviation;

8 (B) air transportation and commercial
9 aviation;

10 (C) rotorcraft operations;

11 (D) air ambulance operations; and

12 (E) aviation maintenance;

13 (7) establish processes for obtaining and ana-
14 lyzing comprehensive and aggregate data for new
15 and future industry segments; and

16 (8) integrate safety data from unmanned air-
17 craft system operators, as appropriate.

18 (c) IMPLEMENTATION.—In carrying out subsection
19 (a), the Administrator shall—

20 (1) prioritize production-ready configurable so-
21 lutions over custom development, as appropriate, to
22 support FAA critical aviation safety programs; and

23 (2) ensure that adequate market research is
24 completed in accordance with FAA acquisition man-
25 agement system requirements, including appropriate

1 demonstrations of proposed solutions, as part of the
2 evaluation criteria.

3 (d) RULE OF CONSTRUCTION.—Nothing in this sec-
4 tion shall be construed—

5 (1) to require the Administrator to share con-
6 fidential or proprietary information and data to safe-
7 ty inspectors for purposes of enforcement; or

8 (2) to limit the applicability of section 44735 of
9 title 49, United States Code, to the Aviation Safety
10 Information Analysis and Sharing Program.

11 (e) BRIEFING.—Not later than 180 days after the
12 date of enactment of this Act, and every 6 months there-
13 after until the improvements under subsection (a) are
14 made, the Administrator shall brief the appropriate com-
15 mittees of Congress on the progress of implementation of
16 the Aviation Safety Information Analysis and Sharing
17 Program, including—

18 (1) an assessment of the progress of the FAA
19 toward achieving milestones for such program identi-
20 fied by the inspector general of the Department of
21 Transportation and the Special Committee to Review
22 FAA Aircraft Certification Reports;

23 (2) a description of the plan to use appropriate
24 deployable commercial solutions to assist the FAA in
25 meeting such milestones;

1 (3) steps taken to make improvements under
2 subsection (b); and

3 (4) a summary of the efforts of the FAA to ad-
4 dress gaps in safety data provided from any of the
5 industry segments described in subsection (b)(6).

6 **SEC. 349. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

7 **AVIATION RULEMAKING COMMITTEE.**

8 (a) **IN GENERAL.**—The Administrator shall convene
9 an aviation rulemaking committee to review, and develop
10 findings and recommendations regarding, instructions for
11 continued airworthiness (as described in section 21.50 of
12 title 14, Code of Federal Regulations), and provide to the
13 Administrator a report on such findings and recommenda-
14 tions and for other related purposes as determined by the
15 Administrator.

16 (b) **COMPOSITION.**—The aviation rulemaking com-
17 mittee established pursuant to subsection (a) shall consist
18 of members appointed by the Administrator, including
19 representatives of—

20 (1) holders of type certificates (as described in
21 subpart B of part 21, title 14, Code of Federal Reg-
22 ulations);

23 (2) holders of production certificates (as de-
24 scribed in subpart G of part 21, title 14, Code of
25 Federal Regulations);

1 (3) holders of parts manufacturer approvals (as
2 described in subpart K of part 21, title 14, Code of
3 Federal Regulations);

4 (4) holders of technical standard order author-
5 izations (as described in subpart O of part 21, title
6 14, Code of Federal Regulations);

7 (5) operators under parts 121, 125, or 135 of
8 title 14, Code of Federal Regulations;

9 (6) holders of repair station certificates (as de-
10 scribed in section 145 of title 14, Code of Federal
11 Regulations) that are not also type certificate hold-
12 ers as included under paragraph (1), production cer-
13 tificate holders as included under paragraph (2), or
14 aircraft operators as included under paragraph (5)
15 (or associated with any such entities);

16 (7) the certified bargaining representative of
17 aviation safety inspectors and engineers for the Ad-
18 ministration;

19 (8) general aviation operators;

20 (9) mechanics certificated under part 65 of title
21 14, Code of Federal Regulations;

22 (10) holders of supplemental type certificates
23 (as described in subpart E of part 21 of title 14,
24 Code of Federal Regulations);

1 (11) designated engineering representatives em-
2 ployed by repair stations described in paragraph (6);
3 and

4 (12) aviation safety experts with specific knowl-
5 edge of instructions for continued airworthiness poli-
6 cies and regulations.

7 (c) CONSIDERATIONS.—The aviation rulemaking
8 committee established pursuant to subsection (a) shall
9 consider—

10 (1) existing standards, regulations, certifi-
11 cations, assessments, and guidance related to in-
12 structions for continued airworthiness and the clar-
13 ity of such standards, regulations, certifications, as-
14 sessments, and guidance to all parties;

15 (2) the sufficiency of safety data used in pre-
16 paring instructions for continued airworthiness;

17 (3) the sufficiency of maintenance data used in
18 preparing instructions for continued airworthiness;

19 (4) the protection of proprietary information
20 and intellectual property in instructions for contin-
21 ued airworthiness;

22 (5) the availability of instructions for continued
23 airworthiness, as needed, for maintenance activities;

1 (6) the need to harmonize or deconflict pro-
2 posed and existing regulations with other Federal
3 regulations, guidance, and policies;

4 (7) international collaboration, where appro-
5 priate and consistent with the interests of safety in
6 air commerce and national security, with other civil
7 aviation authorities, international aviation and
8 standards organizations, and any other appropriate
9 entities; and

10 (8) any other matter the Administrator deter-
11 mines appropriate.

12 (d) DUTIES.—The Administrator shall—

13 (1) not later than 1 year after the date of en-
14 actment of this Act, submit to the appropriate com-
15 mittees of Congress a copy of the aviation rule-
16 making committee report under subsection (a); and

17 (2) not later than 180 days after the date of
18 submission of the report under paragraph (1), ini-
19 tiate a rulemaking activity or make such policy and
20 guidance updates necessary to address any con-
21 sensus recommendations reached by the aviation
22 rulemaking committee established pursuant to sub-
23 section (a), as determined appropriate by the Ad-
24 ministrator.

1 **SEC. 350. SECONDARY COCKPIT BARRIERS.**

2 (a) IN GENERAL.—Not later than 6 months after the
3 date of enactment of this Act, the Administrator shall con-
4 vene an aviation rulemaking committee to review and de-
5 velop findings and recommendations to require installation
6 of a secondary cockpit barrier on commercial passenger
7 aircraft operated under the provisions of part 121 of title
8 14, Code of Federal Regulations, that are not captured
9 under another regulation or proposed regulation.

10 (b) MEMBERSHIP.—The Administrator shall appoint
11 a chair and members of the rulemaking committee con-
12 vened under subsection (a), which shall be comprised of
13 at least 1 representative from the constituencies of—

14 (1) mainline air carriers;

15 (2) regional air carriers;

16 (3) aircraft manufacturers;

17 (4) passenger aircraft pilots represented by a
18 labor group;

19 (5) flight attendants represented by a labor
20 group;

21 (6) airline passengers; and

22 (7) other stakeholders the Administrator deter-
23 mines appropriate.

24 (c) CONSIDERATIONS.—The aviation rulemaking
25 committee convened under subsection (a) shall consider—

1 (1) minimum dimension requirements for sec-
2 ondary barriers on all aircraft types operated under
3 part 121 of title 14, Code of Federal Regulations;

4 (2) secondary barrier performance standards
5 manufacturers and air carriers must meet for such
6 aircraft types;

7 (3) the availability of certified secondary bar-
8 riers suitable for use on such aircraft types;

9 (4) the development, certification, testing, man-
10 ufacturing, installation, and training for secondary
11 barriers for such aircraft types;

12 (5) flight duration and stage length;

13 (6) the location of lavatories on such aircraft as
14 related to operational complexities;

15 (7) operational complexities;

16 (8) any risks to safely evacuate passengers of
17 such aircraft; and

18 (9) other considerations the Administrator de-
19 termines appropriate.

20 (d) REPORT TO CONGRESS.—Not later than 12
21 months after the convening of the aviation rulemaking
22 committee described in subsection (a), the Administrator
23 shall submit to the appropriate committees of Congress
24 a report based on the findings and recommendations of

1 the aviation rulemaking committee convened under sub-
2 section (a), including—

3 (1) if applicable, any dissenting positions on the
4 findings and the rationale for each position; and

5 (2) any disagreements with the recommenda-
6 tions, including the rationale for each disagreement
7 and the reasons for the disagreement.

8 (e) **INSTALLATION OF SECONDARY COCKPIT BAR-**
9 **RIERS OF EXISTING AIRCRAFT.**—Not later than 36
10 months after the date of the submission of the report
11 under subsection (d), the Administrator shall, taking into
12 consideration the final reported findings and recommenda-
13 tions of the aviation rulemaking committee, issue a final
14 rule requiring installation of a secondary cockpit barrier
15 on each commercial passenger aircraft operated under the
16 provisions of part 121 of title 14, Code of Federal Regula-
17 tions.

18 **SEC. 351. PART 135 DUTY AND REST.**

19 (a) **PART 91 TAIL-END FERRY RULEMAKING.**—Not
20 later than 3 years after the date of enactment of this Act,
21 the Administrator shall require that any operation con-
22 ducted by a flight crewmember during an assigned duty
23 period under the operational control of an operator hold-
24 ing a certificate under part 135 of title 14, Code of Fed-
25 eral Regulations, before, during, or after the duty period

1 (including any operations under part 91 of title 14, Code
2 of Federal Regulations), without an intervening rest pe-
3 riod, shall count towards the flight time and duty period
4 limitations of such flight crewmember under part 135 of
5 title 14, Code of Federal Regulations.

6 (b) RECORD KEEPING.—Not later than 1 year after
7 the date of enactment of this Act, the Administrator shall
8 update any Administration policy and guidance regarding
9 complete and accurate record keeping practices for opera-
10 tors holding a certificate under part 135 of title 14, Code
11 of Federal Regulations, in order to properly document, at
12 a minimum—

- 13 (1) flight crew assignments;
- 14 (2) flight crew prospective rest notifications;
- 15 (3) compliance with flight and duty times limi-
16 tations and post-duty rest requirements; and
- 17 (4) duty period start and end times.

18 (c) SAFETY MANAGEMENT SYSTEM OVERSIGHT.—
19 The Administrator, in performing oversight of the safety
20 management system of an operator holding a certificate
21 under part 135 of title 14, Code of Federal Regulations,
22 following the implementation of the final rule issued based
23 on the final rule titled “Safety Management Systems”,
24 and published on April 26, 2024 (89 Fed. Reg. 33068),
25 shall ensure such operator is evaluating and appropriately

1 mitigating aviation safety risks, including, at minimum,
2 risks associated with—

3 (1) inadequate flight crewmember duty and rest
4 periods; and

5 (2) incomplete records pertaining to flight crew
6 rest, duty, and flight times.

7 (d) ORGAN TRANSPORTATION FLIGHTS.—In updat-
8 ing guidance and policy pursuant to subsection (b), the
9 Administrator shall consider and allow for appropriate ac-
10 commodations, including accommodations related to sub-
11 sections (b)(2) and (b)(4) for operators—

12 (1) performing organ transportation operations;
13 and

14 (2) who have in place a means by which to
15 identify and mitigate risks associated with flight
16 crew duty and rest.

17 **SEC. 352. FLIGHT DATA RECOVERY FROM OVERWATER OP-**
18 **ERATIONS.**

19 (a) FLIGHT DATA RECOVERY FROM OVERWATER
20 OPERATIONS.—Chapter 447 of title 49, United States
21 Code, is further amended by adding at the end the fol-
22 lowing:

1 **“§ 44746. Flight data recovery from overwater oper-**
2 **ations**

3 “(a) IN GENERAL.—Not later than 18 months after
4 the date of enactment of this section, the Administrator
5 of the Federal Aviation Administration shall complete a
6 rulemaking proceeding to require that, not later than 5
7 years after the date of enactment of this section, all appli-
8 cable aircraft are—

9 “(1) fitted with a means, in the event of an ac-
10 cident, to recover mandatory flight data parameters
11 in a manner that does not require the underwater
12 retrieval of the cockpit voice recorder or flight data
13 recorder;

14 “(2) equipped with a tamper-resistant method
15 to broadcast sufficient information to a ground sta-
16 tion to establish the location where an applicable air-
17 craft terminates flight as the result of such an event;
18 and

19 “(3) equipped with an airframe low-frequency
20 underwater locating device that functions for at least
21 90 days and that can be detected by appropriate
22 equipment.

23 “(b) APPLICABLE AIRCRAFT DEFINED.—In this sec-
24 tion, the term ‘applicable aircraft’ means an aircraft man-
25 ufactured on or after January 1, 2028, that is—

1 “(1) operated under part 121 of title 14, Code
2 of Federal Regulations;

3 “(2) required by regulation to have a cockpit
4 voice recorder and a flight data recorder; and

5 “(3) used in extended overwater operations.”.

6 (b) CLERICAL AMENDMENT.—The analysis for chap-
7 ter 447 of title 49, United States Code, is further amend-
8 ed by adding at the end the following:

“44746. Flight data recovery from overwater operations.”.

9 **SEC. 353. RAMP WORKER SAFETY CALL TO ACTION.**

10 (a) CALL TO ACTION RAMP WORKER SAFETY RE-
11 VIEW.—Not later than 180 days after the date of enact-
12 ment of this Act, the Administrator shall initiate a Call
13 to Action safety review of airport ramp worker safety and
14 ways to minimize or eliminate ingestion zone and jet blast
15 zone accidents.

16 (b) CONTENTS.—The Call to Action safety review re-
17 quired pursuant to subsection (a) shall include—

18 (1) a description of Administration regulations,
19 guidance, and directives related to airport ramp
20 worker safety procedures and oversight of such proc-
21 esses;

22 (2) a description of reportable accidents and in-
23 cidents involving airport ramp workers in 5-year pe-
24 riod preceding the date of enactment of this Act, in-

1 including any identified contributing factors to the re-
2 reportable accident or incident;

3 (3) training and related educational materials
4 for airport ramp workers, including supervisory and
5 contract employees;

6 (4) any recommended devices and methods for
7 communication on the airport ramp, including con-
8 siderations of requirements for operable radios and
9 headsets;

10 (5) a review of markings on the airport ramp
11 that define restriction, staging, safety, or hazard
12 zones, including markings to clearly define and
13 graphically indicate the engine ingestion zones and
14 envelope of safety for the variety of aircraft that
15 may park at the same gate of the airport;

16 (6) a review of aircraft jet blast and engine in-
17 take safety markings, including incorporation of
18 markings on aircraft to indicate engine inlet danger
19 zones; and

20 (7) a process for stakeholders, including air-
21 lines, aircraft manufacturers, airports, labor, and
22 aviation safety experts, to provide feedback and
23 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 appropriate committees of
5 Congress a report on the results of the review and
6 any recommendations for actions or best practices to
7 improve airport ramp worker safety, including the
8 identification of risks and possible ways to mitigate
9 such risks to be considered in any applicable safety
10 management system of air carriers and airports; and

11 (2) initiate such actions as are necessary to act
12 upon the findings of the review.

13 (d) TRAINING MATERIALS.—Not later than 6 months
14 after the completion of the safety review required under
15 subsection (a), the Administrator shall develop and pub-
16 lish training and related educational materials about air-
17 craft engine ingestion and jet blast hazards for ground
18 crews, including supervisory and contract employees, that
19 includes information on—

20 (1) the specific dangers and consequences of en-
21 tering engine ingestion or jet blast zones;

22 (2) proper protocols to avoid entering an engine
23 ingestion or jet blast zone; and

24 (3) on-the-job, instructor-led training to phys-
25 ically demonstrate the engine ingestion zone bound-

1 aries and jet blast zones for each kind of aircraft the
2 ground crew may encounter.

3 (e) CONSULTATION.—In carrying out this section, the
4 Administrator shall consult with aviation safety experts,
5 air carriers, aircraft manufacturers, relevant labor organi-
6 zations, and airport operators.

7 (f) TRAINING REQUIREMENTS.—Not later than 6
8 months after the publication of the training and related
9 educational materials required under subsection (d), the
10 Administrator may require any ramp worker, as appro-
11 priate, to receive the relevant engine ingestion and jet
12 blast zone hazard training before such ramp worker may
13 perform work on any airport ramp.

14 **SEC. 354. VOLUNTARY REPORTING PROTECTIONS.**

15 (a) IN GENERAL.—Section 40123(a) of title 49,
16 United States Code, is amended in the matter preceding
17 paragraph (1)—

18 (1) by inserting “, including section
19 552(b)(3)(B) of title 5” after “Notwithstanding any
20 other provision of law”; and

21 (2) by inserting “or third party” after “nor any
22 agency”.

23 (b) REVIEW OF PROTECTION FROM DISCLOSURE.—
24 Not later than 180 days after the date of enactment of
25 this Act, the Administrator shall review and update part

1 193 of title 14, Code of Federal Regulations, and review
2 section 44735 of title 49, United States Code, to ensure
3 such laws and regulations designate and protect from dis-
4 closure information or data submitted, collected, or ob-
5 tained by the Administrator under voluntary safety pro-
6 grams, including the following:

- 7 (1) Aviation Safety Action Program.
- 8 (2) Flight Operational Quality Assurance.
- 9 (3) Line Operations Safety Assessments.
- 10 (4) Air Traffic Safety Action Program.
- 11 (5) Technical Operations Safety Action Pro-
12 gram.
- 13 (6) Such other voluntarily submitted informa-
14 tion or programs as the Administrator determines
15 appropriate.

16 **SEC. 355. TOWER MARKING NOTICE OF PROPOSED RULE-**
17 **MAKING.**

18 (a) IN GENERAL.—Not later than 1 year after the
19 date of enactment of this Act, the Administrator shall
20 issue a notice of proposed rulemaking to implement sec-
21 tion 2110 of the FAA Extension, Safety, and Security Act
22 of 2016 (49 U.S.C. 44718 note).

23 (b) REPORT.—If the Administrator fails to issue the
24 notice of proposed rulemaking pursuant to subsection (a),
25 the Administrator shall submit to the appropriate commit-

1 tees of Congress an annual report on the status of such
2 rulemaking, including—

3 (1) the reasons that the Administrator has
4 failed to issue the rulemaking; and

5 (2) a list of fatal aircraft accidents associated
6 with unmarked towers that have occurred during the
7 5-year period preceding the date of submission of
8 the report.

9 **SEC. 356. PROMOTION OF CIVIL AERONAUTICS AND SAFETY**
10 **OF AIR COMMERCE.**

11 Section 40104 of title 49, United States Code, is
12 amended—

13 (1) in subsection (a) by striking “In carrying
14 out” and all that follows through “other interested
15 organizations.”;

16 (2) by redesignating subsection (d) as sub-
17 section (e);

18 (3) by redesignating subsection (b) as sub-
19 section (d); and

20 (4) by redesignating subsection (c) as sub-
21 section (b) and reordering the subsections accord-
22 ingly.

1 **SEC. 357. EDUCATIONAL AND PROFESSIONAL DEVELOP-**
2 **MENT.**

3 (a) IN GENERAL.—Section 40104 of title 49, United
4 States Code, is amended by inserting after subsection (b)
5 (as redesignated by section 356) 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 to promote and support the education and
11 professional development of current and future aero-
12 space professionals.

13 “(2) EDUCATIONAL MATERIALS.—Based on the
14 availability of resources, the Administrator shall—

15 “(A) develop and distribute civil aviation
16 information and educational materials; and

17 “(B) provide expertise to State and local
18 school administrators, college and university of-
19 ficials, and officers of other interested organiza-
20 tions and entities.

21 “(3) CONTENT.—In developing the educational
22 materials under paragraph (2), the Administrator
23 shall ensure such materials, including presentations,
24 cover topics of broad relevance, including—

25 “(A) ethical decision-making and the re-
26 sponsibilities of aerospace professionals;

1 “(B) managing a workforce, encouraging
2 proper reporting of prospective safety issues,
3 and educating employees on safety management
4 systems; and

5 “(C) responsibilities as a designee or rep-
6 resentative of the Administrator.”.

7 (b) **SUPPORT FOR PROFESSIONAL DEVELOPMENT**
8 **AND CONTINUING EDUCATION.**—The Administrator may
9 take such action as may be necessary to support or launch
10 initiatives that seek to advance the professional develop-
11 ment and continuing education of aerospace professionals.

12 **SEC. 358. GLOBAL AVIATION SAFETY.**

13 (a) **IN GENERAL.**—Section 40104(d) of title 49,
14 United States Code, (as redesignated by section 356) is
15 amended—

16 (1) in the subsection heading by inserting “**AND**
17 **ASSISTANCE**” after “**INTERNATIONAL ROLE**”;

18 (2) in paragraph (1) by striking “The Adminis-
19 trator” and inserting “In carrying out subsection
20 (a), the Administrator”;

21 (3) by redesignating paragraph (2) as para-
22 graph (4); and

23 (4) by inserting after paragraph (1) the fol-
24 lowing:

1 “(2) INTERNATIONAL PRESENCE.—The Admin-
2 istrator shall maintain an international presence
3 to—

4 “(A) assist foreign civil aviation authorities
5 in—

6 “(i) establishing robust aviation over-
7 sight practices and policies;

8 “(ii) harmonizing international avia-
9 tion standards for air traffic management,
10 operator certification, aircraft certification,
11 airports, and certificated or credentialed
12 individuals;

13 “(iii) validating and accepting foreign
14 aircraft design and production approvals;

15 “(iv) preparing for new aviation tech-
16 nologies, including powered-lift aircraft,
17 products, and articles; and

18 “(v) appropriately adopting continuing
19 airworthiness information, such as air-
20 worthiness 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 as required under paragraph (5)
5 and provide technical assistance as described in
6 paragraph (6);

7 “(E) validate foreign aviation products and
8 ensure reciprocal validation of products for
9 which the United States is the state of design
10 or production;

11 “(F) support accident and incident inves-
12 tigations, particularly such investigations that
13 involve United States persons and certified
14 products and such investigations where the Na-
15 tional Transportation Safety Board is sup-
16 porting an investigation pursuant to annex 13
17 of the International Civil Aviation Organization;

18 “(G) support the international safety ac-
19 tivities of the United States aviation sector;

20 “(H) maintain valuable relationships with
21 entities with aviation equities, including civil
22 aviation authorities, other governmental bodies,
23 non-governmental organizations, and foreign
24 manufacturers; and

1 “(I) perform other activities as determined
2 necessary by the Administrator.”.

3 (b) REVIEW OF INTERNATIONAL FIELD OFFICES.—

4 Section 40104(d) of title 49, United States Code, (as re-
5 designated by section 356) is further amended by inserting
6 after paragraph (2) the following:

7 “(3) INTERNATIONAL OFFICES.—In carrying
8 out the responsibilities described in subsection (a),
9 the Administrator—

10 “(A) shall maintain international offices of
11 the Administration;

12 “(B) every 5 years, may review existing
13 international offices to determine—

14 “(i) the effectiveness of such offices in
15 fulfilling the mission described in para-
16 graph (2); and

17 “(ii) the adequacy of resources and
18 staffing to achieve the mission described in
19 paragraph (2); and

20 “(C) shall establish offices to address gaps
21 identified by the review under subparagraph
22 (B) and in furtherance of the mission described
23 in paragraph (2), putting an emphasis on estab-
24 lishing such offices—

1 “(i) where international civil aviation
2 authorities are located;

3 “(ii) where regional intergovernmental
4 organizations are located;

5 “(iii) in countries that have difficulty
6 maintaining a category 1 classification
7 through the International Aviation Safety
8 Assessment program; and

9 “(iv) in regions that have experienced
10 substantial growth in aviation operations
11 or manufacturing.”.

12 (c) BILATERAL AVIATION SAFETY AGREEMENTS;
13 TECHNICAL ASSISTANCE.—

14 (1) ESTABLISHMENT.—Section 40104(d) of
15 title 49, United States Code, (as redesignated by
16 section 356) is further amended by adding at the
17 end the following:

18 “(5) BILATERAL AVIATION SAFETY AGREE-
19 MENTS.—

20 “(A) IN GENERAL.—The Administrator
21 shall negotiate, enter into, promote, enforce,
22 evaluate the effectiveness of, and seek to update
23 bilateral or multilateral aviation safety agree-
24 ments, and the parts of such agreements, with
25 international aviation authorities.

1 “(B) PURPOSE.—The Administrator shall
2 seek to enter into bilateral aviation safety
3 agreements under this section to, at a min-
4 imum—

5 “(i) improve global aviation safety;

6 “(ii) increase harmonization of, and
7 reduce duplicative, requirements, processes,
8 and approvals to advance the aviation in-
9 terests of the United States;

10 “(iii) ensure access to international
11 markets for operators, service providers,
12 and manufacturers from the United States;
13 and

14 “(iv) put in place procedures for re-
15 course when a party to such agreements
16 fails to meet the obligations of such party
17 under such agreements.

18 “(C) SCOPE.—The scope of a bilateral
19 aviation safety agreement entered into under
20 this section shall, as appropriate, cover existing
21 aviation users and concepts and establish a
22 process by which bilateral aviation safety agree-
23 ments can be updated to include new and novel
24 concepts on an ongoing basis.

1 “(D) CONTENTS.—Bilateral aviation safety
2 agreements entered into under this section
3 shall, as appropriate and consistent with United
4 States law and regulation, include topics such
5 as—

6 “(i) airworthiness, certification, and
7 validation;

8 “(ii) maintenance;

9 “(iii) operations and pilot training;

10 “(iv) airspace access, efficiencies, and
11 navigation services;

12 “(v) transport category aircraft;

13 “(vi) fixed-wing aircraft, rotorcraft,
14 powered-lift aircraft, products, and arti-
15 cles;

16 “(vii) aerodrome certification;

17 “(viii) unmanned aircraft and associ-
18 ated elements of such aircraft;

19 “(ix) flight simulation training de-
20 vices;

21 “(x) new or emerging technologies and
22 technology trends; and

23 “(xi) other topics as determined ap-
24 propriate by the Administrator.

1 “(E) RULE OF CONSTRUCTION.—Bilateral
2 or multilateral aviation safety agreements en-
3 tered into under this subsection shall not be
4 construed to diminish or alter any authority of
5 the Administrator under any other provision of
6 law.”.

7 (2) TECHNICAL ASSISTANCE UPDATES.—Sec-
8 tion 40113(e) of title 49, United States Code, is
9 amended by adding at the end the following:

10 “(6) TECHNICAL ASSISTANCE OUTSIDE OF
11 AGREEMENTS.—In the absence of a bilateral or mul-
12 tilateral agreement, the Administrator may provide
13 technical assistance and training under this sub-
14 section if the Administrator determines that—

15 “(A) a foreign government would benefit
16 from technical assistance pursuant to this sub-
17 section to strengthen aviation safety, efficiency,
18 and security; and

19 “(B) the engagement is to provide inher-
20 ently governmental technical assistance and
21 training.

22 “(7) INHERENTLY GOVERNMENTAL TECHNICAL
23 ASSISTANCE AND TRAINING DEFINED.—In this sub-
24 section, the term ‘inherently governmental technical

1 assistance and training’ means technical assistance
2 and training that—

3 “(A) relies upon or incorporates Federal
4 Aviation Administration-specific program, sys-
5 tem, policy, or procedural matters;

6 “(B) must be accomplished using agency
7 expertise and authority; and

8 “(C) relates to—

9 “(i) international aviation safety as-
10 sessment technical reviews and technical
11 assistance;

12 “(ii) aerodrome safety and certifi-
13 cation;

14 “(iii) aviation system certification ac-
15 tivities based on Federal Aviation Adminis-
16 tration regulations and requirements;

17 “(iv) cybersecurity efforts to protect
18 United States aviation ecosystem compo-
19 nents and facilities;

20 “(v) operation and maintenance of air
21 navigation system equipment, procedures,
22 and personnel; or

23 “(vi) training and exercises in support
24 of aviation safety, efficiency, and secu-
25 rity.”.

1 (3) VALIDATION OF POWERED-LIFT AIR-
2 CRAFT.—In carrying out section 40104(d) of title
3 49, United States Code (as amended by this Act),
4 the Administrator shall ensure coordination with
5 international civil aviation authorities regarding the
6 establishment of mutual processes for efficient vali-
7 dation, acceptance, and working arrangements of
8 certificates and approvals for powered-lift aircraft,
9 products, and articles.

10 (4) REPORT ON INTERNATIONAL VALIDATION
11 PROGRAM PERFORMANCE.—

12 (A) IN GENERAL.—Not later than 2 years
13 after the date of enactment of this Act, the Sec-
14 retary shall initiate a review to evaluate the
15 performance of the type certificate validation
16 program of the FAA under bilateral or multilat-
17 eral aviation safety agreements, with a focus on
18 agreed to implementation procedures.

19 (B) CONTENTS.—In conducting the review
20 under subparagraph (A), the Secretary shall
21 consider, at minimum, the following:

22 (i) Actions taken for the purposes of
23 carrying out section 243(a) of the FAA
24 Reauthorization Act of 2018 (49 U.S.C.
25 44701 note).

1 (ii) Metrics from validation programs
2 carried out prior to the initiation of such
3 review, including the number and types of
4 projects, timeline milestones, and trends
5 relating to the repeated use of non-basic
6 criteria.

7 (iii) Training on the minimum stand-
8 ards of established validation work plans,
9 including any guidance on the level of in-
10 volvement of the validating authority, es-
11 tablished justifications for involvement,
12 and procedures for compliance document
13 requests.

14 (iv) The perspectives of—

15 (I) FAA employees responsible
16 for type validation projects;

17 (II) bilateral civil aviation regu-
18 latory partners; and

19 (III) industry applicants seeking
20 validation.

21 (v) Adequacy of the funding and staff-
22 ing levels of the International Validation
23 Branch of the Compliance and Airworthi-
24 ness Division of the Aircraft Certification
25 Service of the FAA.

1 (vi) Effectiveness of FAA training for
2 FAA employees.

3 (vii) Effectiveness of outreach con-
4 ducted to improve and enforce validation
5 processes.

6 (viii) Efforts undertaken to strength-
7 en relationships with international certifi-
8 cation authorities.

9 (ix) Number of approvals issued by
10 other certifying authorities in compliance
11 with applicable bilateral agreements and
12 implementation procedures.

13 (C) REPORT.—Not later than 60 days
14 after the completion of the review initiated
15 under this subsection, the Administrator shall
16 submit to the appropriate committees of Con-
17 gress a report regarding such review.

18 (D) DEFINITIONS.—In this paragraph, the
19 terms “ODA holder” and “ODA unit” have the
20 meanings given such terms in section 44736(c)
21 of title 49, United States Code.

22 (d) INTERNATIONAL ENGAGEMENT STRATEGY.—
23 Section 40104(d) of title 49, United States Code, (as re-
24 designated by section 356) is further amended by adding
25 at the end the following:

1 “(7) STRATEGIC PLAN.—The Administrator
2 shall maintain a strategic plan for the international
3 engagement of the Administration that includes—

4 “(A) all elements of the report required
5 under section 243(b) of the FAA Reauthoriza-
6 tion Act of 2018 (49 U.S.C. 44701 note);

7 “(B) measures to fulfill the mission de-
8 scribed in paragraph (2);

9 “(C) initiatives to attain greater expertise
10 among employees of the Federal Aviation Ad-
11 ministration in issues related to dispute resolu-
12 tion, intellectual property, and export control
13 laws;

14 “(D) policy regarding the future direction
15 and strategy of the United States engagement
16 with the International Civil Aviation Organiza-
17 tion;

18 “(E) procedures for acceptance of manda-
19 tory airworthiness information, such as air-
20 worthiness directives, and other safety-related
21 regulatory documents, including procedures to
22 implement the requirements of section
23 44701(e)(5);

24 “(F) all factors, including funding and
25 resourcing, necessary for the Administration to

1 maintain leadership in the global activities re-
2 lated to aviation safety and air transportation;

3 “(G) establishment of, and a process to
4 regularly track and update, metrics to measure
5 the effectiveness of, and foreign civil aviation
6 authority compliance with, bilateral aviation
7 safety agreements; and

8 “(H) a strategic methodology to facilitate
9 the ability of the United States aerospace in-
10 dustry to efficiently operate and export new
11 aerospace technologies, products, and articles in
12 key markets globally.”.

13 (e) POWERED-LIFT AIRCRAFT.—In developing the
14 methodology required under section 40104(d)(7)(H) of
15 title 49, United States Code (as added by subsection (d)),
16 the Administrator shall—

17 (1) perform an assessment of existing bilateral
18 aviation safety agreements, implementation proce-
19 dures, and other associated bilateral arrangements
20 to determine how current and future powered-lift
21 products and articles can utilize the most appro-
22 priate validation mechanisms and procedures;

23 (2) facilitate global acceptance of the approach
24 of the FAA to certification of powered-lift aircraft,
25 products, and articles; and

1 (3) consider any other information determined
2 appropriated by the Administrator.

3 **SEC. 359. AVAILABILITY OF PERSONNEL FOR INSPECTIONS,**
4 **SITE VISITS, AND TRAINING.**

5 Section 40104 of title 49, United States Code, is fur-
6 ther amended by adding at the end the following:

7 “(f) TRAVEL.—The Administrator and the Secretary
8 of Transportation shall, in carrying out the responsibilities
9 described in subsection (a), delegate to the appropriate su-
10 pervisors of offices of the Administration the ability to au-
11 thorize the domestic and international travel of relevant
12 personnel who are not in the Federal Aviation Administra-
13 tion Executive System, without any additional approvals
14 required, for the purposes of—

15 “(1) promoting aviation safety, aircraft oper-
16 ations, air traffic, airport, unmanned aircraft sys-
17 tems, aviation fuels, and other aviation standards,
18 regulations, and initiatives adopted by the United
19 States;

20 “(2) facilitating the adoption of United States
21 approaches on such aviation standards and rec-
22 ommended practices at the International Civil Avia-
23 tion Organization;

1 “(3) supporting the acceptance of Administra-
2 tion design and production approvals by other civil
3 aviation authorities;

4 “(4) training Administration personnel and
5 training provided to other persons;

6 “(5) engaging with regulated entities, including
7 performing site visits;

8 “(6) activities associated with subsections (c)
9 through (e); and

10 “(7) other activities as determined by the Ad-
11 ministrator.”.

12 **SEC. 360. WILDFIRE SUPPRESSION.**

13 (a) IN GENERAL.—Not later than 18 months after
14 the date of enactment of this Act, to ensure that sufficient
15 firefighting resources are available to suppress wildfires
16 and protect public safety and property, and notwith-
17 standing any other provision of law or agency regulation,
18 the Administrator shall issue a rule under which—

19 (1) an operation described in section
20 21.25(b)(7) of title 14, Code of Federal Regulations,
21 shall allow for the transport of firefighters to and
22 from the site of a wildfire to perform ground wildfire
23 suppression and designate the firefighters con-
24 ducting such an operation as essential crewmembers

1 on board a covered aircraft operated on a mission to
2 suppress wildfire;

3 (2) the aircraft maintenance, inspections, and
4 pilot training requirements under part 135 of such
5 title 14 may apply to such an operation, if deter-
6 mined by the Administrator to be necessary to main-
7 tain the safety of firefighters carrying out wildfire
8 suppression missions; and

9 (3) the noise standards described in part 36 of
10 such title 14 shall not apply to such an operation.

11 (b) SURPLUS MILITARY AIRCRAFT.—In issuing a
12 rule under subsection (a), the Administrator may not en-
13 able any aircraft of a type that has been—

14 (1) manufactured in accordance with the re-
15 quirements of, and accepted for use by, the armed
16 forces (as defined in section 101 of title 10, United
17 States Code); and

18 (2) later modified to be used for wildfire sup-
19 pression operations.

20 (c) CONFORMING AMENDMENTS TO FAA DOCU-
21 MENTS.—In issuing a rule under subsection (a), the Ad-
22 ministrator shall revise the order of the FAA titled “Re-
23 stricted Category Type Certification”, issued on February
24 27, 2006 (FAA Order 8110.56), as well as any cor-

1 responding policy or guidance material, to reflect the re-
2 quirements of this section.

3 (d) SAVINGS PROVISION.—Nothing in this section
4 shall be construed to limit the authority of the Adminis-
5 trator to take action otherwise authorized by law to pro-
6 tect aviation safety or passenger safety.

7 (e) DEFINITIONS.—In this section:

8 (1) COVERED AIRCRAFT.—The term “covered
9 aircraft” means an aircraft type-certificated in the
10 restricted category under section 21.25 of title 14,
11 Code of Federal Regulations, used for transporting
12 firefighters to and from the site of a wildfire in
13 order to perform ground wildfire suppression for the
14 purpose of extinguishing a wildfire on behalf of, or
15 pursuant to a contract with, a Federal, State, or
16 local government agency.

17 (2) FIREFIGHTERS.—The term “firefighters”
18 means a trained fire suppression professional the
19 transport of whom is necessary to accomplish a wild-
20 fire suppression operation.

21 **SEC. 361. CONTINUOUS AIRCRAFT TRACKING AND TRANS-**
22 **MISSION FOR HIGH ALTITUDE BALLOONS.**

23 (a) STUDY ON EFFECTS OF HIGH ALTITUDE BAL-
24 LOONS ON AVIATION SAFETY.—

1 (1) IN GENERAL.—Not later than 180 days
2 after the date of enactment of this Act, the Adminis-
3 trator, in coordination with the heads of other rel-
4 evant Federal agencies, shall brief the appropriate
5 committees of Congress on the effects of high alti-
6 tude balloon operations that do not emit electronic
7 or radio signals for identification purposes and are
8 launched within the United States and the terri-
9 tories of the United States on aviation safety.

10 (2) CONSIDERATIONS.—In carrying out this
11 subsection, the Administrator shall consider—

12 (A) current technology available and em-
13 ployed to track high altitude balloon operations
14 described under paragraph (1);

15 (B) how the flights of such operations have
16 affected, or could affect, aviation safety;

17 (C) how such operations have contributed,
18 or could contribute, to misidentified threats to
19 civil or military aviation operations or infra-
20 structure; and

21 (D) how such operations have impacted, or
22 could impact, national security and air traffic
23 control operations.

24 (b) HIGH ALTITUDE BALLOON TRACKING AVIATION
25 RULEMAKING COMMITTEE.—

1 (1) ESTABLISHMENT.—Not later than 180 days
2 after the date of enactment of this Act, the Adminis-
3 trator shall establish an Aviation Rulemaking Com-
4 mittee (in this section referred to as the “Com-
5 mittee”) to review and develop findings and rec-
6 ommendations to inform a standard for any high al-
7 titude balloon to be equipped with a system for con-
8 tinuous aircraft tracking that transmits, at a min-
9 imum, the altitude, location, and identity of the high
10 altitude balloon in a manner that is accessible to air
11 traffic controllers and ensures the safe integration of
12 high altitude balloons into the national airspace sys-
13 tem.

14 (2) COMPOSITION.—The Committee shall con-
15 sist of members appointed by the Administrator, in-
16 cluding the following:

17 (A) Representatives of industry.

18 (B) Aviation safety experts, including ex-
19 perts with specific knowledge—

20 (i) of high altitude balloon operations;

21 or

22 (ii) FAA tracking and surveillance
23 systems.

24 (C) Non-governmental researchers and
25 educators.

1 (D) Representatives of the Department of
2 Defense.

3 (E) Representatives of Federal agencies
4 that conduct high altitude balloon operations.

5 (3) REPORT.—Not later than 18 months after
6 the date of enactment of this Act, the Committee
7 shall submit to the Administrator a report detailing
8 the findings and recommendations developed under
9 paragraph (1), including recommendations regarding
10 the following:

11 (A) How to update sections 91.215,
12 91.225, and 99.13 of title 14, Code of Federal
13 Regulations, to require all high altitude balloons
14 to have a continuous aircraft tracking and
15 transmission system.

16 (B) Any necessary updates to the require-
17 ments for high altitude balloons under subpart
18 D of part 101 of title 14, Code of Federal Reg-
19 ulations.

20 (C) Any necessary updates to other FAA
21 regulations or requirements deemed appropriate
22 and necessary by the Administrator to—

23 (i) ensure any high altitude balloon
24 has a continuous aircraft tracking and
25 transmission system;

1 (ii) ensure all data relating to the alti-
2 tude, location, and identity of any high al-
3 titude balloon is made available to air traf-
4 fic controllers;

5 (iii) determine criteria and provide ap-
6 proval guidance for new equipment that
7 provides continuous aircraft tracking and
8 transmission for high altitude balloons and
9 meets the performance requirements de-
10 scribed under section 91.225 of title 14,
11 Code of Federal Regulations, including
12 portable, battery-powered Automatic De-
13 pendent Surveillance–Broadcast Out equi-
14 page; and

15 (iv) maintain airspace safety.

16 (4) USE OF PRIOR WORK.—In developing the
17 report under paragraph (3), the Committee may
18 make full use of any research, comments, data, find-
19 ings, or recommendations made by any prior avia-
20 tion rulemaking committee.

21 (5) NEW TECHNOLOGIES AND SOLUTIONS.—
22 Nothing in this subsection shall require the Com-
23 mittee to develop recommendations requiring equi-
24 page of high altitude balloons with an Automatic
25 Dependent Surveillance–Broadcast Out system or an

1 air traffic control transponder transmission system,
2 or preclude the Committee from making rec-
3 ommendations for the adoption of new systems or
4 solutions that may require that a high altitude bal-
5 loon be equipped with a system that can transmit,
6 at a minimum, the altitude, location, and identity of
7 the high altitude balloon.

8 (6) BRIEFING.—Not later than 6 months after
9 receiving the report required under paragraph (3),
10 the Administrator shall brief the appropriate com-
11 mittees of Congress on the contents of such report
12 and the status of any recommendation received pur-
13 suant to such report.

14 (c) DEFINITIONS.—In this section, the term “high al-
15 titude balloon” means a manned or unmanned free balloon
16 operating not less than 18,000 feet above mean sea level.

17 **SEC. 362. CABIN AIR SAFETY.**

18 (a) DEADLINE FOR 2018 STUDY ON BLEED AIR.—
19 Not later than 6 months after the date of enactment of
20 this Act, the Administrator shall complete the require-
21 ments of section 326 of the FAA Reauthorization Act of
22 2018 (49 U.S.C. 40101 note) and submit to the appro-
23 priate Congressional committees the following:

24 (1) The completed study required under sub-
25 section (c) of such section.

1 (2) The report on the feasibility, efficacy, and
2 cost-effectiveness of certification and installation of
3 systems to evaluate bleed air quality required under
4 subsection (d) of such section.

5 (b) REPORTING SYSTEM FOR SMOKE OR FUME
6 EVENTS ONBOARD COMMERCIAL AIRCRAFT.—

7 (1) IN GENERAL.—Not later than 180 days
8 after the date of the enactment of this Act, the Ad-
9 ministrator shall develop a standardized submission
10 system for air carrier employees to voluntarily report
11 fume or smoke events onboard passenger-carrying
12 aircraft operating under part 121 of title 14, Code
13 of Federal Regulations.

14 (2) COLLECTED INFORMATION.—In developing
15 the system under paragraph (1), the Administrator
16 shall ensure that the system includes a method for
17 submitting information about a smoke or fume event
18 that allows for the collection of the following infor-
19 mation, if applicable:

20 (A) Identification of the flight number,
21 type, and registration of the aircraft.

22 (B) The date of the reported fume or
23 smoke event onboard the aircraft.

1 (C) Description of fumes or smoke in the
2 aircraft, including the nature, intensity, and
3 visual consistency or smell (if any).

4 (D) The location of the fumes or smoke in
5 the aircraft.

6 (E) The source (if discernible) of the
7 fumes or smoke in the aircraft.

8 (F) The phase of flight during which
9 fumes or smoke first became present.

10 (G) The duration of the fume or smoke
11 event.

12 (H) Any required onboard medical atten-
13 tion for passengers or crew members.

14 (I) Any additional factors as determined
15 appropriate by the Administrator or crew mem-
16 ber submitting a report.

17 (3) GUIDELINES FOR SUBMISSION.—The Ad-
18 ministrator shall issue guidelines on how to submit
19 the information described in paragraph (2).

20 (4) CONFIRMATION OF SUBMISSION.—Upon
21 submitting the information described in paragraph
22 (2), the submitting party shall receive a duplicate
23 record of the submission and confirmation of receipt.

24 (5) USE OF INFORMATION.—The Adminis-
25 trator—

- 1 (A) may not publicly publish any—
- 2 (i) information specific to a fume or
- 3 smoke event that is submitted pursuant to
- 4 this section; and
- 5 (ii) any information that may be used
- 6 to identify the party submitting such infor-
- 7 mation;
- 8 (B) may only publicly publish information
- 9 submitted pursuant to this section that has
- 10 been aggregated if—
- 11 (i) such information has been vali-
- 12 dated; and
- 13 (ii) the availability of such informa-
- 14 tion would improve aviation safety;
- 15 (C) shall maintain a database of such in-
- 16 formation;
- 17 (D) at the request of an air carrier, shall
- 18 provide to such air carrier any information sub-
- 19 mitted pursuant to this section that is relevant
- 20 to such air carrier, except any information that
- 21 may be used to identify the party submitting
- 22 such information;
- 23 (E) may not, without validation, assume
- 24 that information submitted pursuant to this

1 section is accurate for the purposes of initiating
2 rulemaking or taking an enforcement action;

3 (F) may use information submitted pursu-
4 ant to this section to inform the oversight of
5 the safety management system of an air carrier;
6 and

7 (G) may use information submitted pursu-
8 ant to this section for the purpose of per-
9 forming a study or supporting a study spon-
10 sored by the Administrator.

11 (c) NATIONAL ACADEMIES STUDY ON OVERALL
12 CABIN AIR QUALITY.—

13 (1) IN GENERAL.—Not later than 3 years after
14 the date of enactment of this Act, the Administrator
15 shall seek to enter into the appropriate arrange-
16 ments with the National Academies to conduct a
17 study and issue recommendations to be made pub-
18 licly available pertaining to cabin air quality and any
19 risk of, and potential for, persistent and accidental
20 fume or smoke events onboard a passenger-carrying
21 aircraft operating under part 121 of title 14, Code
22 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 report issued pursuant to section
2 326 of the FAA Reauthorization Act of 2018
3 (49 U.S.C. 40101 note) and any identified as-
4 sumptions or gaps described in such report;

5 (B) the information collected through the
6 system established pursuant to subsection (b);

7 (C) any health risks or impacts of fume or
8 smoke events on flight crews, including flight
9 attendants and pilots, and passengers onboard
10 aircraft operating under part 121 of title 14,
11 Code of Federal Regulations;

12 (D) instances of persistent or regularly oc-
13 ccurring (as determined by the National Acad-
14 emies) fume or smoke events in such aircraft;

15 (E) instances of accidental, unexpected, or
16 irregularly occurring (as determined by the Na-
17 tional Academies) fume or smoke events on
18 such aircraft, including whether such accidental
19 events are more frequent during various phases
20 of operations, including ground operations, tax-
21 iing, take off, cruise, and landing;

22 (F) the air contaminants present during
23 the instances described in subparagraphs (D)
24 and (E) and the probable originating materials
25 of such air contaminants;

1 (G) the frequencies, durations, and likely
2 causes of the instances described in subpara-
3 graphs (D) and (E); and

4 (H) any additional data on fume or smoke
5 events, as determined appropriate by the Na-
6 tional Academies.

7 (3) RECOMMENDATIONS.—As a part of the
8 study conducted under paragraph (1), the National
9 Academies shall provide recommendations—

10 (A) that, at minimum, address how to—

11 (i) improve overall cabin air quality of
12 passenger-carrying aircraft;

13 (ii) improve the detection, accuracy,
14 and reporting of fume or smoke events;
15 and

16 (iii) reduce the frequency and impact
17 of fume or smoke events; and

18 (B) to establish or update standards,
19 guidelines, or regulations that could help
20 achieve the recommendations described in sub-
21 paragraph (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 appropriate committees of Congress a copy of

1 such study and recommendations submitted with
2 such study.

3 (d) RULEMAKING.—Not later than 1 year after the
4 completion of the study conducted under subsection (c),
5 the Administrator may, as appropriate to address the safe-
6 ty risks identified as a result of the actions taken pursuant
7 to this section, issue a notice of proposed rulemaking to
8 establish requirements for scheduled passenger air carrier
9 operations under part 121 of title 14, Code of Federal
10 Regulations that may include the following:

11 (1) Training for flight attendants, pilots, air-
12 craft maintenance technicians, airport first respond-
13 ers, and emergency responders on how to respond to
14 incidents on aircraft involving fume or smoke events.

15 (2) Required actions and procedures for air car-
16 riers to take after receiving a report of an incident
17 involving a fume or smoke event in which at least 1
18 passenger or crew member required medical atten-
19 tion as a result of such incident.

20 (3) Installation onboard aircraft of detectors
21 and other air quality monitoring equipment.

22 (e) FUME OR SMOKE EVENT DEFINED.—In this sec-
23 tion, the term “fume or smoke event” means an event in
24 which there is an atypical noticeable or persistent presence

1 of fumes or air contaminants in the cabin, including, at
2 a minimum, a smoke event.

3 **SEC. 363. COMMERCIAL AIR TOUR AND SPORT PARA-**
4 **CHUTING SAFETY.**

5 (a) SAFETY REQUIREMENTS FOR COMMERCIAL AIR
6 TOUR OPERATORS.—

7 (1) SAFETY REFORMS.—

8 (A) AUTHORITY TO CONDUCT NONSTOP
9 COMMERCIAL AIR TOURS.—

10 (i) IN GENERAL.—Subject to clause
11 (ii), beginning on the date that is 2 years
12 after the date a final rule is published pur-
13 suant to paragraph (3), no person may
14 conduct commercial air tours unless such
15 person either—

16 (I) holds a certificate identifying
17 the person as an air carrier or com-
18 mercial operator under part 119 of
19 title 14, Code of Federal Regulations
20 and conducts all commercial air tours
21 under the applicable provisions of part
22 121 or part 135 of title 14, Code of
23 Federal Regulations; or

24 (II) conducts all commercial air
25 tours pursuant to the requirements

1 established by the Administrator
2 under the final rule published pursu-
3 ant to paragraph (3).

4 (ii) SMALL BUSINESS EXCEPTION.—
5 The provisions of clause (i) shall not apply
6 to a person who conducts 100 or fewer
7 commercial air tours in a calendar year.

8 (B) ADDITIONAL SAFETY REQUIRE-
9 MENTS.—

10 (i) IN GENERAL.—Not later than 3
11 years after the date of enactment of this
12 Act, the Administrator shall issue new or
13 revised regulations to require a commercial
14 air tour operator seeking to conduct an op-
15 eration with a removed or modified door
16 and a person conducting aerial photog-
17 raphy operations seeking to conduct an op-
18 eration with a removed or modified door to
19 receive approval from the Administrator
20 prior to conducting such operation.

21 (ii) CONDITIONS AND RESTRIC-
22 TIONS.—In issuing new or revised regula-
23 tions under clause (i), the Administrator
24 may impose such conditions and restric-
25 tions as determined necessary for safety.

1 (iii) CONSIDERATIONS.—In issuing
2 new or revised regulations under clause (i),
3 the Administrator shall require a commer-
4 cial air tour operator to demonstrate to
5 any representative of the FAA, upon re-
6 quest, that a pilot authorized to operate
7 such an air tour has received avoidance
8 training for controlled flight into terrain
9 and in-flight loss of control. Such training
10 shall address reducing the risk of accidents
11 involving unintentional flight into instru-
12 ment meteorological conditions to address
13 day, night, and low-visibility environments
14 with special attention paid to research
15 available as of the date of enactment of
16 this Act on human factors issues involved
17 in such accidents, including, at a min-
18 imum—

19 (I) specific terrain, weather, and
20 infrastructure challenges relevant in
21 the local operating environment that
22 increase the risk of such accidents;

23 (II) pilot decision-making rel-
24 evant to the avoidance of instrument

1 meteorological conditions while oper-
2 ating under visual flight rules;

3 (III) use of terrain awareness
4 displays;

5 (IV) spatial disorientation risk
6 factors and countermeasures; and

7 (V) strategies for maintaining
8 control, including the use of auto-
9 mated systems.

10 (2) AVIATION RULEMAKING COMMITTEE.—

11 (A) IN GENERAL.—The Administrator
12 shall convene an aviation rulemaking committee
13 to review and develop findings and rec-
14 ommendations to increase the safety of com-
15 mercial air tours.

16 (B) CONSIDERATIONS.—The aviation rule-
17 making committee convened under subpara-
18 graph (A) shall consider, at a minimum—

19 (i) potential changes to operations
20 regulations or requirements for commercial
21 air tours, including requiring—

22 (I) the adoption of pilot training
23 standards that are comparable, as ap-
24 plicable, to the standards under sub-

1 part H of part 135 of title 14, Code
2 of Federal Regulations; and

3 (II) the adoption of maintenance
4 standards that are comparable, as ap-
5 plicable, to the standards under sub-
6 part J of part 135 of title 14, Code
7 of Federal Regulations;

8 (ii) establishing a performance-based
9 standard for flight data monitoring for all
10 commercial air tour operators that reviews
11 all available data sources to identify devi-
12 ations from established areas of operation
13 and potential safety issues;

14 (iii) requiring all commercial air tour
15 operators to install flight data recording
16 devices capable of supporting collection
17 and dissemination of the data incorporated
18 in the Flight Operational Quality Assur-
19 ance Program under section 13.401 of title
20 14, Code of Federal Regulations (or, if an
21 aircraft cannot be retrofitted with such
22 equipment, requiring the commercial air
23 tour operator for such aircraft to collect
24 and maintain flight data through alter-
25 native methods);

1 (iv) requiring all commercial air tour
2 operators to implement a flight data moni-
3 toring program, such as a Flight Oper-
4 ational Quality Assurance Program;

5 (v) establishing methods to provide ef-
6 fective terrain awareness and warning; and

7 (vi) establishing methods to provide
8 effective traffic avoidance in identified
9 high-traffic tour areas, such as requiring
10 commercial air tour operators that operate
11 within such areas be equipped with an
12 automatic dependent surveillance-broadcast
13 out- and in-supported traffic advisory sys-
14 tem that—

15 (I) includes both visual and aural
16 alerts;

17 (II) is driven by an algorithm de-
18 signed to eliminate nuisance alerts;

19 and

20 (III) is operational during all
21 flight operations.

22 (vii) codifying and uniformly applying
23 Living History Flight Experience exemp-
24 tion conditions and limitations.

1 (C) MEMBERSHIP.—The aviation rule-
2 making committee convened under subpara-
3 graph (A) shall consist of members appointed
4 by the Administrator, including—

5 (i) representatives of industry, includ-
6 ing manufacturers of aircraft and aircraft
7 technologies;

8 (ii) air tour operators or organizations
9 that represent such operators; and

10 (iii) aviation safety experts with spe-
11 cific knowledge of safety management sys-
12 tems and flight data monitoring programs
13 under part 135 of title 14, Code of Federal
14 Regulations.

15 (D) DUTIES.—

16 (i) IN GENERAL.—The Administrator
17 shall direct the aviation rulemaking com-
18 mittee to make findings and submit rec-
19 ommendations regarding each of the mat-
20 ters specified in clauses (i) through (vi) of
21 subparagraph (B).

22 (ii) CONSIDERATIONS.—In carrying
23 out the duties of the aviation rulemaking
24 committee under clause (i), the Adminis-

1 trator shall direct the aviation rulemaking
2 committee to consider—

3 (I) recommendations of the Na-
4 tional Transportation Safety Board;

5 (II) recommendations of previous
6 aviation rulemaking committees that
7 reviewed flight data monitoring pro-
8 gram requirements for commercial op-
9 erators under part 135 of title 14,
10 Code of Federal Regulations;

11 (III) recommendations from in-
12 dustry safety organizations, including
13 the Vertical Aviation Safety Team,
14 the General Aviation Joint Safety
15 Committee, and the United States
16 Helicopter Safety Team;

17 (IV) scientific data derived from
18 a broad range of flight data recording
19 technologies capable of continuously
20 transmitting and that support a meas-
21 urable and viable means of assessing
22 data to identify and correct hazardous
23 trends;

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1 (V) appropriate use of data for
2 modifying behavior to prevent acci-
3 dents;

4 (VI) the need to accommodate
5 technological advancements in flight
6 data recording technology;

7 (VII) data gathered from avia-
8 tion safety reporting programs;

9 (VIII) appropriate methods to
10 provide effective terrain awareness
11 and warning system protections while
12 mitigating nuisance alerts for aircraft;

13 (IX) the need to accommodate
14 the diversity of airworthiness stand-
15 ards under part 27 and part 29 of
16 title 14, Code of Federal Regulations;

17 (X) the need to accommodate di-
18 versity of operations and mission sets;

19 (XI) benefits of third-party data
20 analysis for large and small oper-
21 ations;

22 (XII) accommodations necessary
23 for small businesses; and

24 (XIII) other issues, as necessary.

1 (E) REPORTS AND REGULATIONS.—Not
2 later than 20 months after the date of enact-
3 ment of this Act, the Administrator shall sub-
4 mit to the appropriate committees of Congress
5 a report based on the findings of the aviation
6 rulemaking committee.

7 (3) RULEMAKING REQUIRED.—

8 (A) NOTICE OF PROPOSED RULE-
9 MAKING.—Not later than 1 year after the date
10 the Administrator submits a report under para-
11 graph (2)(E), the Administrator shall issue a
12 notice of proposed rulemaking establishing in-
13 creasing safety regulations for commercial air
14 tour operators based on the recommendations
15 of the rulemaking committee established under
16 paragraph (2).

17 (B) CONTENTS.—The notice of proposed
18 rulemaking under subparagraph (A) shall re-
19 quire, at a minimum—

20 (i) the adoption of pilot training
21 standards that are comparable, as applica-
22 ble, to the standards under subpart H of
23 part 135 of title 14, Code of Federal Regu-
24 lations for commercial tour operators;

1 (ii) the adoption of maintenance
2 standards that are comparable, as applica-
3 ble, to the standards under subpart J of
4 part 135 of title 14, Code of Federal Regu-
5 lations for commercial tour operators; and

6 (iii) that beginning on a date deter-
7 mined appropriate by the Administrator, a
8 helicopter operated by a commercial air
9 tour operator be equipped with an ap-
10 proved flight data monitoring system capa-
11 ble of recording flight performance data.

12 (C) FINAL RULE.—Not later than 2 years
13 after the issuance of a notice of proposed rule-
14 making under subparagraph (A), the Adminis-
15 trator shall finalize the rule.

16 (b) SAFETY REQUIREMENTS FOR SPORT PARACHUTE
17 OPERATIONS.—

18 (1) AVIATION RULEMAKING COMMITTEE.—The
19 Administrator shall convene an aviation rulemaking
20 committee to review and develop findings and rec-
21 ommendations to increase the safety of sport para-
22 chute operations.

23 (2) CONTENTS.—This aviation rulemaking com-
24 mittee convened under paragraph (1) shall consider,
25 at a minimum—

1 (A) potential regulatory action governing
2 parachute operations that are conducted in the
3 United States and are subject to the require-
4 ments of part 105 of title 14, Code of Federal
5 Regulations, to address—

6 (i) whether FAA-approved aircraft
7 maintenance and inspection programs that
8 consider, at a minimum, minimum equip-
9 ment standards informed by recommended
10 maintenance instructions of engine manu-
11 facturers, such as service bulletins and
12 service information letters for time between
13 overhauls and component life limits, should
14 be implemented; and

15 (ii) initial and annual recurrent pilot
16 training and proficiency checks for pilots
17 conducting parachute operations that ad-
18 dress, at a minimum, operation- and air-
19 craft-specific weight and balance calcula-
20 tions, preflight inspections, emergency and
21 recovery procedures, and parachutist
22 egress procedures for each type of aircraft
23 flown; and

24 (B) the revision of guidance material con-
25 tained in the advisory circular of the FAA titled

1 “Sport Parachuting” (AC 105–2E) to include
2 guidance for parachute operations in imple-
3 menting the FAA-approved aircraft mainte-
4 nance and inspection program and the pilot
5 training and pilot proficiency checking pro-
6 grams required under any new or revised regu-
7 lations; and

8 (C) the revision of guidance materials
9 issued in the order of the FAA titled “Flight
10 Standards Information Management System”
11 (FAA Order 8900.1), to include guidance for
12 FAA inspectors who oversee an operation con-
13 ducted under—

14 (i) part 91 of title 14, Code of Fed-
15 eral Regulations; and

16 (ii) an exception specified in section
17 119.1(e) of title 14, Code of Federal Regu-
18 lations.

19 (3) MEMBERSHIP.—The aviation rulemaking
20 committee under paragraph (1) shall consist of
21 members appointed by the Administrator, includ-
22 ing—

23 (A) representatives of industry, including
24 manufacturers of aircraft and aircraft tech-
25 nologies;

1 (B) parachute operators, or organizations
2 that represent such operators; and

3 (C) aviation safety experts with specific
4 knowledge of safety management systems and
5 flight data monitoring programs under part 135
6 and part 105 of title 14, Code of Federal Regu-
7 lations.

8 (4) DUTIES.—

9 (A) IN GENERAL.—The Administrator
10 shall direct the aviation rulemaking committee
11 to make findings and submit recommendations
12 regarding each of the matters specified in sub-
13 paragraphs (A) through (C) of paragraph (2).

14 (B) CONSIDERATIONS.—In carrying out its
15 duties under subparagraph (A), the Adminis-
16 trator shall direct the aviation rulemaking com-
17 mittee to consider—

18 (i) findings and recommendations of
19 the National Transportation Safety Board,
20 as relevant, and specifically such findings
21 and recommendations related to parachute
22 operations, including the June 21, 2019,
23 incident in Mokuleia, Hawaii;

1 (ii) recommendations of previous avia-
2 tion rulemaking committees that consid-
3 ered similar issues;

4 (iii) recommendations from industry
5 safety organizations, including, at a min-
6 imum, the United States Parachute Asso-
7 ciation;

8 (iv) appropriate use of data for modi-
9 fying behavior to prevent accidents;

10 (v) data gathered from aviation safety
11 reporting programs;

12 (vi) the need to accommodate diversity
13 of operations and mission sets;

14 (vii) accommodations necessary for
15 small businesses; and

16 (viii) other issues as necessary.

17 (5) REPORTS AND REGULATIONS.—

18 (A) IN GENERAL.—Not later than 36
19 months after the date of enactment of this Act,
20 the Administrator shall submit to the appro-
21 priate committees of Congress a report based
22 on the findings of the aviation rulemaking com-
23 mittee.

24 (B) CONTENTS.—The report under sub-
25 paragraph (A) shall include—

- 1 (i) any recommendations submitted by
2 the aviation rulemaking committee; and
3 (ii) any actions the Administrator in-
4 tends to initiate, if necessary, as a result
5 of such recommendations.

6 (c) DEFINITIONS.—In this section:

7 (1) AIR CARRIER.—The term “air carrier” has
8 the meaning given such term in section 40102 of
9 title 49, United States Code.

10 (2) COMMERCIAL AIR TOUR.—The term “com-
11 mercial air tour” has the meaning given such term
12 in section 136.1 of title 14, Code of Federal Regula-
13 tions.

14 (3) COMMERCIAL AIR TOUR OPERATOR.—The
15 term “commercial air tour operator” has the mean-
16 ing given such term in section 136.1 of title 14,
17 Code of Federal Regulations.

18 (4) PARACHUTE OPERATION.—The term “para-
19 chute operation” has the meaning given such term
20 in section 105.3 of title 14, Code of Federal Regula-
21 tions (or any successor regulation).

22 **SEC. 364. HAWAII AIR NOISE AND SAFETY TASK FORCE.**

23 (a) PARTICIPATION.—To the extent acceptable to the
24 State of Hawaii, the Administrator shall participate as a

1 technical advisor in the air noise and safety task force es-
2 tablished by State legislation in the State of Hawaii.

3 (b) RULEMAKING.—Not later than 18 months after
4 the date on which the task force described in subsection
5 (a) delivers findings and consensus recommendations to
6 the FAA, the Administrator shall, consistent with main-
7 taining the safety and efficiency of the national airspace
8 system—

9 (1) issue an intent to proceed with a proposed
10 rulemaking;

11 (2) take other action sufficient to carry out fea-
12 sible, consensus recommendations; or

13 (3) issue a statement determining that no such
14 rule or other action is warranted, including a de-
15 tailed explanation of the rationale for such deter-
16 mination.

17 (c) CONSIDERATIONS.—In determining whether to
18 proceed with a proposed rulemaking, guidance, or other
19 action under subsection (b) and, if applicable, in devel-
20 oping the proposed rule, guidance, or carrying out the
21 other action, the Administrator shall consider the findings
22 and consensus recommendations of the task force de-
23 scribed in subsection (a).

24 (d) AUTHORITIES.—In issuing the rule, guidance, or
25 carrying out the other action described in subsection (b),

1 the Administrator may take actions in the State of Hawaii
2 to—

3 (1) provide commercial air tour operators with
4 preferred routes, times, and minimum altitudes for
5 the purpose of noise reduction, so long as such rec-
6 ommendations do not negatively impact safety condi-
7 tions;

8 (2) provide commercial air tour operators with
9 information regarding quiet aircraft technology; and

10 (3) establish a method for residents of the State
11 of Hawaii to publicly report noise disruptions due to
12 commercial air tours and for commercial air tour op-
13 erators to respond to complaints.

14 (e) RULE OF CONSTRUCTION.—Nothing in this sec-
15 tion shall be construed as providing the Administrator
16 with authority to ban commercial air tour flights in the
17 State of Hawaii for the purposes of noise reduction.

18 (f) DEFINITIONS.—In this section:

19 (1) COMMERCIAL AIR TOUR.—The term “com-
20 mercial air tour” has the meaning given such term
21 in section 136.1 of title 14, Code of Federal Regula-
22 tions.

23 (2) COMMERCIAL AIR TOUR OPERATOR.—The
24 term “commercial air tour operator” has the mean-

1 ability of passengers with disabilities, in-
2 cluding passengers who use wheelchairs or
3 other mobility assistive devices, to safely
4 and efficiently evacuate an aircraft;

5 (iii) an assessment of the evacuation
6 demonstration procedures described in
7 such part 121, as well as recommendations
8 for how to improve such demonstration
9 procedures to ensure that the demonstra-
10 tion procedures assess, in a safe manner,
11 the ability of passengers with disabilities,
12 including passengers who use wheelchairs
13 or other mobility assistive devices, to safely
14 and efficiently evacuate an aircraft;

15 (iv) the research proposed in National
16 Transportation Safety Board Safety Rec-
17 ommendation A-18-009; and

18 (v) any other analysis determined ap-
19 propriate by the Administrator.

20 (B) CONSIDERATIONS.—In conducting the
21 study under paragraph (1), the Administrator
22 shall assess the following:

23 (i) The ability of passengers of dif-
24 ferent ages (including infants, children,

1 and senior citizens) to safely and efficiently
2 evacuate a transport category airplane.

3 (ii) The ability of passengers of dif-
4 ferent heights and weights to safely and ef-
5 ficiently evacuate a transport category air-
6 plane.

7 (iii) The ability of passengers with
8 disabilities to safely and efficiently evac-
9 uate a transport category airplane.

10 (iv) The ability of passengers who
11 cannot speak, have difficulty speaking, use
12 synthetic speech, or are non-vocal or non-
13 verbal to safely and efficiently evacuate a
14 transport category airplane.

15 (v) The ability of passengers who do
16 not speak English to safely and efficiently
17 evacuate a transport category airplane.

18 (vi) The impact of the presence of
19 carry-on luggage and personal items (such
20 as a purse, briefcase, laptop, or backpack)
21 on the ability of passengers to safely and
22 efficiently evacuate a transport category
23 airplane.

24 (vii) The impact of seat size and pas-
25 senger seating space and pitch on the abil-

1 ity of passengers to safely and efficiently
2 evacuate a transport category airplane.

3 (viii) The impact of seats and other
4 obstacles in the pathway to the exit open-
5 ing from the nearest aisle on the ability of
6 passengers to safely and efficiently evac-
7 uate a transport category airplane.

8 (ix) With respect to aircraft with par-
9 allel longitudinal aisles, the impact of seat
10 pods or other seating configurations that
11 block access between such aisles within a
12 cabin on the ability of passengers to safely
13 and efficiently evacuate a transport cat-
14 egory airplane.

15 (x) The impact of passenger load on
16 the ability of passengers to safely and effi-
17 ciently evacuate a transport category air-
18 plane.

19 (xi) The impact of animals approved
20 to accompany a passenger, including serv-
21 ice animals, on the ability of passengers to
22 safely and efficiently evacuate a transport
23 category airplane.

24 (xii) Whether an applicant for a type
25 certificate (as defined in section

1 44704(e)(7) of title 49, United States
2 Code) should be required to demonstrate
3 compliance with FAA emergency evacu-
4 ation regulations (as described in section
5 25.803 and Appendix J of part 25 of title
6 14, Code of Federal Regulations) through
7 live testing in any case in which the Ad-
8 ministrator determines that the new air-
9 craft design is significant.

10 (xiii) Any other factor determined ap-
11 propriate by the Administrator.

12 (C) DEFINITIONS.—In this paragraph:

13 (i) PASSENGER LOAD.—The term
14 “passenger load” means the number of
15 passengers relative to the number of seats
16 onboard the aircraft.

17 (ii) PASSENGERS WITH DISABIL-
18 ITIES.—The term “passengers with disabil-
19 ities” means any qualified individual with
20 a disability, as defined in section 382.3 of
21 title 14, Code of Federal Regulations.

22 (b) AVIATION RULEMAKING COMMITTEE FOR EVACU-
23 ATION STANDARDS.—

24 (1) IN GENERAL.—Not later than 180 days
25 after the completion of the study conducted under

1 subsection (a), the Administrator shall establish an
2 aviation rulemaking committee (in this section re-
3 ferred to as the “Committee”) to—

4 (A) review the findings of the study; and

5 (B) develop and submit to the Adminis-
6 trator recommendations regarding improve-
7 ments to the evacuation standards described in
8 parts 25 and 121 of title 14, Code of Federal
9 Regulations.

10 (2) COMPOSITION.—The Committee shall con-
11 sist of members appointed by the Administrator, in-
12 cluding the following:

13 (A) Representatives of industry.

14 (B) Representatives of aviation labor orga-
15 nizations.

16 (C) Aviation safety experts with specific
17 knowledge of the evacuation standards and re-
18 quirements under such parts 25 and 121.

19 (D) Representatives of individuals with dis-
20 abilities with specific knowledge of accessibility
21 standards regarding evacuations in emergency
22 circumstances.

23 (E) Representatives of the senior citizen
24 community.

25 (F) Representatives of pediatricians.

1 (3) CONSIDERATIONS.—In reviewing the find-
2 ings of the study conducted under subsection (a)
3 and developing recommendations regarding the im-
4 provement of the evacuation standards under sub-
5 section (b)(1)(B), the Committee shall consider the
6 following:

7 (A) The recommendations made by any
8 prior aviation rulemaking committee regarding
9 the evacuation standards described in such
10 parts 25 and 121.

11 (B) Scientific data derived from the study
12 conducted under subsection (a).

13 (C) Any data gathered from aviation safety
14 reporting programs.

15 (D) The cost-benefit analysis and risk
16 analysis of any recommended standards.

17 (E) Any other item determined appropriate
18 by the Committee.

19 (c) REPORT TO CONGRESS.—Not later than 180 days
20 after the date on which the Committee submits to the Ad-
21 ministrators the recommendations under subsection
22 (b)(1)(B), the Administrator shall submit to the appro-
23 priate committees of Congress a report on—

24 (1) the findings of the study conducted under
25 subsection (a);

1 (2) the recommendations of the Committee
2 under subsection (b)(1)(B); and

3 (3) the Administrator’s plan, if any, to imple-
4 ment such recommendations.

5 (d) RULEMAKING.—Not later than 90 days after sub-
6 mitting to Congress the report under subsection (c), the
7 Administrator shall issue a notice of proposed rulemaking
8 to implement the recommendations of the Committee that
9 the Administrator considers appropriate.

10 **SEC. 366. 25-HOUR COCKPIT VOICE RECORDER.**

11 (a) IN GENERAL.—

12 (1) COCKPIT VOICE RECORDER FOR NEWLY
13 MANUFACTURED AIRCRAFT.—A covered operator
14 may not operate a covered aircraft manufactured
15 later than the date that is 1 year after the date of
16 enactment of this Act unless such aircraft has a
17 cockpit voice recorder installed that retains the last
18 25 hours of recorded information using a recorder
19 that meets the standards of Technical Standard
20 Order TSO–C123c, or any later revision.

21 (2) COCKPIT VOICE RECORDER FOR COVERED
22 AIRCRAFT.—Not later than 6 years after the date of
23 enactment of this Act, a covered operator may not
24 operate a covered aircraft unless such aircraft has a
25 cockpit voice recorder installed that retains the last

1 25 hours of recorded information using a recorder
2 that meets the standards of Technical Standard
3 Order TSO-C123c, or any later revision.

4 (b) PROHIBITED USE.—The Administrator or any
5 covered operator may not use a cockpit voice recorder re-
6 cording for a certificate action, civil penalty, or discipli-
7 nary proceedings against a flight crewmember.

8 (c) RULEMAKING.—Not later than 3 years after the
9 date of enactment of this Act, the Administrator shall—

10 (1) issue a final rule to update applicable regu-
11 lations, as necessary, to conform to the requirements
12 of subsection (a)(2); and

13 (2) issue a rule to update applicable regula-
14 tions, as necessary, to ensure, to the greatest extent
15 practicable, that any data from a cockpit voice re-
16 corder—

17 (A) is protected from unlawful or unau-
18 thorized disclosure to the public;

19 (B) is used exclusively by a Federal agency
20 or a foreign accident investigative agency for a
21 criminal investigation, aircraft accident, or air-
22 craft incident investigation; and

23 (C) is not deliberately erased or tampered
24 with following a National Transportation Safety
25 Board reportable event under part 830 of title

1 49, Code of Federal Regulations, for which civil
2 and criminal penalties may be assessed in ac-
3 cordance with section 1155 of title 49, United
4 States Code, and section 32 of title 18, United
5 States Code.

6 (d) SAVINGS CLAUSE.—Nothing in this section shall
7 be construed as rescoping, constraining, or otherwise man-
8 dating delays to FAA actions in the notice of proposed
9 rulemaking titled “25–Hour Cockpit Voice Recorder
10 (CVR) Requirements, New Aircraft Production”, issued
11 on December 4, 2023 (88 Fed. Reg. 84090).

12 (e) RULE OF CONSTRUCTION.—Nothing in this sec-
13 tion shall be construed to affect—

14 (1) the confidentiality of recording and tran-
15 scripts under section 1114(c) of title 49, United
16 States Code;

17 (2) the ban on recording for civil penalty or cer-
18 tificate under section 121.359(h) of title 14, Code of
19 Federal Regulations; or

20 (3) the prohibition against use of data from
21 flight operational quality assurance programs for en-
22 forcement purposes under section 13.401 of title 14,
23 Code of Federal Regulations.

24 (f) DEFINITIONS.—In this section:

1 **SEC. 368. PASSENGER AIRCRAFT FIRST AID AND EMER-**
2 **GENCY MEDICAL KIT EQUIPMENT AND**
3 **TRAINING.**

4 (a) IN GENERAL.—Not later than 2 years after the
5 date of enactment of this Act, the Administrator shall
6 issue a notice of proposed rulemaking regarding first aid
7 and emergency medical kit equipment and training re-
8 quired for flight crewmembers, as provided in part 121
9 of title 14, Code of Federal Regulations, applicable to all
10 certificate holders operating passenger aircraft under such
11 part.

12 (b) CONSIDERATIONS.—In carrying out subsection
13 (a), the Administrator shall consider—

14 (1) the benefits and costs (including the costs
15 of flight diversions and emergency landings) of re-
16 quiring any new medications or equipment necessary
17 to be included in approved emergency medical kits;

18 (2) whether the contents of the emergency med-
19 ical kits include, at a minimum, appropriate medica-
20 tions and equipment that can practicably be admin-
21 istered to address—

22 (A) the emergency medical needs of chil-
23 dren and pregnant women;

24 (B) opioid overdose reversal;

25 (C) anaphylaxis; and

26 (D) cardiac arrest;

1 (3) what contents of the emergency medical kits
2 should be readily available, to the extent practicable,
3 for use by flight crews without prior approval by a
4 medical professional.

5 (c) **REGULAR REVIEW.**—Not later than 5 years after
6 the issuance of the final rule under subsection (a), and
7 every 5 years thereafter, the Administrator shall evaluate
8 and revise, if appropriate—

9 (1) the first aid and emergency medical kit
10 equipment and training required for flight crew-
11 members; and

12 (2) any required training for flight crew-
13 members regarding the content, location, and func-
14 tion of such kit.

15 **SEC. 369. INTERNATIONAL AVIATION SAFETY ASSESSMENT**
16 **PROGRAM.**

17 (a) **AVIATION SAFETY OVERSIGHT MEASURES CAR-**
18 **RIED OUT BY FOREIGN COUNTRIES.**—Chapter 447 of title
19 49, United States Code, is further amended by adding at
20 the end the following:

21 **“§ 44747. Aviation safety oversight measures carried**
22 **out by foreign countries**

23 “(a) **ASSESSMENT.**—

24 “(1) **IN GENERAL.**—On a regular basis, the Ad-
25 ministrator, in consultation with the Secretary of

1 Transportation and the Secretary of State, shall as-
2 sess aviation safety oversight measures carried out
3 by any foreign country—

4 “(A) from which a foreign air carrier is
5 conducting foreign air transportation to and
6 from the United States;

7 “(B) from which a foreign air carrier seeks
8 to conduct foreign air transportation to and
9 from the United States;

10 “(C) whose air carriers carry or seek to
11 carry the code of a United States air carrier; or

12 “(D) as determined appropriate by the Ad-
13 ministrator.

14 “(2) CONSULTATION AND CRITERIA.—In con-
15 ducting an assessment described in paragraph (1),
16 the Administrator shall—

17 “(A) consult with the appropriate authori-
18 ties of the government of the foreign country;

19 “(B) determine the efficacy with which
20 such foreign country carries out and complies
21 with its aviation safety oversight responsibilities
22 consistent with—

23 “(i) the Convention on International
24 Civil Aviation (in this section referred to as
25 the ‘Chicago Convention’);

1 “(ii) international aviation safety
2 standards; and

3 “(iii) recommended practices set forth
4 by the International Civil Aviation Organi-
5 zation;

6 “(C) use a standard approach and method-
7 ology that will result in an analysis of the avia-
8 tion safety oversight activities of such foreign
9 country that are carried out to meet the min-
10 imum standards contained in Annexes 1, 6, and
11 8 to the Chicago Convention in effect on the
12 date of the assessment, or any such successor
13 documents; and

14 “(D) identify instances of noncompliance
15 pertaining to the aviation safety oversight ac-
16 tivities of such foreign country consistent with
17 the Chicago Convention, international aviation
18 safety standards, and recommended practices
19 set forth by the International Civil Aviation Or-
20 ganization.

21 “(3) FINDINGS OF NONCOMPLIANCE.—In any
22 case in which the assessment described in subsection
23 (a)(1) finds an instance of non-compliance, the Ad-
24 ministrator shall—

1 “(A) notify the foreign country that is the
2 subject of such finding;

3 “(B) not later than 90 days after trans-
4 mission of such notification, request and initiate
5 final discussions with the foreign country to
6 recommend actions by which the foreign coun-
7 try can mitigate the noncompliance; and

8 “(C) after the discussions described in sub-
9 paragraph (B) have concluded, determine
10 whether or not the noncompliance finding has
11 been corrected;

12 “(b) UNCORRECTED NON-COMPLIANCE.—If the Ad-
13 ministrators find that such foreign country has not cor-
14 rected the non-compliance by the close of such final discus-
15 sions—

16 “(1) the Administrator shall notify the Sec-
17 retary of Transportation and the Secretary of State
18 that the condition of noncompliance remains;

19 “(2) the Administrator, after consulting with
20 informing the Secretary of Transportation and the
21 Secretary of State, shall notify the foreign country
22 of such finding; and

23 “(3) notwithstanding section 40105(b), the Ad-
24 ministrators, after consulting with the appropriate
25 civil aviation authority of such foreign country and

1 notifying the Secretary of Transportation and the
2 Secretary of State, may withhold, revoke, or pre-
3 scribe conditions on the operating authority of a for-
4 eign air carrier that—

5 “(A) provides or seeks to provide foreign
6 air transportation to and from the United
7 States; or

8 “(B) carries or seeks to carry the code of
9 an air carrier.

10 “(c) **AUTHORITY.**—Notwithstanding subsections (a)
11 and (b), the Administrator retains the ability to take im-
12 mediate safety oversight actions if the Administrator, in
13 consultation with the Secretary of Transportation and the
14 Secretary of State, as needed, determines that a condition
15 exists that threatens the safety of passengers, aircraft, or
16 crew traveling to or from such foreign country. In this
17 event that the Administrator makes a determination under
18 this subsection, the Administrator shall immediately notify
19 the Secretary of State of such determination so that the
20 Secretary of State may issue a travel advisory with respect
21 to such foreign country.

22 “(d) **PUBLIC NOTIFICATION.**—

23 “(1) **IN GENERAL.**—In any case in which the
24 Administrator provides notification to a foreign

1 country under subsection (b)(2), the Administrator
2 shall—

3 “(A) recommend the actions necessary to
4 bring such foreign country into compliance with
5 the international standards contained in the
6 Chicago Convention;

7 “(B) publish the identity of such foreign
8 country on the website of the Federal Aviation
9 Administration, in the Federal Register, and
10 through other mediums appropriate to provide
11 notice to the public; and

12 “(C) brief the Committee on Transpor-
13 tation and Infrastructure of the House of Rep-
14 resentatives and the Committee on Commerce,
15 Science, and Transportation of the Senate on
16 the identity of such foreign country and a sum-
17 mary of any critical safety information resulting
18 from an assessment described in subsection
19 (a)(1).

20 “(2) COMPLIANCE.—If the Administrator finds
21 that a foreign country subsequently corrects all out-
22 standing noncompliances, the Administrator, after
23 consulting with the appropriate civil aviation author-
24 ity of such foreign country and notifying the Sec-
25 retary of Transportation and the Secretary of State,

1 shall take actions as necessary to ensure the updated
2 compliance status is reflected, including in the medi-
3 ums invoked in paragraph (1)(B).

4 “(e) ACCURACY OF THE IASA LIST.—A foreign
5 country that does not have foreign air carrier activity, as
6 described in subsection (a)(1), for an extended period of
7 time, as determined by the Administrator, shall be re-
8 moved for inactivity from the public listings described in
9 subsection (d)(1)(B), after informing the Secretary of
10 Transportation and the Secretary of State.

11 “(f) CONSISTENCY.—

12 “(1) IN GENERAL.—The Administration shall
13 use data, tools, and methods that ensure trans-
14 parency and repeatability of assessments conducted
15 under this section.

16 “(2) TRAINING.—The Administrator shall en-
17 sure that Administration personnel are properly and
18 adequately trained to carry out the assessments set
19 forth in this section, including with respect to the
20 standards, methodology, and material used to make
21 determinations under this section.”.

22 (b) REPORT TO CONGRESS.—Not later than 2 years
23 after the date of enactment of this Act, and annually
24 thereafter through 2028, the Administrator shall submit
25 to the appropriate committees of Congress a report on the

1 assessments conducted under the amendments made by
2 this section, including the results of any corrective actions
3 taken by noncompliant foreign countries.

4 (c) CLERICAL AMENDMENT.—The analysis for chap-
5 ter 447 of title 49, United States Code, is further amend-
6 ed by adding at the end the following:

“44747. Aviation safety oversight measures carried out by foreign countries.”.

7 **SEC. 370. WHISTLEBLOWER PROTECTION ENFORCEMENT.**

8 Section 42121(b) of title 49, United States Code, is
9 amended—

10 (1) in the subsection heading by striking “DE-
11 PARTMENT OF LABOR COMPLAINT PROCEDURE” and
12 inserting “DEPARTMENT OF LABOR AND FEDERAL
13 AVIATION ADMINISTRATION COMPLAINT PROCE-
14 DURE”; and

15 (2) by striking paragraph (5) and inserting the
16 following:

17 “(5) ENFORCEMENT OF ORDER.—Whenever
18 any person has failed to comply with an order issued
19 under paragraph (3), the Secretary of Labor and the
20 Administrator of the Federal Aviation Administra-
21 tion shall consult with each other to determine the
22 most appropriate action to be taken, in which—

23 “(A) the Secretary of Labor may file a
24 civil action in the United States district court
25 for the district in which the violation was found

1 to occur to enforce such order, for which, in ac-
2 tions brought under this paragraph, the district
3 courts shall have jurisdiction to grant all appro-
4 priate relief including, injunctive relief and com-
5 pensatory damages; and

6 “(B) the Administrator of the Federal
7 Aviation Administration may assess a civil pen-
8 alty pursuant to section 46301.”.

9 **SEC. 371. CIVIL PENALTIES FOR WHISTLEBLOWER PROTEC-**
10 **TION PROGRAM VIOLATIONS.**

11 Section 46301(d)(2) of title 49, United States Code,
12 is amended by inserting “section 42121,” before “chapter
13 441”.

14 **SEC. 372. ENHANCED QUALIFICATION PROGRAM FOR RE-**
15 **STRICTED AIRLINE TRANSPORT PILOT CER-**
16 **TIFICATE.**

17 (a) PROGRAM.—

18 (1) IN GENERAL.—Not later than 6 months
19 after the date of enactment of this Act, the Adminis-
20 trator shall establish the requirements for a program
21 to be known as the Enhanced Qualification Program
22 (in this section referred to as the “Program”) under
23 which—

24 (A) qualified air carriers are certified by
25 the Administrator to provide enhanced training

1 for eligible pilots seeking to obtain restricted
2 airline transport certificates, either directly by
3 the air carrier or by a certified training institu-
4 tion under part 141 or part 142 of title 14,
5 Code of Federal Regulations, that is under con-
6 tract with the qualified air carrier; and

7 (B) qualified instructors and evaluators
8 provide enhanced training to eligible pilots pur-
9 suant to the curriculum requirements under
10 paragraph (4).

11 (2) QUALIFIED INSTRUCTORS AND EVAL-
12 UATORS.—Under the Program—

13 (A) all testing and training shall be per-
14 formed by qualified instructors; and

15 (B) all evaluations shall be performed by
16 qualified evaluators.

17 (3) PILOT ASSESSMENT.—Under the Program,
18 the Administrator shall establish guidelines for an
19 assessment that prospective pilots are required to
20 pass in order to participate in the training under the
21 Program. Such assessment shall include an evalua-
22 tion of the pilot's aptitude, ability, and readiness for
23 operation of transport category aircraft.

24 (4) PROGRAM CURRICULUM.—Under the Pro-
25 gram, the Administrator shall establish requirements

1 for the curriculum to be provided under the Pro-
2 gram. Such curriculum shall include—

3 (A) a nationally standardized, non-air car-
4 rier or aircraft-specific training curriculum
5 which shall—

6 (i) ensure prospective pilots have ap-
7 propriate knowledge at the commercial
8 pilot certificate, multi-engine rating, and
9 instrument rating level;

10 (ii) introduce the pilots to concepts
11 associated with air carrier operations;

12 (iii) meet all requirements for an ATP
13 Certification Training Program under part
14 61.156 or part 142 of title 14, Code of
15 Federal Regulations; and

16 (iv) include a course of instruction de-
17 signed to prepare the prospective pilot to
18 take the ATP Multiengine Airplane Knowl-
19 edge Test;

20 (B) an aircraft-specific training cur-
21 rriculum, developed by the air carrier using ob-
22 jectives and learning standards developed by the
23 Administrator, which shall—

1 (i) only be administered to prospective
2 pilots who have completed the require-
3 ments under subparagraph (A);

4 (ii) resemble a type rating training
5 curriculum that includes aircraft ground
6 and flight training that culminates in—

7 (I) the completion of a maneu-
8 vers evaluation that incorporates ele-
9 ments of a type rating practical test;
10 or

11 (II) at the discretion of the air
12 carrier, an actual type rating practical
13 test resulting in the issuance of a type
14 rating for the specific aircraft; and

15 (iii) ensure the prospective pilot has
16 an adequate understanding and working
17 knowledge of transport category aircraft
18 automation and autoflight systems; and

19 (C) air carrier-specific procedures using
20 objectives and learning standards developed by
21 the Administrator to further expand on the con-
22 cepts described in subparagraphs (A) and (B),
23 which shall—

24 (i) only be administered to prospective
25 pilots who have completed requirements

1 under subparagraphs (A) and (B) and an
2 ATP Multiengine Airplane Knowledge
3 Test;

4 (ii) include instructions on air carrier
5 checklist usage and standard operating
6 procedures; and

7 (iii) integrate aircraft-specific training
8 in appropriate flight simulation training
9 devices representing the specific aircraft
10 type, including complete crew resource
11 management and scenario-based training.

12 (5) APPLICATION AND CERTIFICATION.—Under
13 the Program, the Administrator shall establish a
14 process for air carriers to apply for training program
15 certification. Such process shall include a review to
16 ensure that the training provided by the air carrier
17 will meet the requirements of this section, includ-
18 ing—

19 (A) the assessment requirements under
20 paragraph (3);

21 (B) the curriculum requirements under
22 paragraph (4);

23 (C) the requirements for qualified instruc-
24 tors under subsection (d)(5); and

1 (D) the requirements for eligible pilots
2 under subsection (d)(2).

3 (6) DATA.—Under the Program, the Adminis-
4 trator shall require that each qualified air carrier
5 participating in the Program collect and submit to
6 the Administrator such data from the Program that
7 the Administrator determines is appropriate for the
8 Administrator to provide for oversight of the Pro-
9 gram.

10 (7) REGULAR INSPECTION.—Under the Pro-
11 gram, the Administrator shall provide for the reg-
12 ular inspection of qualified air carriers certified
13 under paragraph (5) to ensure that the air carrier
14 continues to meet the requirements under the Pro-
15 gram.

16 (b) REGULATIONS.—The Administrator may issue
17 regulations or guidance as determined necessary to carry
18 out the Program.

19 (c) CLARIFICATION REGARDING REQUIRED FLIGHT
20 HOURS.—The provisions of this section shall have no ef-
21 fect on the total flight hours required under part 61.159
22 of title 14, Code of Federal Regulations, to receive an air-
23 line transport pilot certificate, or the Administrator's au-
24 thority under section 217(d) of the Airline Safety and
25 Federal Aviation Administration Extension Act of 2010

1 (49 U.S.C. 44701 note) (as in effect on the date of enact-
2 ment of this section).

3 (d) DEFINITIONS.—In this section:

4 (1) AIR CARRIER.—The term “air carrier” has
5 the meaning given that term in section 40102 of
6 title 49, United States Code.

7 (2) ELIGIBLE PILOT.—The term “eligible pilot”
8 means a pilot that—

9 (A) has—

10 (i) graduated from a United States
11 Armed Forces undergraduate pilot training
12 school;

13 (ii) obtained a degree with an aviation
14 major from an institution of higher edu-
15 cation (as defined in part 61.1 of title 14,
16 Code of Federal Regulations) that has
17 been issued a letter of authorization by the
18 Administrator under part 61.169 of such
19 title 14; or

20 (iii) completed flight and ground
21 training for a commercial pilot certificate
22 in the airplane category and an airplane
23 instrument rating at a certified training in-
24 stitution under part 141 of such title 14;

1 (B) has a current commercial pilot certifi-
2 cate under part 61.123 of such title 14, with
3 airplane category multi-engine and instrument
4 ratings under part 61.129 of such title 14; and

5 (C) meets the pilot assessment require-
6 ments under subsection (a)(3).

7 (3) QUALIFIED AIR CARRIER.—The term
8 “qualified air carrier” means an air carrier that has
9 been issued a part 119 operating certificate for con-
10 ducting operations under part 121 of title 14, Code
11 of Federal Regulations.

12 (4) QUALIFIED EVALUATOR.—The term “quali-
13 fied evaluator” means an individual that meets the
14 requirements for a training center evaluator under
15 part 142.55 of title 14, Code of Federal Regulations,
16 or for check airmen under part 121.411 of such
17 title.

18 (5) QUALIFIED INSTRUCTOR.—The term
19 “qualified instructor” means an individual that—

20 (A) is qualified in accordance with the
21 minimum training requirements for an ATP
22 Certification Training Program under para-
23 graphs (1) through (3) of part 121.410(b) of
24 title 14, Code of Federal Regulations;

1 (B) if the instructor is a flight instructor,
2 is qualified in accordance with part
3 121.410(b)(4) of such title;

4 (C) if the instructor is administering type
5 rating practical tests, is qualified as an appro-
6 priate examiner for such rating;

7 (D) received training in threat and error
8 management, facilitation, and risk mitigation
9 determined appropriate by the Administrator;
10 and

11 (E) meets any other requirement deter-
12 mined appropriate by the Administrator.

13 **Subtitle B—Aviation Cybersecurity**

14 **SEC. 391. FINDINGS.**

15 Congress finds the following:

16 (1) Congress has tasked the FAA with respon-
17 sibility for securing the national airspace system, in-
18 cluding the air traffic control system and other air
19 navigation services, civil aircraft, and aeronautical
20 products and articles through safety regulation and
21 oversight. These mandates have included protecting
22 against cyber threats affecting aviation safety or the
23 Administration's provision of safe, secure, and effi-
24 cient air navigation services and airspace manage-
25 ment.

1 (2) In 2016, Congress passed the FAA Extension,
2 Safety, and Security Act of 2016, pursuant to
3 which the FAA enhanced the cybersecurity of the
4 national airspace system by—

5 (A) developing a cybersecurity strategic
6 plan;

7 (B) coordinating with other Federal agencies
8 to identify cyber vulnerabilities;

9 (C) developing a cyber threat model; and

10 (D) completing a comprehensive, strategic
11 policy framework to identify and mitigate cybersecurity
12 risks to the air traffic control system.

13 (3) In 2018, Congress passed the FAA Reauthorization
14 Act of 2018 which—

15 (A) authorized funding for the construction
16 of FAA facilities dedicated to improving the cybersecurity
17 of the national airspace system;

18 (B) required the FAA to review and update
19 its comprehensive, strategic policy framework for cybersecurity
20 to assess the degree to which the framework identifies and
21 addresses known cybersecurity risks associated with the
22 aviation system, and evaluate existing short- and long-term
23 objectives for addressing cybersecurity risks to the national
24 airspace system;
25

1 (C) created a Chief Technology Officer po-
2 sition within the FAA to be responsible for,
3 among other things, coordinating the implemen-
4 tation, operation, maintenance, and cybersecu-
5 rity of technology programs relating to the air
6 traffic control system with the aviation industry
7 and other Federal agencies; and

8 (D) directed the National Academy of
9 Sciences to study the cybersecurity workforce of
10 the FAA in order to develop recommendations
11 to increase the size, quality, and diversity of
12 such workforce.

13 (4) Congress has declared that the FAA is the
14 primary Federal agency to assess and address the
15 threats posed from cyber incidents relating to FAA-
16 provided air traffic control and air navigation serv-
17 ices and the threats posed from cyber incidents re-
18 lating to civil aircraft, aeronautical products and ar-
19 ticles, aviation networks, aviation systems, services,
20 and operations, and the aerospace industry affecting
21 aviation safety or the provision of safe, secure, and
22 efficient air navigation services and airspace man-
23 agement by the Administration.

1 **SEC. 392. AEROSPACE PRODUCT SAFETY.**

2 (a) CYBERSECURITY STANDARDS.—Section 44701(a)
3 of title 49, United States Code, is amended—

4 (1) in paragraph (1) by inserting “cybersecu-
5 rity,” after “quality of work,”; and

6 (2) in paragraph (5)—

7 (A) by inserting “cybersecurity and” after
8 “standards for”; and

9 (B) by striking “procedure” and inserting
10 “procedures”.

11 (b) EXCLUSIVE RULEMAKING AUTHORITY.—Section
12 44701 of title 49, United States Code, is amended by add-
13 ing at the end the following:

14 “(g) EXCLUSIVE RULEMAKING AUTHORITY.—Not-
15 withstanding any other provision of law and except as pro-
16 vided in section 40131, the Administrator, in consultation
17 with the heads of such other agencies as the Administrator
18 determines necessary, shall have exclusive authority to
19 prescribe regulations for purposes of assuring the cyberse-
20 curity of civil aircraft, aircraft engines, propellers, and ap-
21 pliances.”.

22 **SEC. 393. FEDERAL AVIATION ADMINISTRATION REGULA-**
23 **TIONS, POLICY, AND GUIDANCE.**

24 (a) IN GENERAL.—Chapter 401 of title 49, United
25 States Code, is amended by adding at the end the fol-
26 lowing:

1 **“§ 40131. National airspace system cyber threat man-**
2 **agement process**

3 “(a) ESTABLISHMENT.—The Administrator of the
4 Federal Aviation Administration, in consultation with the
5 heads of other agencies as the Administrator determines
6 necessary, shall establish a national airspace system cyber
7 threat management process to protect the national air-
8 space system cyber environment, including the safety, se-
9 curity, and efficiency of air navigation services provided
10 by the Administration.

11 “(b) ISSUES TO BE ADDRESSED.—In establishing
12 the national airspace system cyber threat management
13 process under subsection (a), the Administrator shall, at
14 a minimum—

15 “(1) monitor the national airspace system for
16 significant cybersecurity incidents;

17 “(2) in consultation with appropriate Federal
18 agencies, evaluate the cyber threat landscape for the
19 national airspace system, including updating such
20 evaluation on both annual and threat-based
21 timelines;

22 “(3) conduct national airspace system cyber in-
23 cident analyses;

24 “(4) create a cyber common operating picture
25 for the national airspace system cyber environment;

1 “(5) coordinate national airspace system signifi-
2 cant cyber incident responses with other appropriate
3 Federal agencies;

4 “(6) track significant cyber incident detection,
5 response, mitigation implementation, recovery, and
6 closure;

7 “(7) establish a process, or utilize existing proc-
8 esses, to share relevant significant cyber incident
9 data related to the national airspace system;

10 “(8) facilitate significant cybersecurity report-
11 ing, including through the Cybersecurity and Infra-
12 structure Agency; and

13 “(9) consider any other matter the Adminis-
14 trator determines appropriate.

15 “(c) DEFINITIONS.—In this section:

16 “(1) CYBER COMMON OPERATING PICTURE.—
17 The term ‘cyber common operating picture’ means
18 the correlation of a detected cyber incident or cyber
19 threat in the national airspace system and other
20 operational anomalies to provide a holistic view of
21 potential cause and impact.

22 “(2) CYBER ENVIRONMENT.—The term ‘cyber
23 environment’ means the information environment
24 consisting of the interdependent networks of infor-
25 mation technology infrastructures and resident data,

1 including the internet, telecommunications networks,
2 computer systems, and embedded processors and
3 controllers.

4 “(3) CYBER INCIDENT.—The term ‘cyber inci-
5 dent’ means an action that creates noticeable deg-
6 radation, disruption, or destruction to the cyber en-
7 vironment and causes a safety or other negative im-
8 pact on operations of—

9 “(A) the national airspace system;

10 “(B) civil aircraft; or

11 “(C) aeronautical products and articles.

12 “(4) CYBER THREAT.—The term ‘cyber threat’
13 means the threat of an action that, if carried out,
14 would constitute a cyber incident or an electronic at-
15 tack.

16 “(5) ELECTRONIC ATTACK.—The term ‘elec-
17 tronic attack’ means the use of electromagnetic spec-
18 trum energy to impede operations in the cyber envi-
19 ronment, including through techniques such as jam-
20 ming or spoofing.

21 “(6) SIGNIFICANT CYBER INCIDENT.—The term
22 ‘significant cyber incident’ means a cyber incident,
23 or a group of related cyber incidents, that the Ad-
24 ministrator determines is likely to result in demon-

1 strable harm to the national airspace system of the
2 United States.”.

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. National airspace system cyber threat management process.”.

6 **SEC. 394. SECURING AIRCRAFT AVIONICS SYSTEMS.**

7 Section 506(a) of the FAA Reauthorization Act of
8 2018 (49 U.S.C. 44704 note) is amended—

9 (1) in the matter preceding paragraph (1) by
10 striking “consider, where appropriate, revising” and
11 inserting “revise, as appropriate, existing”;

12 (2) in paragraph (1) by striking “and” at the
13 end;

14 (3) in paragraph (2) by striking the period at
15 the end and inserting “; and”; and

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

17 “(3) to establish a process and timeline by
18 which software-based systems and equipment, in-
19 cluding aircraft flight critical systems of aircraft op-
20 erated under part 121 of title 14, Code of Federal
21 Regulations, can be regularly screened to attempt to
22 determine whether the software-based systems and
23 equipment have been compromised by unauthorized
24 external or internal access.”.

1 **SEC. 395. CIVIL AVIATION CYBERSECURITY RULEMAKING**
2 **COMMITTEE.**

3 (a) IN GENERAL.—Not later than 1 year after the
4 date of enactment of this Act, the Administrator shall con-
5 vene an aviation rulemaking committee on civil aircraft
6 cybersecurity to conduct reviews (as segmented under sub-
7 section (c)) and develop findings and recommendations on
8 cybersecurity standards for civil aircraft, aircraft ground
9 support information systems, airports, air traffic control
10 mission systems, and aeronautical products and articles.

11 (b) DUTIES.—The Administrator shall—

12 (1) for each segmented review conducted by the
13 committee convened under subsection (a), submit to
14 the appropriate committees of Congress a report
15 based on the findings of such review; and

16 (2) not later than 180 days after the date of
17 submission of a report under paragraph (1) and, in
18 consultation with other agencies as the Adminis-
19 trator determines necessary, for consensus rec-
20 ommendations reached by such aviation rulemaking
21 committee—

22 (A) undertake a rulemaking, if appro-
23 priate, based on such recommendations; and

24 (B) submit to the appropriate committees
25 of Congress a supplemental report with expla-
26 nations for each consensus recommendation not

1 addressed, if applicable, by a rulemaking under
2 subparagraph (A).

3 (c) SEGMENTATION.—In tasking the aviation rule-
4 making committee with developing findings and rec-
5 ommendations relating to aviation cybersecurity, the Ad-
6 ministrator shall direct such committee to segment and
7 sequence work by the topic or subject matter of regulation,
8 including by directing the committee to establish sub-
9 groups to consider different topics and subject matters.

10 (d) COMPOSITION.—The aviation rulemaking com-
11 mittee convened under subsection (a) shall consist of mem-
12 bers appointed by the Administrator, including representa-
13 tives of—

14 (1) aircraft manufacturers, to include at least 1
15 manufacturer of transport category aircraft;

16 (2) air carriers;

17 (3) unmanned aircraft system stakeholders, in-
18 cluding operators, service suppliers, and manufactur-
19 ers of hardware components and software applica-
20 tions;

21 (4) manufacturers of powered-lift aircraft;

22 (5) airports;

23 (6) original equipment manufacturers of ground
24 and space-based aviation infrastructure;

1 (7) aviation safety experts with specific knowl-
2 edge of aircraft cybersecurity; and

3 (8) a nonprofit which operates 1 or more feder-
4 ally funded research and development centers with
5 specific knowledge of aviation and cybersecurity.

6 (e) MEMBER ELIGIBILITY.—Prior to a member’s ap-
7 pointment under subsection (c), the Administrator shall
8 establish appropriate requirements related to nondisclo-
9 sure, background investigations, security clearances, or
10 other screening mechanisms for applicable members of the
11 aviation rulemaking committee who require access to sen-
12 sitive security information or other protected information
13 relevant to the member’s duties on the rulemaking com-
14 mittee. Members shall protect the sensitive security infor-
15 mation in accordance with part 1520 of title 49, Code of
16 Federal Regulations.

17 (f) PROHIBITION ON COMPENSATION.—The members
18 of the aviation rulemaking committee convened under sub-
19 section (a) shall not receive pay, allowances, or benefits
20 from the Government by reason of their service on such
21 committee.

22 (g) CONSIDERATIONS.—The Administrator may di-
23 rect such committee to consider—

24 (1) existing aviation cybersecurity standards,
25 regulations, policies, and guidance, including those

1 from other Federal agencies, and the need to har-
2 monize or deconflict proposed and existing stand-
3 ards, regulations, policies, and guidance;

4 (2) threat- and risk-based security approaches
5 used by the aviation industry, including the assess-
6 ment of the potential costs and benefits of cyberse-
7 curity actions;

8 (3) data gathered from cybersecurity or safety
9 reporting;

10 (4) the diversity of operations and systems on
11 aircraft and amongst air carriers;

12 (5) design approval holder aircraft network se-
13 curity guidance for operators;

14 (6) FAA services, aviation industry services,
15 and aircraft use of positioning, navigation, and tim-
16 ing data in the context of Executive Order No.
17 13905, as in effect on the date of enactment of this
18 Act;

19 (7) updates needed to airworthiness regulations
20 and systems safety assessment methods used to
21 show compliance with airworthiness requirements for
22 design, function, installation, and certification of
23 civil aircraft, aeronautical products and articles, and
24 aircraft networks;

1 (8) updates needed to air carrier operating and
2 maintenance regulations to ensure continued adher-
3 ence with processes and procedures established in
4 airworthiness regulations to provide cybersecurity
5 protections for aircraft systems, including for contin-
6 ued airworthiness;

7 (9) policies and procedures to coordinate with
8 other Federal agencies, including intelligence agen-
9 cies, and the aviation industry in sharing informa-
10 tion and analyses related to cyber threats to civil
11 aircraft information, data, networks, systems, serv-
12 ices, operations, and technology and aeronautical
13 products and articles;

14 (10) the response of the Administrator and
15 aviation industry to, and recovery from, cyber inci-
16 dents, including by coordinating with other Federal
17 agencies, including intelligence agencies;

18 (11) processes for members of the aviation in-
19 dustry to voluntarily report to the FAA cyber inci-
20 dents that may affect aviation safety in a manner
21 that protects trade secrets and confidential business
22 information;

23 (12) appropriate cybersecurity controls for air-
24 craft networks, aircraft systems, and aeronautical

1 products and articles to protect aviation safety, in-
2 cluding airworthiness;

3 (13) appropriate cybersecurity controls for air-
4 ports relative to the size and nature of airside oper-
5 ations of such airports to ensure aviation safety;

6 (14) minimum standards for protecting civil
7 aircraft, aeronautical products and articles, aviation
8 networks, aviation systems, services, and operations
9 from cyber threats and cyber incidents;

10 (15) international collaboration, where appro-
11 priate and consistent with the interests of aviation
12 safety in air commerce and national security, with
13 other civil aviation authorities, international aviation
14 and standards organizations, and any other appro-
15 priate entities to protect civil aviation from cyber in-
16 cidents and cyber threats;

17 (16) activities of the Administrator under sec-
18 tion 506 of the FAA Reauthorization Act of 2018
19 (49 U.S.C. 44704 note) (as amended by section
20 394); and

21 (17) any other matter the Administrator deter-
22 mines appropriate.

23 (h) DEFINITIONS.—The definitions set forth in sec-
24 tion 40131 of title 49, United States Code (as added by
25 this subtitle), shall apply to this section.

1 **SEC. 396. GAO REPORT ON CYBERSECURITY OF COMMER-**
2 **CIAL AVIATION AVIONICS.**

3 (a) IN GENERAL.—The Comptroller General shall
4 conduct a review on the consideration, identification, and
5 inclusion of aircraft cybersecurity into the strategic frame-
6 work of principles and policies developed pursuant to sec-
7 tion 2111 of the FAA Extension, Safety, and Security Act
8 of 2016 (49 U.S.C. 44903 note).

9 (b) CONTENTS.—In carrying out the review under
10 subsection (a), the Comptroller General shall assess—

11 (1) how onboard aircraft cybersecurity risks
12 and vulnerabilities are defined, identified, and ac-
13 counted for in the comprehensive and strategic
14 framework described in subsection (a), including how
15 the implementation of such framework protects and
16 defends FAA networks and systems to mitigate risks
17 to FAA missions and service delivery;

18 (2) how onboard aircraft cybersecurity, particu-
19 larly of aircraft avionics, is considered, incorporated,
20 and prioritized for mitigation in the cybersecurity
21 strategy, including pursuant to the framework de-
22 scribed in paragraph (1);

23 (3) how the Transportation Security Agency
24 and FAA differentiate and manage the roles and re-
25 sponsibilities for the cybersecurity of aircraft and
26 ground systems;

1 (4) how cybersecurity vulnerabilities of aircraft
2 and ground systems are considered, incorporated,
3 and prioritized for mitigation in the cybersecurity
4 strategy; and

5 (5) the budgets of the parties responsible for
6 implementing the strategy framework for aviation
7 security, as identified in subsection (a), to satisfy
8 mitigation requirements necessary to secure the
9 aviation ecosystem from onboard cybersecurity
10 vulnerabilities.

11 (c) REPORT REQUIRED.—Not later than 2 years
12 after the date of the enactment of this Act, the Comp-
13 troller General shall submit a report containing the results
14 of the review required by this section to—

15 (1) the appropriate committees of Congress;

16 (2) the Committee on Homeland Security of the
17 House of Representatives; and

18 (3) the Committee on Homeland Security and
19 Governmental Affairs of the Senate.

20 **TITLE IV—AEROSPACE**
21 **WORKFORCE**

22 **SEC. 401. REPEAL OF DUPLICATIVE OR OBSOLETE WORK-**
23 **FORCE PROGRAMS.**

24 (a) REPEAL.—Sections 44510 and 44515 of title 49,
25 United States Code, are repealed.

1 (b) CLERICAL AMENDMENTS.—The analysis for
2 chapter 445 of title 49, United States Code, is amended
3 by striking the items relating to sections 44510 and
4 44515.

5 **SEC. 402. CIVIL AIRMEN STATISTICS.**

6 (a) PUBLICATION FREQUENCY.—The Administrator
7 shall publish the study commonly referred to as the “U.S.
8 Civil Airmen Statistics” on a monthly basis.

9 (b) PRESENTATION OF DATA.—The Administrator
10 shall make the data from the study under subsection (a)
11 publicly available on the website of the Administration in
12 a user-friendly, downloadable format.

13 (c) EXPANDED DATA CRITERIA.—Not later than 1
14 year after the date of enactment of this Act, the Adminis-
15 trator shall ensure that data sets and tables published as
16 part of the study described in subsection (a) display infor-
17 mation relating to the sex of certificate holders in more
18 instances.

19 (d) HISTORICAL DATA.—Not later than 1 year after
20 the date of enactment of this Act, the Administrator shall
21 make all previously published annual data from the study
22 described in subsection (a) available on the website of the
23 Administration.

1 **SEC. 403. BESSIE COLEMAN WOMEN IN AVIATION ADVISORY**
2 **COMMITTEE.**

3 (a) ESTABLISHMENT.—Not later than 6 months after
4 the date of enactment of this Act, the Secretary shall es-
5 tablish the Bessie Coleman Women in Aviation Advisory
6 Committee (in this section referred to as the “Com-
7 mittee”).

8 (b) PURPOSE.—The Committee shall advise the Sec-
9 retary and the Administrator on matters and policies re-
10 lated to promoting the recruitment, retention, employ-
11 ment, education, training, career advancement, and well-
12 being of women in the aviation industry and aviation-fo-
13 cused Federal civil service positions.

14 (c) FORM OF DIRECTIVES.—All activities carried out
15 by the Committee, including special committees, shall be
16 in response to written terms of work from the Secretary
17 or taskings approved by a majority of the voting members
18 of the Committee and may not duplicate the objectives of
19 the Air Carrier Training Aviation Rulemaking Committee.

20 (d) FUNCTIONS.—In carrying out the directives de-
21 scribed in subsection (c), the functions of the Committee
22 are as follows:

23 (1) Foster industry collaboration in an open
24 and transparent manner by engaging, as prescribed
25 by this section, with representatives of the private

1 sector associated with an entity described in sub-
2 section (e)(1)(B).

3 (2) Make recommendations for strategic objec-
4 tives, priorities, and policies that would improve the
5 recruitment, retention, training, and career advance-
6 ment of women in aviation professions.

7 (3) Evaluate opportunities for the Administra-
8 tion to improve the recruitment and retention of
9 women in the Administration.

10 (4) Periodically review and update the rec-
11 ommendations directed to the FAA and non-FAA
12 entities produced by the Advisory Board created
13 pursuant to section 612 of the FAA Reauthorization
14 Act of 2018 (49 U.S.C. 40101 note) to improve the
15 implementation of such recommendations.

16 (5) Coordinate with the Office of Civil Rights of
17 the Department of Transportation and the Federal
18 Women's Program of the FAA to ensure directives
19 described in subsection (c) do not duplicate objec-
20 tives of such office or program.

21 (e) MEMBERSHIP.—

22 (1) VOTING MEMBERS.—The Committee shall
23 be composed of the following members:

24 (A) The Administrator, or the designee of
25 the Administrator.

1 (B) At least 25 individuals, appointed by
2 the Secretary, representing the following:

3 (i) Aircraft manufacturers and aero-
4 space companies.

5 (ii) Public and private aviation labor
6 organizations, including collective bar-
7 gaining representatives of—

8 (I) aviation safety inspectors and
9 safety engineers of the FAA;

10 (II) air traffic controllers;

11 (III) certified aircraft mainte-
12 nance technicians; and

13 (IV) commercial airline crew-
14 members.

15 (iii) General aviation operators.

16 (iv) Air carriers.

17 (v) Business aviation operators, in-
18 cluding powered-lift operators.

19 (vi) Unmanned aircraft systems oper-
20 ators.

21 (vii) Aviation safety management ex-
22 perts.

23 (viii) Aviation maintenance, repair,
24 and overhaul entities.

1 (ix) Airport owners, operators, and
2 employees.

3 (x) Institutions of higher education
4 (as defined in section 101 of the Higher
5 Education Act of 1965 (20 U.S.C. 1001)),
6 a postsecondary vocational institution (as
7 defined in section 102(c) of the Higher
8 Education Act of 1965 (20 U.S.C. 1002)),
9 or a high school or secondary school (as
10 such terms are defined in section 8101 of
11 the Elementary and Secondary Education
12 Act of 1965 (20 U.S.C. 7801)).

13 (xi) A flight school that provides flight
14 training, as defined in part 61 of title 14,
15 Code of Federal Regulations, or that holds
16 a pilot school certificate under part 141 of
17 title 14, Code of Federal Regulations.

18 (xii) Aviation maintenance technician
19 schools governed under part 147 of title
20 14, Code of Federal Regulations.

21 (xiii) Engineering business associa-
22 tions.

23 (xiv) Civil Air Patrol.

24 (xv) Nonprofit organizations within
25 the aviation industry.

1 (2) NONVOTING MEMBERS.—

2 (A) IN GENERAL.—In addition to the
3 members appointed under paragraph (1), the
4 Committee shall be composed of not more than
5 5 nonvoting members appointed by the Sec-
6 retary from among officers or employees of the
7 FAA, at least 1 of which shall be an employee
8 of the Office of Civil Rights of the FAA.

9 (B) ADDITIONAL NONVOTING MEMBERS.—
10 The Secretary may invite representatives from
11 the Department of Education and Department
12 of Labor to serve as nonvoting members on the
13 Committee.

14 (C) DUTIES.—The nonvoting members
15 may—

16 (i) take part in deliberations of the
17 Committee; and

18 (ii) provide subject matter expertise
19 with respect to reports and recommenda-
20 tions of the Committee.

21 (D) LIMITATION.—The nonvoting members
22 may not represent any stakeholder interest
23 other than that of the respective Federal agency
24 of the member.

1 (3) TERMS.—Each voting member and non-
2 voting member of the Committee appointed by the
3 Secretary shall be appointed for a term that expires
4 not later than the date on which the authorization
5 of the Committee expires under subsection (k).

6 (4) COMMITTEE CHARACTERISTICS.—The Com-
7 mittee shall have the following characteristics:

8 (A) The ability to obtain necessary infor-
9 mation from additional experts in the aviation
10 and aerospace communities.

11 (B) A membership that enables the Com-
12 mittee to have substantive discussions and
13 reach consensus on issues in a timely manner.

14 (C) Appropriate expertise, including exper-
15 tise in human resources, human capital man-
16 agement, policy, labor relations, employment
17 training, workforce development, and youth out-
18 reach.

19 (5) DATE.—Not later than 9 months after the
20 date of enactment of this Act, the Secretary shall
21 make the appointments described in this subsection.

22 (f) CHAIRPERSON.—

23 (1) IN GENERAL.—The Committee shall select a
24 chairperson from among the voting members of the
25 Committee.

1 (2) TERM.—The Chairperson shall serve a 2-
2 year term.

3 (g) MEETINGS.—

4 (1) FREQUENCY.—The Committee shall meet at
5 least twice each year at the call of the Chairperson
6 or the Secretary.

7 (2) PUBLIC ATTENDANCE.—The meetings of
8 the Committee shall be open and accessible to the
9 public.

10 (3) ADMINISTRATIVE SUPPORT.—The Secretary
11 shall furnish the Committee with logistical and ad-
12 ministrative support to enable the Committee to per-
13 form the duties of the Committee.

14 (h) SPECIAL COMMITTEES.—

15 (1) ESTABLISHMENT.—The Committee may es-
16 tablish special committees composed of industry rep-
17 resentatives, members of the public, labor represent-
18 atives, and other relevant parties in complying with
19 the consultation and participation requirements
20 under subsection (d).

21 (2) APPLICABLE LAW.—Chapter 10 of title 5,
22 United States Code, shall not apply to a special com-
23 mittee established by the Committee.

24 (i) PERSONNEL MATTERS.—

25 (1) NO COMPENSATION OF MEMBERS.—

1 (A) NON-FEDERAL EMPLOYEES.—A mem-
2 ber of the Committee who is not an officer or
3 employee of the Government shall serve without
4 compensation.

5 (B) FEDERAL EMPLOYEES.—A member of
6 the Committee who is an officer or employee of
7 the Federal Government shall serve without
8 compensation in addition to the compensation
9 received for the services of the member as an
10 officer or employee of the Federal Government.

11 (2) DEATH OR RESIGNATION.—If a member of
12 the Committee dies or resigns during the term of
13 service of such member, the Secretary shall des-
14 ignate a successor for the unexpired term of such
15 member.

16 (j) REPORTS.—

17 (1) TASK REPORTS.—The Committee shall sub-
18 mit to the Secretary and the appropriate committees
19 of Congress annual reports detailing the completion
20 of each directive summarizing the—

21 (A) findings and associated recommenda-
22 tions of the Committee for any legislative and
23 administrative actions the Committee considers
24 appropriate to improve the advancement of
25 women in aviation; and

1 (B) planned activities of the Committee, as
2 directed by the Secretary or approved by a ma-
3 jority of voting members of the Committee, and
4 proposed terms of work to fulfill each activity.

5 (2) ADDITIONAL REPORTS.—The Committee
6 may submit to the appropriate committees of Con-
7 gress, the Secretary, and the Administrator addi-
8 tional reports and recommendations related to edu-
9 cation, training, recruitment, retention, and ad-
10 vancement of women in the aviation industry as the
11 Committee determines appropriate.

12 (k) SUNSET.—The authorization of the Committee
13 shall expire on October 1, 2028.

14 **SEC. 404. FAA ENGAGEMENT AND COLLABORATION WITH**
15 **HBCUS AND MSIS.**

16 (a) IN GENERAL.—The Administrator—

17 (1) shall continue—

18 (A) to partner with and conduct outreach
19 to Historically Black Colleges and Universities
20 and minority serving institutions to promote
21 awareness of educational and career opportuni-
22 ties, including the Educational Partnership Ini-
23 tiative of the FAA, and develop curriculum re-
24 lated to aerospace, aviation, and air traffic con-
25 trol; and

1 (B) operation of the Minority Serving In-
2 stitutions Internship Program; and

3 (2) may—

4 (A) make internship placements under the
5 Minority Serving Institutions Internship Pro-
6 gram available during academic sessions
7 throughout the year; and

8 (B) extend an internship placement under
9 the Minority Serving Institutions Internship
10 Program for a student beyond a single aca-
11 demic session.

12 (b) PROGRAM DATA.—In carrying out the Minority
13 Serving Institutions Internship Program, the Adminis-
14 trator shall track data, including annual metrics meas-
15 uring the following with respect to such Program:

16 (1) The total number of applicants.

17 (2) The total number of applicants offered an
18 internship and the total number of applicants who
19 accept an internship.

20 (3) The line of business in which each intern is
21 placed.

22 (4) The conversion rate of interns in the Pro-
23 gram who are hired as full-time FAA employees.

24 (c) MINORITY SERVING INSTITUTION DEFINED.—In
25 this section, the term “minority serving institution” means

1 an institution described in paragraphs (1) through (7) of
2 section 371(a) of the Higher Education Act of 1965 (20
3 U.S.C. 1067q(a)).

4 **SEC. 405. AIRMAN KNOWLEDGE TESTING WORKING GROUP.**

5 (a) **WORKING GROUP.**—Not later than 1 year after
6 the date of enactment of this Act, the Administrator shall
7 task the Aviation Rulemaking Advisory Committee to es-
8 tablish a working group to assess and evaluate the appro-
9 priateness of allowing a high school student, upon success-
10 ful completion of an aviation maintenance curriculum, to
11 take the general written knowledge portion of the me-
12 chanic exam described in section 65.75 of title 14, Code
13 of Federal Regulations, at an FAA-approved testing cen-
14 ter.

15 (b) **REPORT.**—Not later than 18 months after the
16 Aviation Rulemaking Advisory Committee tasks the work-
17 ing group under subsection (a), the working group shall
18 submit to the Administrator a final report with relevant
19 findings and recommendations.

20 (c) **HIGH SCHOOL DEFINED.**—In this section, the
21 term “high school” has the meaning given such term in
22 section 8101 of the Elementary and Secondary Education
23 Act of 1965 (20 U.S.C. 7801).

1 **SEC. 406. AIRMAN CERTIFICATION STANDARDS.**

2 (a) IN GENERAL.—The Administrator shall use the
3 Aviation Rulemaking Advisory Committee Airman Certifi-
4 cation System Working Group (in this section referred to
5 as the “Working Group”) to review airman certification
6 standards and ensure that airman proficiency and knowl-
7 edge correlates and corresponds to regulations, proce-
8 dures, equipment, aviation infrastructure, and safety
9 trends at the time of such review.

10 (b) DUTIES.—In carrying out subsection (a), the
11 Working Group shall—

12 (1) obtain industry recommendations on main-
13 taining and updating airman certification standards,
14 including guidance documents and airman tests;

15 (2) ensure tasks carried out by the Working
16 Group are addressed and completed in a timely and
17 efficient manner; and

18 (3) recommend to the Administrator a means
19 by which the FAA may communicate to industry the
20 process for establishing, updating, and maintaining
21 airman certification standards, including relevant
22 guidance documents, handbooks, and airman test
23 materials.

24 **SEC. 407. AIRMAN’S MEDICAL BILL OF RIGHTS.**

25 (a) IN GENERAL.—

1 (1) DEVELOPMENT.—Not later than 1 year
2 after the date of enactment of this Act, the Adminis-
3 trator shall develop a document (in this section re-
4 ferred to as the “Airman’s Medical Bill of Rights”)
5 detailing the rights of an individual before, during,
6 and after a medical examination conducted by an
7 Aviation Medical Examiner.

8 (2) CONTENTS.—The Airman’s Medical Bill of
9 Rights required under paragraph (1) shall, at a min-
10 imum, contain information about the right of an in-
11 dividual to—

12 (A) bring a trusted companion or request
13 to have a chaperone present for a medical ex-
14 amination;

15 (B) terminate an exam in accordance with
16 guidelines from the Administrator for appro-
17 priately terminating such exam;

18 (C) receive medical examination with re-
19 spect and recognition of the dignity of the indi-
20 vidual;

21 (D) be assured of privacy and confiden-
22 tiality;

23 (E) select an Aviation Medical Examiner
24 of the choice of the individual, as long as the

1 Aviation Medical Examiner has the required
2 designations;

3 (F) privacy when changing, undressing,
4 and using the restroom;

5 (G) ask questions about FAA medical
6 standards and the applicability to the current
7 health status of the individual;

8 (H) report an incident of misconduct by an
9 Aviation Medical Examiner to the appropriate
10 authorities, including to the State licensing
11 board of the Aviation Medical Examiner or the
12 FAA;

13 (I) report to the Administrator an allega-
14 tion regarding alleged Aviation Medical Exam-
15 iner misconduct without fear of retaliation or
16 negative action relating to an airman certificate
17 of the individual; and

18 (J) be advised of any known conflicts of in-
19 terest an Aviation Medical Examiner may have
20 with respect to the medical examination of the
21 individual.

22 (3) PUBLIC AVAILABILITY.—The Airman's
23 Medical Bill of Rights required under paragraph (1)
24 shall be—

1 (A) made available to, and acknowledged
2 by, an individual in the MedXpress system (or
3 any successor system);

4 (B) made available in a hard-copy format
5 by an Aviation Medical Examiner at the time of
6 exam upon request by an individual; and

7 (C) displayed in a common space in the of-
8 fice of the Aviation Medical Examiner.

9 (b) EXPECTATIONS FOR MEDICAL EXAMINATIONS.—

10 (1) IN GENERAL.—Not later than 1 year after
11 the date of enactment of this Act, the Administrator
12 shall develop a simplified document explaining the
13 standard procedures performed during a medical ex-
14 amination conducted by an Aviation Medical Exam-
15 iner.

16 (2) PUBLIC AVAILABILITY.—The document re-
17 quired under paragraph (1) shall be—

18 (A) made available to, and acknowledged
19 by, an individual in the MedXpress system (or
20 any successor system);

21 (B) made available in a hard-copy format
22 by an Aviation Medical Examiner at the time of
23 exam upon request by an individual; and

24 (C) displayed in a common space in the of-
25 fice of the Aviation Medical Examiner.

1 **SEC. 408. IMPROVED DESIGNEE MISCONDUCT REPORTING**
2 **PROCESS.**

3 (a) IMPROVED DESIGNEE MISCONDUCT REPORTING
4 PROCESS.—

5 (1) IN GENERAL.—Not later than 1 year after
6 the date of enactment of this Act, the Administrator
7 shall establish a streamlined process for individuals
8 involved in incidents of alleged misconduct by a des-
9 ignee to report such incidents in a manner that pro-
10 tects the privacy and confidentiality of such individ-
11 uals.

12 (2) PUBLIC ACCESS TO REPORTING PROCESS.—
13 The process for reporting alleged misconduct by a
14 designee shall be made available to the public on the
15 website of the Administration, including—

16 (A) the designee locator search webpage;
17 and

18 (B) the webpage of the Office of Audit and
19 Evaluation of the FAA.

20 (3) OBLIGATION TO REPORT CRIMINAL
21 CHARGES.—Not later than 90 days after the date of
22 enactment of this Act, the Administrator shall revise
23 the orders and policies governing the Designee Man-
24 agement System to clarify that designees are obli-
25 gated to report any arrest, indictment, or conviction

1 for violation of a local, State, or Federal law within
2 a period of time specified by the Administrator.

3 (4) AUDIT OF REPORTING PROCESS BY INSPEC-
4 TOR GENERAL.—

5 (A) IN GENERAL.—Not later than 3 years
6 after the date on which the Administrator final-
7 izes the update of the reporting process under
8 paragraph (1), the inspector general of the De-
9 partment of Transportation shall conduct an
10 audit of such reporting process.

11 (B) CONTENTS.—In conducting the audit
12 of the reporting process described in subpara-
13 graph (A), the inspector general shall, at a min-
14 imum—

15 (i) review the efforts of the Adminis-
16 tration to improve the reporting process
17 and solutions developed to respond to and
18 investigate allegations of misconduct;

19 (ii) analyze reports of misconduct
20 brought to the Administrator prior to any
21 changes made to the reporting process as
22 a result of the enactment of this Act, in-
23 cluding the ultimate outcomes of those re-
24 ports and whether any reports resulted in

1 the Administrator taking action against
2 the accused designee;

3 (iii) determine whether the reporting
4 process results in appropriate action, in-
5 cluding reviewing, investigating, and clos-
6 ing out reports; and

7 (iv) if applicable, make recommenda-
8 tions to improve the reporting process.

9 (C) REPORT.—Not later than 1 year after
10 the date of initiation of the audit described in
11 subparagraph (A), the inspector general shall
12 submit to the appropriate committees of Con-
13 gress a report on the results of such audit, in-
14 cluding findings and recommendations.

15 (b) DESIGNEE DEFINED.—In this section, the term
16 “designee” means an individual who has been designated
17 to act as a representative of the Administrator as—

18 (1) an Aviation Medical Examiner (as described
19 in section 183.21 of title 14, Code of Federal Regu-
20 lations);

21 (2) a pilot examiner (as described in section
22 183.23 of such title); or

23 (3) a technical personnel examiner (as described
24 in section 183.25 of such title).

1 **SEC. 409. REPORT ON SAFE UNIFORM OPTIONS FOR CER-**
2 **TAIN AVIATION EMPLOYEES.**

3 (a) IN GENERAL.—The Administrator shall review
4 whether air carriers operating under part 121 of title 14,
5 Code of Federal Regulations, and repair stations certifi-
6 cated under part 145 of such title have in place uniform
7 policies and uniform offerings that ensure pregnant em-
8 ployees can perform required duties safely.

9 (b) CONSULTATION.—In conducting the review re-
10 quired under subsection (a), the Administrator shall con-
11 sult with air carriers and repair stations described in sub-
12 section (a) and employees of such air carriers and such
13 stations who are required to adhere to a uniform policy.

14 (c) BRIEFING.—Not later than 2 years after the date
15 of enactment of this Act, the Administrator shall brief the
16 appropriate committees of Congress on the results of the
17 review required under subsection (a).

18 **SEC. 410. HUMAN FACTORS PROFESSIONALS.**

19 The Administrator shall take such actions as may be
20 necessary to establish a new work code for human factors
21 professionals who—

22 (1) perform work involving the design and test-
23 ing of technologies, processes, and systems which re-
24 quire effective and safe human performance;

25 (2) generate and apply theories, principles,
26 practical concepts, systems, and processes related to

1 the design and testing of technologies, systems, and
2 training programs to support and evaluate human
3 performance in work contexts; and

4 (3) meet education or experience requirements
5 as determined by the Administrator.

6 **SEC. 411. AEROMEDICAL INNOVATION AND MODERNIZA-**
7 **TION WORKING GROUP.**

8 (a) ESTABLISHMENT.—Not later than 180 days after
9 the date of enactment of this Act, the Administrator shall
10 establish a working group (in this section referred to as
11 the “working group”) to review the medical processes,
12 policies, and procedures of the Administration and to
13 make recommendations to the Administrator on modern-
14 izing such processes, policies, and procedures to ensure
15 timely and efficient certification of airmen.

16 (b) MEMBERSHIP.—

17 (1) IN GENERAL.—The working group shall
18 consist of—

19 (A) 2 co-chairs described in paragraph (2);

20 and

21 (B) not less than 15 individuals appointed
22 by the Administrator, each of whom shall have
23 knowledge or a background in aerospace medi-
24 cine, psychiatry, neurology, cardiology, or inter-
25 nal medicine.

1 (2) CO-CHAIRS.—The working group shall be
2 co-chaired by—

3 (A) the Federal Air Surgeon of the FAA;
4 and

5 (B) a member described under paragraph
6 (1)(A) to be selected by members of the work-
7 ing group.

8 (3) PREFERENCE.—The Administrator, in ap-
9 pointing members pursuant to paragraph (1)(B),
10 shall give preference to—

11 (A) Aviation Medical Examiners (as de-
12 scribed in section 183.21 of title 14, Code of
13 Federal Regulations);

14 (B) licensed medical physicians;

15 (C) practitioners holding a pilot certificate;

16 and

17 (D) individuals having demonstrated re-
18 search and expertise in aeromedical research or
19 sciences.

20 (e) ACTIVITIES.—In reviewing the aeromedical deci-
21 sion-making processes, policies, and procedures of the Ad-
22 ministration in accordance with subsection (a), the work-
23 ing group, at a minimum, shall—

1 (1) assess the medical conditions an Aviation
2 Medical Examiner may issue a medical certificate di-
3 rectly to an individual;

4 (2) determine the appropriateness of the list of
5 such medical conditions as of the date of enactment
6 of this Act;

7 (3) assess the special issuance process;

8 (4) determine the appropriateness of whether a
9 renewal of a special issuance can be based on a med-
10 ical evaluation and treatment plan by the treating
11 medical specialist of the individual pursuant to ap-
12 proval from an Aviation Medical Examiner;

13 (5) evaluate advancements in technologies to
14 address forms of red-green color blindness and de-
15 termine whether such technologies may be approved
16 for use by airmen;

17 (6) review policies and guidance relating to At-
18 tention-Deficit Hyperactivity Disorder and Attention
19 Deficit Disorder;

20 (7) evaluate whether medications used to treat
21 such disorders may be safely prescribed to airmen;

22 (8) review protocols pertaining to the Human
23 Intervention Motivation Study of the FAA;

24 (9) review protocols and policies relating to—

25 (A) neurological disorders; and

1 (B) cardiovascular conditions to ensure
2 alignment with medical best practices, latest re-
3 search;

4 (10) review mental health protocols and medica-
5 tions approved for treating such mental health con-
6 ditions, including such actions taken resulting from
7 recommendations by the Mental Health and Aviation
8 Medical Clearances Rulemaking Committee;

9 (11) assess processes and protocols pertaining
10 to recertification of airmen receiving disability insur-
11 ance post-recovery from the medical condition, in-
12 jury, or disability that precludes airmen from exer-
13 cising the privileges of an airman certificate;

14 (12) assess processes and protocols pertaining
15 to the certification of veterans reporting a disability
16 rating from the Department of Veterans Affairs; and

17 (13) assess and evaluate the user interface and
18 information-sharing capabilities of any online med-
19 ical portal administered by the FAA.

20 (d) AVIATION WORKFORCE MENTAL HEALTH TASK
21 GROUP.—

22 (1) ESTABLISHMENT.—Not later than 120 days
23 after the working group pursuant to subsection (a)
24 is established, the co-chairs of such working group
25 shall establish an aviation workforce mental health

1 task group (referred to in this subsection as the
2 “task group”) to oversee, monitor, and evaluate ef-
3 forts of the Administrator related to supporting the
4 mental health of the aviation workforce.

5 (2) COMPOSITION.—The co-chairs of such
6 working group shall appoint—

7 (A) a Chair of the task group; and

8 (B) members of the task group from
9 among the members of the working group ap-
10 pointed by the Administrator under subsection
11 (b)(1).

12 (3) DUTIES.—The duties of the task group
13 shall include—

14 (A) carrying out the activities described in
15 subsection (c)(10);

16 (B) soliciting feedback from aviation indus-
17 try professionals or other licensed professionals
18 representing air carrier operations under part
19 121 and part 135 of title 14, Code of Federal
20 Regulations, and general aviation operations
21 under part 91 of title 14, Code of Federal Reg-
22 ulations;

23 (C) reviewing and evaluating guidance
24 issued by the International Civil Aviation Orga-
25 nization on aviation workforce mental health;

1 (D) providing advice, as appropriate, on
2 the implementation of the final recommenda-
3 tions issued by the inspector general of the De-
4 partment of Transportation in the report titled,
5 “FAA Conduct Comprehensive Evaluations of
6 Pilots With Mental Health Challenges, but Op-
7 portunities Exist to Further Mitigate Safety
8 Risks”, published on July 12, 2023
9 (AV2023038);

10 (E) monitoring and evaluating the imple-
11 mentation of recommendations by the Mental
12 Health and Aviation Medical Clearances Rule-
13 making Committee;

14 (F) expanding and improving mental
15 health outreach, education, and assistance pro-
16 grams for the aviation workforce; and

17 (G) reducing the stigma associated with
18 mental healthcare in the aviation workforce.

19 (4) REPORT.—Not later than 2 years after the
20 date of the establishment of the task group, the task
21 group shall submit to the Secretary and the appro-
22 priate committees of Congress a report detailing—

23 (A) the results of the review under para-
24 graph (3)(A); and

1 (B) progress on the implementation of rec-
2 ommendations pursuant to subparagraphs (D)
3 and (E) of paragraph (3); and

4 (C) the activities carried out pursuant to
5 fulfilling the duties described in subparagraphs
6 (F) and (G) of paragraph (3).

7 (e) SUPPORT.—The Administrator shall seek to enter
8 into 1 or more agreements with the National Academies
9 to support the activities of the working group described
10 in subsection (c).

11 (f) FINDINGS AND RECOMMENDATIONS.—Not later
12 than 1 year after the date of enactment of this Act, and
13 annually thereafter, the working group shall submit to the
14 Administrator and the appropriate committees of Con-
15 gress a report on the findings and recommendations re-
16 sulting from the activities carried out under subsection (c).

17 (g) IMPLEMENTATION.—Not later than 1 year after
18 receiving recommendations outlined in the report under
19 subsection (f), the Administrator may take such action,
20 as appropriate, to implement such recommendations.

21 (h) SUNSET.—The working group shall terminate on
22 October 1, 2028.

23 **SEC. 412. FRONTLINE MANAGER WORKLOAD STUDY.**

24 (a) IN GENERAL.—Not later than 2 years after the
25 date of enactment of this Act, the Administrator shall con-

1 duct a study on frontline manager workload challenges in
2 air traffic control facilities.

3 (b) CONSIDERATIONS.—In conducting the study re-
4 quired under subsection (a), the Administrator may—

5 (1) consider—

6 (A) workload challenges including—

7 (i) the tasks expected to be performed
8 by frontline managers, including employee
9 development, management, and counseling;

10 (ii) the number of supervisory posi-
11 tions of operations requiring watch cov-
12 erage in each air traffic control facility;

13 (iii) the complexity of traffic and
14 managerial responsibilities; and

15 (iv) proficiency and training require-
16 ments;

17 (B) facility type;

18 (C) facility staffing levels; and

19 (D) any other factors as the Administrator
20 considers appropriate; and

21 (2) describe recommendations for updates to
22 the Frontline Manager’s Quick Reference Guide that
23 reflect current operational standards.

24 (c) BRIEFING.—Not later than 3 years after the date
25 of enactment of this Act, the Administrator shall brief the

1 appropriate committees of Congress on the results of the
2 study conducted under subsection (a).

3 **SEC. 413. MEDICAL PORTAL MODERNIZATION TASK GROUP.**

4 (a) ESTABLISHMENT.—Not later than 120 days after
5 the working group pursuant to section 411 is established,
6 the co-chairs of such working group shall establish a med-
7 ical portal modernization task group (in this section re-
8 ferred to as the “task group”) to evaluate the user inter-
9 face and information sharing capabilities of an online med-
10 ical portal administered by the FAA.

11 (b) COMPOSITION.—The co-chairs of the working
12 group provided for in section 411 shall appoint—

13 (1) a Chair of the task group; and

14 (2) members of the task group from among the
15 members of the working group appointed by the Ad-
16 ministrator under section 411(b).

17 (c) ASSESSMENT; RECOMMENDATIONS.—The task
18 group shall, at a minimum, assess and evaluate the capa-
19 bilities of any such medical portal and provide rec-
20 ommendations to improve the following:

21 (1) The cybersecurity protections and protocols
22 of any such medical portal, including the secure ex-
23 change of health information and records between
24 Aviation Medical Examiners and pilots, or their des-

1 ignee, including the ability for airmen to submit ad-
2 ditional information requested by the Administrator.

3 (2) The status of an airman's medical applica-
4 tion and the disclosure of how long an airman can
5 expect to wait for a final determination to be issued
6 by the Administrator.

7 (3) The disclosure of the name and contact in-
8 formation of the Administrator's representative
9 managing an airman's case so that an Aviation Med-
10 ical Examiner has a point of contact within the Ad-
11 ministration who is familiar with an airman's appli-
12 cation.

13 (d) CONSULTATION.—In carrying out the duties de-
14 scribed in subsection (c), the task group may consult with
15 cybersecurity experts and individuals with a knowledge of
16 securing electronic health care transactions.

17 (e) REPORT.—Not later than 1 year after the date
18 of the establishment of the task group, the task group
19 shall submit to the Administrator and the appropriate
20 committees of Congress a report detailing activities and
21 recommendations of the task group.

22 (f) IMPLEMENTATION.—Not later than 1 year after
23 receiving the report described in subsection (e), the Ad-
24 ministrator may take such action as may be necessary to

1 implement recommendations of the task group to improve
2 any such medical portal.

3 **SEC. 414. STUDY OF HIGH SCHOOL AVIATION MAINTENANCE TRAINING PROGRAMS.**
4

5 (a) IN GENERAL.—Not later than 1 year after the
6 date of enactment of this Act, the Comptroller General
7 shall initiate a study to assess high school aviation maintenance technician programs and identify any barriers for
8 graduates of such programs with respect to—
9

10 (1) pursuing post-secondary or vocational academic training at an FAA-approved aviation maintenance technician school; or
11
12

13 (2) obtaining the training and experience necessary to become an FAA-certificated mechanic through on-the-job training or alternative pathways.
14
15

16 (b) CONTENTS.—The study required under subsection (a) shall assess the following:
17

18 (1) The number of high school aviation maintenance programs in the United States and the typical career outcomes for graduates of such programs.
19
20

21 (2) The extent to which such programs offer curricula that align with FAA mechanic Airman Certification Standards.
22
23

24 (3) The number of such programs that partner with FAA-approved aviation maintenance technician
25

1 schools (as described in part 147 of title 14, Code
2 of Federal Regulations).

3 (4) The level of engagement between the FAA
4 and high school aviation maintenance programs with
5 respect to developing curricula to build the
6 foundational knowledge and skills necessary for a
7 student to attain FAA mechanic certification and as-
8 sociated ratings.

9 (5) Barriers to accessing the general knowledge
10 test described in section 65.71(a)(3) of title 14,
11 Code of Federal Regulations.

12 (6) The applicability of all FAA regulations and
13 policies in effect on the day before the date of enact-
14 ment of this Act as such regulations and policies
15 apply to student enrollees of high school aviation
16 maintenance programs and whether such regulations
17 or policies pose any barriers to students interested
18 in pursuing a career in the field of aviation mainte-
19 nance.

20 (c) REPORT.—Not later than 2 years after the com-
21 pletion of the study required under this section, the Comp-
22 troller General shall provide to the Administrator and the
23 appropriate committees of Congress a report on the find-
24 ings of such study, including recommendations for any leg-

1 islative and administrative actions as the Comptroller
2 General determines appropriate.

3 **SEC. 415. IMPROVED ACCESS TO AIR TRAFFIC CONTROL**
4 **SIMULATION TRAINING.**

5 (a) IN GENERAL.—The Administrator shall continue
6 making tower simulator systems (in this section referred
7 to as “TSS”) more accessible to all air traffic controller
8 specialists assigned to an air traffic control tower of the
9 FAA (in this section referred to as an “ATCT”), regard-
10 less of facility assignment.

11 (b) CLOUD-BASED VISUAL DATABASE AND SOFT-
12 WARE SYSTEM.—Not later than 30 months after the date
13 of enactment of this Act, the Administrator shall develop
14 and implement a cloud-based visual database and software
15 system that is compatible with existing and future TSS
16 that, at a minimum, includes—

17 (1) the unique runway layout, approach paths,
18 and lines of sight of every ATCT; and

19 (2) specifications that meet all applicable data
20 security requirements.

21 (c) TSS UPGRADES.—Not later than 2 years after
22 the date of enactment of this Act, the Administrator shall
23 upgrade existing, permanent TSS so that the TSS is, at
24 a minimum, capable of—

1 (1) securely and quickly downloading data from
2 the cloud-based visual database and software system
3 described in subsection (b); and

4 (2) running scenarios for each ATCT involving
5 differing levels of air traffic volume and varying
6 complexities, including, aircraft emergencies, rapidly
7 changing weather, issuance of safety alerts, special
8 air traffic procedures for events of national or inter-
9 national significance, and recovering from unfore-
10 seen events or losses of separation.

11 (d) MOBILE TSS.—Not later than 4 years after the
12 date of enactment of this Act, the Administrator shall ac-
13 quire and implement mobile TSS at each ATCT that is
14 without an existing, permanent TSS so that the mobile
15 TSS is capable of, at a minimum, the capabilities de-
16 scribed in paragraphs (1) and (2) of subsection (c).

17 (e) COLLABORATION.—In carrying out this section,
18 the Administrator may collaborate with the exclusive bar-
19 gaining representative of air traffic controllers certified
20 under section 7111 of title 5, United States Code.

21 **SEC. 416. AIR TRAFFIC CONTROLLER INSTRUCTOR RE-**
22 **CRUITMENT, HIRING, AND RETENTION.**

23 (a) IN GENERAL.—No later than 270 days after the
24 date of enactment of this Act, the Administrator shall ini-
25 tiate a study examining the recruitment, hiring, and reten-

1 tion of air traffic controller instructors and the projected
2 number of instructors needed to maintain the safety of
3 the national airspace system over a 5-year period begin-
4 ning with fiscal year 2025.

5 (b) CONTENTS.—The Administrator shall include in
6 the study required under subsection (a) the following:

7 (1) An examination of projected instructor
8 staffing targets, including the number of on-the-job
9 instructors needed for the instruction and training
10 of Certified Professional Controllers (in this section
11 referred to as “CPCs”) in training.

12 (2) An analysis on whether involving additional
13 retired CPCs as instructors, including for classroom
14 training, would produce improvements in air traffic
15 controller instruction and training.

16 (3) Recommendations on how and where to uti-
17 lize retired CPCs.

18 (4) The effect on the ability of active CPCs to
19 carry out on-the-job duties, other than instruction,
20 and any related efficiencies if additional retired
21 CPCs were involved as instructors.

22 (5) The known vulnerabilities, as categorized by
23 FAA Air Traffic Organization regions, in cases in
24 which the FAA requires CPCs to provide instruction

1 and training to CPCs in training is a significant
2 burden on FAA air traffic controller staffing levels.

3 (c) DEADLINE.—Not later than 2 years after the date
4 on which the Administrator initiates the study required
5 under subsection (a), the Administrator shall brief the ap-
6 propriate committees of Congress on the results of the
7 study and any actions that may be taken by the Adminis-
8 trator based on such results.

9 **SEC. 417. ENSURING HIRING OF AIR TRAFFIC CONTROL**
10 **SPECIALISTS IS BASED ON ASSESSMENT OF**
11 **JOB-RELEVANT APTITUDES.**

12 (a) REVIEW OF THE AIR TRAFFIC SKILLS ASSESS-
13 MENT.—Not later than 180 days after the date of enact-
14 ment of this Act, the Administrator shall review and re-
15 vise, if necessary, the Air Traffic Skills Assessment (in
16 this section referred to as the “AT–SA”) administered to
17 air traffic controller applicants described in clauses (ii)
18 and (iii) of section 44506(f)(1)(B) of title 49, United
19 States Code, in accordance with the following require-
20 ments, the Administrator shall:

21 (1) Evaluate all questions on the AT–SA and
22 determine whether a peer-reviewed job analysis that
23 ensures all questions test job-relevant aptitudes
24 would result in improvements in the air traffic con-
25 trol specialist workforce training and hiring process.

1 (2) Assess the assumptions and methodologies
2 used to develop the AT–SA, the job-relevant apti-
3 tudes measured, and the scoring process for the as-
4 sessment.

5 (3) Assess whether any other revisions to the
6 AT–SA are necessary to enhance the air traffic con-
7 trol specialist workforce training and hiring process.

8 (b) DOT INSPECTOR GENERAL REPORT.—Not later
9 than 180 days after the completion of the review and any
10 necessary revision of the AT–SA required under sub-
11 section (a), the inspector general of the Department of
12 Transportation shall submit to the Administrator, the ap-
13 propriate committees of Congress, and, upon request, to
14 any member of Congress, a report that assesses the AT–
15 SA and any applicable revisions, a description of any asso-
16 ciated actions taken by the Administrator, and any other
17 recommendations to address the results of the report.

18 **SEC. 418. PILOT PROGRAM TO PROVIDE VETERANS WITH**
19 **PILOT TRAINING SERVICES.**

20 (a) IN GENERAL.—The Secretary, in consultation
21 with the Secretary of Education and the Secretary of Vet-
22 erans Affairs, shall establish a pilot program to provide
23 grants to eligible entities to provide pilot training activities
24 and related education to support a pathway for veterans
25 to become commercial aviators.

1 (b) ELIGIBLE ENTITY.—In this section, the term “el-
2 ible entity” means a pilot school or provisional pilot
3 school that—

4 (1) holds an Air Agency Certificate under part
5 141 of title 14, Code of Federal Regulations; and

6 (2) has an established employment pathway
7 with at least 1 air carrier operating under part 121
8 or 135 of title 14, Code of Federal Regulations.

9 (c) PRIORITY APPLICATION.—In selecting eligible en-
10 tities under this section, the Secretary shall prioritize eligi-
11 ble entities that meet the following criteria:

12 (1) An eligible entity accredited (as defined in
13 section 61.1 of title 14, Code of Federal Regula-
14 tions) by an accrediting agency recognized by the
15 Secretary of Education.

16 (2) An eligible entity that holds a letter of au-
17 thorization issued in accordance with section 61.169
18 of title 14, Code of Federal Regulations.

19 (d) USE OF FUNDS.—Amounts from a grant received
20 by an eligible entity under the pilot program established
21 under subsection (a) shall be used for the following:

22 (1) Administrative costs related to implementa-
23 tion of the program described in subsection (a) not
24 to exceed 5 percent of the amount awarded.

1 (2) To provide guidance and pilot training serv-
2 ices, including tuition and flight training fees for
3 veterans enrolled with an eligible entity, to support
4 such veterans in obtaining any of the following pilot
5 certificates and ratings:

6 (A) Private pilot certificate with airplane
7 single-engine or multi-engine ratings.

8 (B) Instrument rating.

9 (C) Commercial pilot certificate with air-
10 plane single-engine or multi-engine ratings.

11 (D) Multi-engine rating.

12 (E) Certificated flight instructor single-en-
13 gine certificate, if applicable to the degree
14 sought.

15 (F) Certificated flight instructor multi-en-
16 gine certificate, if applicable to the degree
17 sought.

18 (G) Certificated flight instructor instru-
19 ment certificate, if applicable to the degree
20 sought.

21 (3) To provide educational materials, training
22 materials, and equipment to support pilot training
23 activities and related education for veterans enrolled
24 with the eligible entity.

1 (4) To provide periodic reports to the Secretary
2 on use of the grant funds, including documentation
3 of training completion of the certificates and ratings
4 described in subparagraphs (A) through (G) of para-
5 graph (2).

6 (e) AWARD AMOUNT LIMIT.—An award granted to
7 an eligible entity shall not exceed more than \$750,000 in
8 any given fiscal year.

9 (f) APPROPRIATIONS.—To carry out this section,
10 there is authorized to be appropriated \$5,000,000 for each
11 of fiscal years 2025 through 2028.

12 **SEC. 419. PROVIDING NON-FEDERAL WEATHER OBSERVER**
13 **TRAINING TO AIRPORT PERSONNEL.**

14 The Administrator may take such actions as are nec-
15 essary to provide training that is easily accessible and
16 streamlined for airport personnel to become certified as
17 non-Federal weather observers so that such personnel can
18 manually provide weather observations in any case in
19 which automated surface observing systems and auto-
20 mated weather observing systems experience outages and
21 errors to ensure operational safety at airports.

22 **SEC. 420. PROHIBITION OF REMOTE DISPATCHING.**

23 (a) AMENDMENTS TO PROHIBITION.—

24 (1) IN GENERAL.—Section 44711(a) of title 49,
25 United States Code, is amended—

1 (A) in paragraph (9) by striking “or” after
2 the semicolon;

3 (B) by redesignating paragraph (10) as
4 paragraph (11); and

5 (C) by inserting after paragraph (9) the
6 following:

7 “(10) work as an aircraft dispatcher outside of
8 a physical location designated as a dispatching cen-
9 ter or flight following center of an air carrier, except
10 as provided under section 44747; or”.

11 (2) REGULATIONS.—Not later than 1 year after
12 the date of enactment of this Act, the Administrator
13 shall issue regulations requiring persons to comply
14 with section 44711(a)(10) of title 49, United States
15 Code (as added by paragraph (1)).

16 (b) AIRCRAFT DISPATCHING.—

17 (1) IN GENERAL.—Chapter 447 of title 49,
18 United States Code, is further amended by adding
19 at the end the following:

20 **“§ 44748. Aircraft dispatching**

21 “(a) AIRCRAFT DISPATCHING CERTIFICATE.—No
22 person may serve as an aircraft dispatcher for an air car-
23 rier unless such person holds the appropriate aircraft dis-
24 patcher certificate issued by the Administrator of the Fed-
25 eral Aviation Administration.

1 “(b) PROOF OF CERTIFICATION.—Upon the request
2 of the Administrator or an authorized representative of
3 the National Transportation Safety Board, or other appro-
4 priate Federal agency, a person who holds such a certifi-
5 cate, and is performing dispatching, shall present the cer-
6 tificate for inspection.

7 “(c) DISPATCH CENTERS AND FLIGHT FOLLOWING
8 CENTERS.—

9 “(1) ESTABLISHMENT.—Each air carrier shall
10 establish and maintain sufficient dispatch centers
11 and flight following centers necessary to maintain
12 operational control of each flight of the air carrier
13 at all times.

14 “(2) REQUIREMENTS.—An air carrier shall en-
15 sure that each dispatch center and flight following
16 center of the air carrier—

17 “(A) has a sufficient number of aircraft
18 dispatchers on duty at the dispatch center or
19 flight following center to ensure proper oper-
20 ational control of each flight of the air carrier
21 at all times;

22 “(B) has the necessary equipment, in good
23 repair, to maintain proper operational control of
24 each flight of the air carrier at all times; and

1 “(C) includes the presence of physical se-
2 curity and cybersecurity protections to prevent
3 unauthorized access to the dispatch center or
4 flight following center or to the operations of ei-
5 ther such center.

6 “(d) PROHIBITION.—

7 “(1) IN GENERAL.—Except as provided in para-
8 graph (2), an air carrier may not dispatch aircraft
9 from any location other than the dispatch center or
10 flight following center of the air carrier.

11 “(2) EMERGENCY AUTHORITY.—In the event of
12 an emergency or other event that renders a dispatch
13 center or a flight following center inoperable, an air
14 carrier may dispatch aircraft from a location other
15 than the dispatch center or flight following center of
16 the air carrier for a period of time not to exceed 14
17 consecutive days per location without approval of the
18 Administrator.”.

19 (2) CLERICAL AMENDMENT.—The analysis for
20 chapter 447 of such title is further amended by add-
21 ing at the end the following:

“44748. Aircraft dispatching.”.

22 **SEC. 421. CREWMEMBER PUMPING GUIDANCE.**

23 (a) IN GENERAL.—Not later than 180 days after the
24 date of enactment of this Act, the Administrator shall
25 issue guidance to part 121 air carriers relating to the ex-

1 pression of milk by crewmembers on an aircraft during
2 noncritical phases of flight, consistent with the perform-
3 ance of the crewmember's duties aboard the aircraft. The
4 guidance shall be equally applicable to any lactating crew-
5 member. In developing the guidance, the Administrator
6 shall—

7 (1) consider multiple methods of expressing
8 breast milk that could be used by crewmembers, in-
9 cluding the use of wearable lactation technology; and

10 (2) ensure the guidance will not require an air
11 carrier or foreign air carrier to incur significant ex-
12 pense, such as through—

13 (A) the addition of an extra crewmember
14 in response to providing a break;

15 (B) removal or retrofitting of seats on the
16 aircraft; or

17 (C) modification or retrofitting of an air-
18 craft.

19 (b) DEFINITIONS.—In this section:

20 (1) CREWMEMBER.—The term “crewmember”
21 has the meaning given such term in section 1.1 of
22 title 14, Code of Federal Regulations.

23 (2) CRITICAL PHASES OF FLIGHT.—The term
24 “critical phases of flight” has the meaning given

1 such term in section 121.542 of title 14, Code of
2 Federal Regulations.

3 (3) PART 121.—The term “part 121” means
4 part 121 of title 14, Code of Federal Regulations.

5 (c) AVIATION SAFETY.—Nothing in this section shall
6 limit the authority of the Administrator relating to avia-
7 tion safety under subtitle VII of title 49, United States
8 Code.

9 **SEC. 422. GAO STUDY AND REPORT ON EXTENT AND EF-**
10 **FECTS OF COMMERCIAL AVIATION PILOT**
11 **SHORTAGE ON REGIONAL/COMMUTER CAR-**
12 **RIERS.**

13 (a) STUDY.—The Comptroller General shall conduct
14 a study to identify the extent and effects of the commercial
15 aviation pilot shortage on regional/commuter carriers (as
16 such term is defined in section 41719(d) of title 49,
17 United States Code).

18 (b) REPORT.—Not later than 12 months after the
19 date of enactment of this Act, the Comptroller General
20 shall submit to the appropriate committees of Congress
21 a report containing the results of the study conducted
22 under subsection (a), including recommendations for such
23 legislation and administrative action as the Comptroller
24 General determines appropriate.

1 **SEC. 423. REPORT ON IMPLEMENTATION OF RECOMMENDA-**
2 **TIONS OF FEDERAL AVIATION ADMINISTRA-**
3 **TION YOUTH ACCESS TO AMERICAN JOBS IN**
4 **AVIATION TASK FORCE.**

5 Not later than 2 years after the date of enactment
6 of this Act, the Secretary, acting through the Adminis-
7 trator, shall submit to the appropriate committees of Con-
8 gress a report on the implementation of the following rec-
9 ommendations of the Youth Access to American Jobs in
10 Aviation Task Force of the FAA established under section
11 602 of the FAA Reauthorization Act of 2018 (Public Law
12 115–254):

13 (1) Improve information access about careers in
14 aviation and aerospace.

15 (2) Collaboration across regions of the FAA on
16 outreach and workforce development programs.

17 (3) Increase opportunities for mentoring, pre-
18 apprenticeships, and apprenticeships in aviation.

19 **SEC. 424. SENSE OF CONGRESS ON IMPROVING UNMANNED**
20 **AIRCRAFT SYSTEM STAFFING AT FAA.**

21 It is the sense of Congress that the Administrator
22 should leverage the Unmanned Aircraft System Collegiate
23 Training Initiative to address any staffing challenges and
24 skills gaps within the FAA to support efforts to facilitate
25 the safe integration of unmanned aircraft systems and

1 other new airspace entrants into the national airspace sys-
2 tem.

3 **SEC. 425. JOINT AVIATION EMPLOYMENT TRAINING WORK-**
4 **ING GROUP.**

5 (a) ESTABLISHMENT.—Not later than 120 days after
6 the date of enactment of this Act, the Secretary shall es-
7 tablish an interagency working group (in this section re-
8 ferred to as the “working group”) to advise the Secretary
9 and the Secretary of Defense on matters and policies re-
10 lated to increasing awareness of the eligibility, training,
11 and experience requirements needed to become an FAA-
12 certified or a military-covered aviation professional in
13 order to improve career transitions between the military
14 and civilian workforces.

15 (b) MEMBERSHIP.—

16 (1) IN GENERAL.—The working group shall
17 consist of—

18 (A) 2 co-chairs described in paragraph (2);

19 (B) not less than 6 representatives of the
20 FAA, to be appointed by the co-chair described
21 in paragraph (2)(A); and

22 (C) not less than 1 representative of each
23 component of the armed forces (as such term is
24 defined in section 101 of title 10, United States

1 Code), to be appointed by the co-chair described
2 in paragraph (2)(B).

3 (2) CO-CHAIRS.—The working group shall be
4 co-chaired by—

5 (A) a representative of the Department of
6 Transportation, to be appointed by the Sec-
7 retary; and

8 (B) a representative of the Department of
9 Defense, to be appointed by the Secretary of
10 Defense.

11 (c) ACTIVITIES.—The working group shall—

12 (1) evaluate and compare all eligibility, train-
13 ing, and experience requirements for individuals in-
14 terested in becoming FAA-certified, or serving in the
15 armed forces, as covered aviation professionals, in-
16 cluding agency policies, guidance, and orders affect-
17 ing covered aviation professionals;

18 (2) identify challenges that inhibit recruitment,
19 training, and retention within the respective
20 workforces of such professionals;

21 (3) assess methods to improve outreach, en-
22 gagement, and awareness of eligibility, training, and
23 experience requirements needed to enter careers of
24 covered aviation professionals;

1 (4) consult with representatives from nonprofit
2 organizations supporting veterans and representa-
3 tives from aviation industry organizations rep-
4 resenting covered aviation professionals in the devel-
5 opment of recommendations required pursuant to
6 subsection (d)(2)(B); and

7 (5) identify opportunities for increased inter-
8 agency information sharing across workforces on
9 matters related to certification pathways, including
10 knowledge testing, affecting covered aviation profes-
11 sionals.

12 (d) INITIAL REPORT TO CONGRESS.—

13 (1) IN GENERAL.—Not later than 1 year after
14 the date on which the Secretary establishes the
15 working group, the working group shall submit to
16 the covered committees of Congress an initial report
17 on the activities of the working group.

18 (2) CONTENTS.—The report required under
19 paragraph (1) shall include—

20 (A) a detailed description of the findings of
21 the working group pursuant to the activities re-
22 quired under subsection (c), including feedback
23 offered by representatives described in sub-
24 section (c)(4); and

1 (B) recommendations for regulatory, pol-
2 icy, or legislative action to improve awareness
3 of the eligibility, training, and experience re-
4 quirements needed to become FAA-certified or
5 military-covered aviation professionals across
6 the civilian and military workforces.

7 (e) ANNUAL REPORTING.—Not later than 1 year
8 after the date on which the working group submits the
9 initial report under subsection (d), and annually there-
10 after, the working group shall submit to the covered com-
11 mittees of Congress a report—

12 (1) describing the continued activities of the
13 working group;

14 (2) describing any progress made by the Sec-
15 retary or Secretary of Defense in implementing the
16 recommendations described in subsection (d)(2)(B);
17 and

18 (3) containing any other recommendations the
19 working group may have with respect to efforts to
20 improve the employment and training of covered
21 aviation professionals in the civilian and military
22 workforces.

23 (f) SUNSET.—The working group shall terminate on
24 the date that is 4 years after the date on which the work-

1 ing group submits the initial report to Congress pursuant
2 to subsection (d).

3 (g) DEFINITIONS.—In this section:

4 (1) COVERED COMMITTEES OF CONGRESS.—

5 The term “covered committees of Congress”
6 means—

7 (A) the Committee on Armed Services of
8 the House of Representatives;

9 (B) the Committee on Armed Services of
10 the Senate;

11 (C) the Committee on Transportation and
12 Infrastructure of the House of Representatives;
13 and

14 (D) the Committee on Commerce, Science,
15 and Transportation of the Senate.

16 (2) COVERED AVIATION PROFESSIONAL.—The
17 term “covered aviation professional” means—

18 (A) an airman;

19 (B) an aircraft maintenance and repair
20 technician;

21 (C) an air traffic controller; and

22 (D) any other aviation-related professional
23 that has comparable tasks and duties across the
24 civilian and military workforces, as determined
25 jointly by the co-chairs of the working group.

1 **SEC. 426. MILITARY AVIATION MAINTENANCE TECHNI-**
2 **CIANS RULE.**

3 (a) STREAMLINED CERTIFICATION FOR ELIGIBLE
4 MILITARY MAINTENANCE TECHNICIANS.—

5 (1) RULEMAKING.—Not later than 18 months
6 after the date of enactment of this Act, the Adminis-
7 trator shall issue a notice of proposed rulemaking to
8 revise part 65 of title 14, Code of Federal Regula-
9 tions, to—

10 (A) create a military mechanic written
11 competency test that addresses gaps between
12 military and civilian experience; and

13 (B) develop, as necessary, a relevant Air-
14 man Certification Standard to qualify eligible
15 military maintenance technicians for a civilian
16 mechanic certificate with airframe or power-
17 plant ratings.

18 (2) CONSIDERATION.—In carrying out para-
19 graph (1), the Administrator shall evaluate and con-
20 sider—

21 (A) whether to allow a certificate of eligi-
22 bility from the Joint Services Aviation Mainte-
23 nance Technician Certification Council (in this
24 section referred to as the “JSAMTCC”) evi-
25 dencing completion of a training curriculum for
26 any rating sought to serve as a substitute to

1 fulfill the requirement under such part 65 for
2 oral and practical tests administered by a des-
3 igned mechanic examiner for eligible military
4 maintenance technicians;

5 (B) aeronautical knowledge subject areas
6 contained in the Aviation Mechanic General,
7 Airframe, and Powerplant Airman Certification
8 Standards as described in section 65.75 of title
9 14, Code of Federal Regulations, as appro-
10 priate, to the rating sought; and

11 (C) any applicable recommendations by the
12 Aviation Rulemaking Advisory Committee Air-
13 man Certification System Working Group.

14 (b) EXPANSION OF TESTING LOCATIONS.—Not later
15 than 1 year after the date of enactment of this Act, the
16 Administrator, in consultation with the Secretary of De-
17 fense and the Secretary of Homeland Security, shall deter-
18 mine—

19 (1) whether an expansion of the number of ac-
20 tive testing locations operated within military instal-
21 lation testing centers would increase access to test-
22 ing; and

23 (2) how to implement such expansion, if appro-
24 priate.

1 (c) OUTREACH AND AWARENESS.—Not later than 1
2 year after the date of enactment of this Act, the Adminis-
3 trator, in coordination with the Secretary of Defense, the
4 Secretary of Veterans Affairs, and the Secretary of Home-
5 land Security, shall develop a plan to increase outreach
6 and awareness regarding services made available by the
7 JSAMTCC and how such services can assist in facilitating
8 the transition between military and civilian aviation main-
9 tenance careers.

10 (d) BRIEFINGS.—

11 (1) INITIAL BRIEFING.—Not later than 180
12 days after the date on which the Administrator de-
13 velops the outreach and awareness plan pursuant to
14 subsection (c), the Administrator shall provide to the
15 Committee on Commerce, Science, and Transpor-
16 tation and the Committee on Veterans' Affairs of
17 the Senate and the Committee on Transportation
18 and Infrastructure and the Committee on Veterans'
19 Affairs of the House of Representatives a briefing on
20 the activities planned to implement the outreach and
21 awareness plan.

22 (2) PERIODIC BRIEFING.—Not later than 2
23 years after the date of enactment of this Act, and
24 2 years thereafter, the Administrator shall provide
25 to the Committee on Commerce, Science, and Trans-

1 portation and the Committee on Veterans' Affairs of
2 the Senate and the Committee on Transportation
3 and Infrastructure and the Committee on Veterans'
4 Affairs of the House of Representatives a briefing on
5 any rulemaking activities carried out pursuant to
6 subsection (a), including a timeline for the issuance
7 of a final rule.

8 (e) ELIGIBLE MILITARY MAINTENANCE TECHNICIAN
9 DEFINED.—For purposes of this section, the term “eligi-
10 ble military maintenance technician” means an individual
11 who—

12 (1) has been a maintenance technician during
13 service in the armed forces who was honorably dis-
14 charged or has retired from the armed forces (as de-
15 fined in section 101 of title 10, United States Code);

16 (2) presents an official record of service in the
17 armed forces confirming that the individual has been
18 a military aviation maintenance technician, holding
19 an appropriate Military Occupational Specialty
20 Code, as determined by the Administrator, in coordi-
21 nation with the Secretary of Defense; and

22 (3) presents documentary evidence of experience
23 in accordance with the requirements under section
24 65.77 of title 14, Code of Federal Regulations.

1 **SEC. 427. CREWMEMBER SELF-DEFENSE TRAINING.**

2 Section 44918 of title 49, United States Code, is
3 amended—

4 (1) in subsection (a) by—

5 (A) in paragraph (1) by inserting “and un-
6 ruly passenger behavior” before the period at
7 the end;

8 (B) in paragraph (2)—

9 (i) by striking subparagraph (A) and
10 inserting the following:

11 “(A) Recognize suspicious behavior and ac-
12 tivities and determine the seriousness of any oc-
13 currence of such behavior and activities.”;

14 (ii) by striking subparagraph (H) and
15 inserting the following:

16 “(H) De-escalation training based on rec-
17 ommendations issued by the Air Carrier Train-
18 ing Aviation Rulemaking Committee.”;

19 (iii) by redesignating subparagraphs
20 (I) and (J) as subparagraphs (J) and (K),
21 respectively; and

22 (iv) by inserting after subparagraph
23 (H) the following:

24 “(I) Methods to subdue and restrain an ac-
25 tive attacker.”;

1 (C) by striking paragraph (4) and insert-
2 ing the following:

3 “(4) MINIMUM STANDARDS.—Not later than
4 180 days after the date of enactment of the FAA
5 Reauthorization Act of 2024, the Administrator of
6 the Transportation Security Administration, in con-
7 sultation with the Federal Air Marshal Service and
8 the Aviation Security Advisory Committee, shall es-
9 tablish minimum standards for—

10 “(A) the training provided under this sub-
11 section and any for recurrent training; and

12 “(B) the individuals or entities providing
13 such training.”; and

14 (D) in paragraph (6)—

15 (i) in the first sentence—

16 (I) by inserting “and the Federal
17 Air Marshal Service” after “consulta-
18 tion with the Administrator”;

19 (II) by striking “and periodically
20 shall” and inserting “and shall peri-
21 odically”; and

22 (III) by inserting “based on
23 changes in the potential or actual
24 threat conditions” before the period at
25 the end; and

1 (ii) in the third sentence by inserting
2 “, including self-defense training expertise
3 and experience” before the period at the
4 end; and

5 (2) in subsection (b)—

6 (A) in paragraph (4) by striking “Neither”
7 and inserting “Except as provided in paragraph
8 (8), neither”; and

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

10 “(8) AIR CARRIER ACCOMMODATION.—An air
11 carrier with a crew member participating in the
12 training program under this subsection shall provide
13 a process through which each such crew member
14 may obtain reasonable accommodations.”.

15 **SEC. 428. DIRECT-HIRE AUTHORITY UTILIZATION.**

16 (a) IN GENERAL.—The Administrator shall utilize di-
17 rect hire authorities (as such authorities existed on the
18 day before the date of enactment of this Act) to hire indi-
19 viduals on a non-competitive basis for positions related to
20 aircraft certification and aviation safety. In utilizing such
21 authorities, the Administrator shall take into consider-
22 ation any staffing gaps in the safety workforce of the
23 FAA, including in positions supporting the safe integra-
24 tion of unmanned aircraft systems and other new airspace
25 entrants.

1 (b) CONGRESSIONAL BRIEFING.—Not later than 180
2 days after the date of enactment of this Act, and annually
3 thereafter through 2028, the Administrator shall brief the
4 appropriate committees of Congress on the—

5 (1) utilization of the Administrator’s direct-hire
6 authorities described in subsection (a);

7 (2) utilization of the Administrator’s direct-hire
8 authorities with respect to the Unmanned Aircraft
9 System Collegiate Training Initiative of the FAA;
10 and

11 (3) number of employees hired as a result of
12 the utilization of such authorities by the Adminis-
13 trator, the relevant lines of business or offices in
14 which such employees were hired, and the occupa-
15 tional series of the positions filled.

16 **SEC. 429. FAA WORKFORCE REVIEW AUDIT.**

17 (a) IN GENERAL.—Not later than 90 days after the
18 date of enactment of this Act, the inspector general of the
19 Department of Transportation shall initiate an audit of
20 any FAA workforce plans completed during the 5 fiscal
21 years preceding the fiscal year in which such audit is initi-
22 ated related to occupations the agency relies on to accom-
23 plish its aviation safety mission.

24 (b) CONTENTS.—In conducting the audit under sub-
25 section (a), the inspector general shall—

1 (1) identify whether any safety-critical positions
2 have not been reviewed within the period specified in
3 subsection (a);

4 (2) assess staffing levels and workforce reten-
5 tion trends relating to safety-critical occupations
6 within all offices of the FAA that support such serv-
7 ices;

8 (3) review FAA workforce gaps in safety-critical
9 and senior positions, including the average vacancy
10 period of such positions during the most recent fis-
11 cal year in the period specified in subsection (a);

12 (4) evaluate any applicable assessments of the
13 historic workload of safety-critical positions and
14 changes in workload demands over time;

15 (5) analyze any applicable assessments of crit-
16 ical competencies and skills gaps among safety-crit-
17 ical positions conducted by the FAA and any rel-
18 evant agency actions in response;

19 (6) review whether existing FAA workforce de-
20 velopment programs are producing intended results,
21 especially in rural communities, such as increased
22 recruitment and retention of agency personnel; and

23 (7) review opportunities (as such opportunities
24 exist on the date of enactment of this Act) for em-
25 ployees of the FAA to gain or enhance expertise,

1 knowledge, skills, and abilities through cooperative
2 training with appropriate aerospace companies and
3 organizations, including—

4 (A) assessing the appropriateness of exist-
5 ing cooperative training programs and any con-
6 flicts of interest or the appearance of such con-
7 flicts with FAA policies and obligations relating
8 to FAA employee interactions with aviation in-
9 dustry;

10 (B) identifying a means by which to lever-
11 age such programs to support credentialing and
12 recurrent training activities for FAA employees,
13 as appropriate;

14 (C) assessing the policies and procedures
15 the FAA has established to avoid both conflicts
16 of interest and the appearance of such conflicts
17 for employees participating in such opportuni-
18 ties, which may include requirements under—

19 (i) chapter 131 of title 5, United
20 States Code;

21 (ii) chapter 11 of title 18, United
22 States Code;

23 (iii) subchapter B of chapter XVI of
24 title 5, Code of Federal Regulations; and

1 (iv) sections 2635.101 and 2635.502
2 of title 5, Code of Federal Regulations;
3 and

4 (D) evaluating whether the conflict of in-
5 terest policies and procedures of the FAA for
6 such opportunities provide for the appropriate
7 means by which employees return to work at
8 the FAA after having engaged in such opportu-
9 nities.

10 (c) INSPECTOR GENERAL REPORT.—Not later than
11 1 year after the date of enactment of this Act, the inspec-
12 tor general shall submit to the Administrator and the ap-
13 propriate committees of Congress—

14 (1) a report on the results of the audit con-
15 ducted under subsection (a); and

16 (2) recommendations for such legislative and
17 administrative action as the inspector general deter-
18 mines appropriate.

19 **SEC. 430. STAFFING MODEL FOR AVIATION SAFETY INSPEC-**
20 **TORS.**

21 (a) IN GENERAL.—Not later than 2 years after the
22 date of enactment of this Act, the Administrator shall re-
23 view and, as necessary, revise the staffing model for avia-
24 tion safety inspectors.

25 (b) REQUIREMENTS.—

1 (1) CONSIDERATION OF PRIOR STUDIES AND
2 REPORTS.—In reviewing and revising the model, the
3 Administrator shall take into consideration the con-
4 tents and recommendations contained in the fol-
5 lowing:

6 (A) The 2006 report released by the Na-
7 tional Research Council titled “Staffing Stand-
8 ards for Aviation Safety Inspectors”.

9 (B) The 2007 study released by the Na-
10 tional Academy of Sciences titled “Staffing
11 Standards for Aviation Safety Inspectors”.

12 (C) The 2013 report released by Grant
13 Thornton LLP, titled “ASTARS Gap Analysis
14 Study: Comparison of the AVS Staffing Model
15 for Aviation Safety Inspectors to the National
16 Academy of Sciences’ Recommendations Final
17 Report”.

18 (D) The 2021 report released by the in-
19 spector general of the Department of Transpor-
20 tation titled “FAA Can Increase Its Inspector
21 Staffing Model’s Effectiveness by Implementing
22 System Improvements and Maximizing Its Ca-
23 pabilities”.

24 (E) The FAA Fiscal Year 2023 Aviation
25 Safety Workforce Plan conducted to satisfy the

1 requirements of section 104 of the Aircraft Cer-
2 tification, Safety, and Accountability Act, as en-
3 acted in the Consolidated Appropriations Act,
4 2021 (49 U.S.C. 44701 note).

5 (2) ASSESSMENTS.—In carrying out this sec-
6 tion, the Administrator shall assess the following:

7 (A) Projected staffing needs at the service
8 and office level.

9 (B) Forecasted attrition of the aviation
10 safety inspector workforce.

11 (C) Forecasted workload of aviation safety
12 inspectors, including responsibilities associated
13 with overseeing aviation manufacturers and new
14 airspace entrants.

15 (D) Means by which field managers use
16 the model to assess aviation safety inspector
17 staffing and provide feedback on resources
18 needed at the office level.

19 (E) Work performed by aviation safety in-
20 spectors in comparison to designees acting on
21 behalf of the Administrator.

22 (F) Any associated performance metrics to
23 inform periodic comparisons to actual aviation
24 safety inspector staffing level results.

1 (3) CONSULTATION.—In carrying out this sec-
2 tion, the Administrator shall consult with interested
3 persons, including the exclusive collective bargaining
4 representative for aviation safety inspectors certified
5 under section 7111 of title 5, United States Code.

6 **SEC. 431. SAFETY-CRITICAL STAFFING.**

7 (a) IMPLEMENTATION OF STAFFING STANDARDS FOR
8 SAFETY INSPECTORS.—Upon completion of the revised
9 staffing model for aviation safety inspectors under section
10 430, and validation of the model by the Administrator,
11 the Administrator shall take all appropriate actions in re-
12 sponse to the number of aviation safety inspectors, avia-
13 tion safety technicians, and operation support positions
14 that are identified in such model to meet the responsibil-
15 ities of the Flight Standards Service and Aircraft Certifi-
16 cation Service, including potentially increasing the number
17 of safety critical positions in the Flight Standards Service
18 and Aircraft Certification Service each fiscal year, as ap-
19 propriate, so long as such staffing increases are measured
20 relative to the number of individuals serving in safety-crit-
21 ical positions as of September 30, 2023.

22 (b) AVAILABILITY OF APPROPRIATIONS.—Any in-
23 crease in safety critical staffing pursuant to this sub-
24 section shall be subject to the availability of appropria-
25 tions.

1 (c) SAFETY-CRITICAL POSITIONS DEFINED.—In this
2 section, the term “safety-critical positions” means—

3 (1) aviation safety inspectors, aviation safety
4 specialists (1801 job series), aviation safety techni-
5 cians, and operations support positions in the Flight
6 Standards Service; and

7 (2) manufacturing safety inspectors, pilots, en-
8 gineers, Chief Scientist Technical Advisors, aviation
9 safety specialists (1801 job series), safety technical
10 specialists, and operational support positions in the
11 Aircraft Certification Service.

12 **SEC. 432. DETERRING CREWMEMBER INTERFERENCE.**

13 (a) TASK FORCE.—

14 (1) IN GENERAL.—Not later than 120 days
15 after the date of enactment of this Act, the Adminis-
16 trator shall convene a task force to develop voluntary
17 standards and best practices relating to suspected
18 violations of sections 46318, 46503, and 46504 of
19 title 49, United States Code, including—

20 (A) proper and consistent incident docu-
21 mentation and reporting techniques;

22 (B) best practices for flight crew and cabin
23 crew response, including de-escalation;

24 (C) improved coordination between stake-
25 holders, including flight crew and cabin crew,

1 airport staff, other Federal agencies as appro-
2 priate, and law enforcement; and

3 (D) appropriate enforcement actions.

4 (2) MEMBERSHIP.—The task force convened
5 under paragraph (1) shall be comprised of represent-
6 atives of—

7 (A) air carriers;

8 (B) airport sponsors and airport law en-
9 forcement agencies;

10 (C) other Federal agencies determined nec-
11 essary by the Administrator;

12 (D) labor organizations representing air
13 carrier pilots;

14 (E) labor organizations representing flight
15 attendants; and

16 (F) labor organizations representing
17 ticketing, check-in, or other customer service
18 representatives employed by air carriers.

19 (b) ANNOUNCEMENTS.—Not later than 90 days after
20 the date of enactment of this Act, the Administrator shall
21 initiate such actions as may be necessary to include in the
22 briefing of passengers before takeoff required under sec-
23 tion 121.571 of title 14, Code of Federal Regulations, a
24 statement informing passengers that it is against Federal

1 law to assault or threaten to assault any individual on an
2 aircraft or interfere with the duties of a crewmember.

3 (c) DEFINITIONS.—For purposes of this section, the
4 definitions in section 40102(a) of title 49, United States
5 Code, shall apply to terms in this section.

6 **SEC. 433. USE OF BIOGRAPHICAL ASSESSMENTS.**

7 Section 44506(f)(2)(A) of title 49, United States
8 Code, is amended by striking “paragraph (1)(B)(ii)” and
9 inserting “paragraph (1)(B)”.

10 **SEC. 434. EMPLOYEE ASSAULT PREVENTION AND RE-**
11 **SPONSE PLAN STANDARDS AND BEST PRAC-**
12 **TICES.**

13 (a) SENSE OF CONGRESS.—It is the sense of Con-
14 gress that—

15 (1) each air carrier operating under part 121 of
16 title 14, Code of Federal Regulations, shall submit
17 to the Administrator an Employee Assault Preven-
18 tion and Response Plan pursuant to section 551 of
19 the FAA Reauthorization Act of 2018 (49 U.S.C.
20 44903 note);

21 (2) each such air carrier should have in place
22 and deploy an Employee Assault Prevention and Re-
23 sponse Plan to facilitate appropriate protocols,
24 standards, and training to equip employees with best
25 practices and the experience necessary to respond ef-

1 fectively to hostile situations and disruptive behavior
2 and maintain a safe traveling experience; and

3 (3) any air carrier formed after the date of en-
4 actment of this Act should develop and implement
5 an Employee Assault Prevention and Response Plan.

6 (b) **REQUIRED BRIEFING.**—Section 551 of the FAA
7 Reauthorization Act of 2018 (49 U.S.C. 44903 note) is
8 amended by adding at the end the following:

9 “(f) **BRIEFING TO CONGRESS.**—Not later than 90
10 days after the date of enactment of this subsection, the
11 Administrator of the Federal Aviation Administration
12 shall provide to the appropriate committees of Congress
13 a briefing on the Employee Assault Prevention and Re-
14 sponse Plan submitted by each air carrier pursuant to this
15 section.”.

16 **SEC. 435. FORMAL POLICY ON SEXUAL ASSAULT AND HAR-**
17 **ASSMENT ON AIR CARRIERS.**

18 (a) **IN GENERAL.**—Not later than 180 days after the
19 date of enactment of this Act, passenger air carriers oper-
20 ating under part 121 of title 14, Code of Federal Regula-
21 tions, shall issue, in consultation with labor unions rep-
22 resenting personnel, a formal policy with respect to sexual
23 assault or harassment incidents.

24 (b) **CONTENTS.**—Each policy required under sub-
25 section (a) shall include—

1 (1) a statement indicating that no sexual as-
2 sault or harassment incident is acceptable under any
3 circumstance;

4 (2) procedures that facilitate the reporting of a
5 sexual assault or harassment incident, including—

6 (A) appropriate public outreach activities;

7 and

8 (B) confidential phone and internet-based
9 opportunities for reporting;

10 (3) procedures that personnel should follow
11 upon the reporting of a sexual assault or harassment
12 incident, including actions to protect affected indi-
13 viduals from continued sexual assault or harassment
14 and to notify law enforcement, including the Federal
15 Bureau of Investigation, when appropriate;

16 (4) procedures that may limit or prohibit, to the
17 extent practicable, future travel with the air carrier
18 by any passenger who commits a sexual assault or
19 harassment incident; and

20 (5) training that is required for all appropriate
21 personnel with respect to each such policy, including
22 specific training for personnel who may receive re-
23 ports of sexual assault or harassment incidents.

24 (c) PASSENGER INFORMATION.—An air carrier de-
25 scribed in subsection (a) shall display, on the website of

1 the air carrier and through the use of appropriate signage,
2 a written statement that informs passengers and per-
3 sonnel of the procedure for reporting a sexual assault or
4 harassment incident.

5 (d) STANDARD OF CARE.—Compliance with the re-
6 quirements of this section, and any policy issued there-
7 under, shall not determine whether the air carrier de-
8 scribed in subsection (a) has acted with any requisite
9 standard of care.

10 (e) RULES OF CONSTRUCTION.—

11 (1) EFFECT ON AUTHORITIES.—Nothing in this
12 section shall be construed as granting the Secretary
13 any additional authorities beyond ensuring that a
14 passenger air carrier operating under part 121 of
15 title 14, Code of Federal Regulations issues a formal
16 policy and displays required information in compli-
17 ance with this section.

18 (2) EFFECT ON OTHER LAWS.—Nothing in this
19 section shall be construed to alter existing authori-
20 ties of the Equal Employment Opportunity Commis-
21 sion, the Department of Labor, or the Department
22 of Justice to enforce applicable employment and sex-
23 ual assault and sexual harassment laws.

24 (f) DEFINITIONS.—In this section:

1 (1) PERSONNEL.—The term “personnel” means
2 an employee or contractor of passenger air carrier
3 operating under part 121 of title 14, Code of Fed-
4 eral Regulations.

5 (2) SEXUAL ASSAULT.—The term “sexual as-
6 sault” means the occurrence of an act that con-
7 stitutes any nonconsensual sexual act proscribed by
8 Federal, tribal, or State law, including when the vic-
9 tim lacks capacity to consent.

10 (3) SEXUAL ASSAULT OR HARASSMENT INCI-
11 DENT.—The term “sexual assault or harassment inci-
12 dent” means the occurrence, or reasonably sus-
13 pected occurrence, of an act that—

14 (A) constitutes sexual assault or sexual
15 harassment; and

16 (B) is committed—

17 (i) by a passenger or personnel
18 against another passenger or personnel;
19 and

20 (ii) within an aircraft or in an area in
21 which passengers are entering or exiting
22 an aircraft.

1 **SEC. 436. 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. 437. AIR TRAFFIC CONTROL WORKFORCE STAFFING.**

15 (a) MAXIMUM HIRING.—Subject to the availability of
16 appropriations, for each of fiscal years 2024 through
17 2028, the Administrator shall set as the minimum hiring
18 target for new air traffic controllers (excluding individuals
19 described in section 44506(f)(1)(A) of title 49, United
20 States Code) the maximum number of individuals able to
21 be trained at the Federal Aviation Administration Acad-
22 emy.

23 (b) TRANSPORTATION RESEARCH BOARD ASSESS-
24 MENT.—

25 (1) REVIEW.—Not later than 30 days after the
26 date of enactment of this Act, the Administrator

1 shall submit an attestation to the appropriate com-
2 mittees of Congress demonstrating an agreement en-
3 tered into with the with the National Academies
4 Transportation Research Board to—

5 (A) compare the Certified Professional
6 Controller (in this section referred to as
7 “CPC”) operational staffing models and meth-
8 odologies in determining the FAA Controller
9 Staffing Standard included in the 2023 Air
10 Traffic Controller Workforce Plan of the FAA,
11 with such models and methodologies developed
12 by the Collaborative Resource Workgroup of the
13 FAA (in this subsection referred to as
14 “CRWG”) to determine CPC operational staff-
15 ing targets necessary to meet facility oper-
16 ational, statutory, contractual and safety re-
17 quirements, including—

18 (i) the availability factor multiplier
19 and other formula components;

20 (ii) the independent facility staffing
21 targets of CPCs able to control traffic;

22 (iii) air traffic controller position utili-
23 zation;

1 (iv) attrition rates at each air traffic
2 control facility operated by the Administra-
3 tion; and

4 (v) the time needed to meet facility
5 operational, statutory, and contractual re-
6 quirements, including relevant resources to
7 develop, evaluate, and implement processes
8 and initiatives affecting the national air-
9 space system;

10 (B) examine the current and estimated
11 budgets of the FAA to implement the FAA
12 Controller Staffing Standard included in the
13 2023 Controller Workforce Plan in comparison
14 to the funding needed to implement the CRWG
15 CPC operational staffing targets;

16 (C) assess future needs of the air traffic
17 control system and potential impacts on staffing
18 standards, including projected air traffic in the
19 airspace of each air traffic control facility oper-
20 ated by the Administration; and

21 (D) determine which staffing models and
22 methodologies evaluated pursuant to this sub-
23 section best accounts for the operational staff-
24 ing needs of the air traffic control system and
25 provide a justification for such determination.

1 (2) REPORT.—Not later than 180 days after
2 the agreement entered into pursuant to paragraph
3 (b)(1), the Transportation Research Board of the
4 National Academies shall submit a report to the Ad-
5 ministrator and appropriate committees of Congress
6 on the findings and recommendations under this
7 subsection, including the determination pursuant to
8 subparagraph (D).

9 (3) CONSULTATION.—In conducting the assess-
10 ment under this subsection, the Transportation Re-
11 search Board shall consult with—

12 (A) the exclusive bargaining representa-
13 tives of air traffic control specialists of the Ad-
14 ministration certified under section 7111 of
15 title 5, United States Code;

16 (B) front line managers of the air traffic
17 control system;

18 (C) managers and employees responsible
19 for training air traffic controllers;

20 (D) the MITRE Corporation;

21 (E) the Chief Operating Officer of the Air
22 Traffic Organization of the FAA, and other
23 Federal Government representatives;

24 (F) users and operators in the air traffic
25 control system;

1 (G) relevant industry representatives; and
2 (H) other parties determined appropriate
3 by the Transportation Research Board of the
4 National Academies.

5 (c) REQUIRED IMPLEMENTATION OF IDENTIFIED
6 STAFFING MODEL.—

7 (1) USE OF STAFFING MODEL.—The Adminis-
8 trator shall, as appropriate, take such action that
9 may be necessary to implement and use the staffing
10 model identified by the Transportation Research
11 Board pursuant to subsection (b)(1)(D), including
12 any recommendations for improving such model, not
13 later than one year after enactment of this Act.

14 (2) BRIEFING.—Not later than 90 days after
15 taking such actions to implement and use the staff-
16 ing model identified by the Transportation Research
17 Board pursuant to subsection (b)(1)(D), the Admin-
18 istrator shall brief the appropriate committees of
19 Congress regarding the reasons for why any rec-
20 ommendation by the Transportation Research Board
21 study was not incorporated into the implemented
22 staffing model.

23 (d) REVISED STAFFING STANDARDS.—The Adminis-
24 tration shall revise the FAA CPC operational staffing

1 standards of the Administration implemented under sub-
2 section (c) to—

3 (1) provide that the controller and management
4 workforce is sufficiently staffed to safely and effi-
5 ciently manage and oversee the air traffic control
6 system;

7 (2) account for the target number of CPCs able
8 to control traffic at each independent facility; and

9 (3) avoid any required or requested reduction of
10 national airspace system capacity or aircraft oper-
11 ations as a result of inadequate air traffic control
12 system staffing.

13 (e) INTERIM ADOPTION OF COLLABORATIVE RE-
14 SOURCE WORKGROUP MODELS.—

15 (1) IN GENERAL.—In submitting a Controller
16 Workforce Plan of the FAA to Congress published
17 after the date of enactment of this Act, the Adminis-
18 trator shall adopt and use the staffing models and
19 methodologies developed by the Collaborative Re-
20 source Workgroup that were recommended in the
21 2023 Controller Workforce Plan.

22 (2) REVISIONS TO THE CONTROLLER WORK-
23 FORCE PLAN.—Section 44506(e) of title 49, United
24 States Code is amended—

1 (A) in paragraph (1) by striking “the num-
2 ber of air traffic controllers needed” and insert-
3 ing “the number of fully certified air traffic
4 controllers needed”;

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

7 (C) by inserting after paragraph (1) the
8 following:

9 “(2) for each air traffic control facility operated
10 by the Federal Aviation Administration—

11 “(A) the current certified professional con-
12 troller staffing levels;

13 “(B) the operational staffing targets for
14 certified professional controllers;

15 “(C) the anticipated certified professional
16 controller attrition for each of the next 3 years;
17 and

18 “(D) the number of certified professional
19 controller trainees;”.

20 (3) EFFECTIVE DATE.—The requirements of
21 paragraph (1) shall cease to be effective upon the
22 adoption and implementation of a revised staffing
23 model by the Administrator as required under sub-
24 section (c).

1 (f) CONTROLLER TRAINING.—In any Controller
2 Workforce Plan of the FAA published after the date of
3 enactment of this Act, the Administrator shall—

4 (1) identify all limiting factors on the ability of
5 the Administrator to hire and train controllers in
6 line with the staffing standards target set out in
7 such Plan; and

8 (2) describe what actions the Administrator in-
9 tends to take to rectify any impediments to meeting
10 staffing standards targets and identify contributing
11 factors that are outside the control of the Adminis-
12 trator.

13 **SEC. 438. AIRPORT SERVICE WORKFORCE ANALYSIS.**

14 (a) IN GENERAL.—Not later than 1 year after the
15 date of enactment of this Act, the Comptroller General
16 shall complete a comprehensive review of the domestic air-
17 port service workforce and examine the role of, impact on,
18 and importance of such workforce to the aviation economy.

19 (b) WORKING GROUP.—

20 (1) REPORT.—Upon completion of the review
21 required under subsection (a), the Comptroller Gen-
22 eral shall submit to the Secretary a report con-
23 taining such review.

1 (2) PUBLIC WORKING GROUP.—The Secretary
2 may convene a public working group to evaluate and
3 discuss the report under paragraph (1) containing—

4 (A) the entities the Comptroller General
5 consulted with in carrying out the review under
6 subsection (a);

7 (B) representatives of other relevant Fed-
8 eral agencies; and

9 (C) any other appropriate stakeholder.

10 (3) TERMINATION.—If the Secretary convenes a
11 working group under paragraph (2), such working
12 group shall terminate on the date that is 1 year
13 after the date on which the working group is con-
14 vened.

15 **SEC. 439. FEDERAL AVIATION ADMINISTRATION ACADEMY**
16 **AND FACILITY EXPANSION PLAN.**

17 (a) PLAN.—

18 (1) IN GENERAL.—No later than 90 days after
19 the date of enactment of this Act, the Administrator
20 shall initiate the development of a plan to expand
21 overall FAA capacity relating to facilities, instruc-
22 tion, equipment, and training resources to grow the
23 number of developmental air traffic controllers en-
24 rolled per fiscal year and support increases in FAA

1 air controller staffing to advance the safety of the
2 national airspace system.

3 (2) CONSIDERATIONS.—In developing the plan
4 under paragraph (1), the Administrator shall con-
5 sider—

6 (A) the resources needed to support an in-
7 crease in the total number of developmental air
8 traffic controllers enrolled at the FAA Acad-
9 emy;

10 (B) the resources needed to lessen FAA
11 Academy attrition per fiscal year;

12 (C) how to modernize the education and
13 training of developmental air traffic controllers,
14 including through the use of new techniques
15 and technologies to support instruction;

16 (D) the equipment needed to support ex-
17 panded instruction, including air traffic control
18 simulation systems, virtual reality, and other
19 virtual training platforms;

20 (E) projected staffing needs associated
21 with FAA Academy expansion and the oper-
22 ation of education platforms, including the
23 number of on-the-job instructors needed to edu-
24 cate and train additional developmental air traf-
25 fic controllers;

1 (F) the costs of expanding FAA capacity
2 at the existing air traffic control academy (as
3 described in paragraph (1)(A));

4 (G) soliciting input from, and coordinating
5 with, relevant stakeholders as appropriate, in-
6 cluding the exclusive bargaining representative
7 of air traffic control specialists of the FAA cer-
8 tified under section 7111 of title 5, United
9 States Code; and

10 (H) other logistical and financial consider-
11 ations as determined appropriate by the Admin-
12 istrator.

13 (b) REPORT.—Not later than 1 year after the date
14 of enactment of this Act, the Administrator shall submit
15 to the appropriate committees of Congress the plan devel-
16 oped under subsection (a).

17 (c) BRIEFING.—Not later than 180 days after the
18 submission of the plan under subsection (b), the Adminis-
19 trator shall brief the appropriate committees of Congress
20 on the plan, including the implementation of the plan.

21 **SEC. 440. IMPROVING FEDERAL AVIATION WORKFORCE DE-**
22 **VELOPMENT PROGRAMS.**

23 (a) IN GENERAL.—Section 625 of the FAA Reau-
24 thorization Act of 2018 (49 U.S.C. 40101 note) is amend-
25 ed to read as follows:

1 **“SEC. 625. AVIATION WORKFORCE DEVELOPMENT PRO-**
2 **GRAMS.**

3 “(a) IN GENERAL.—The Secretary of Transportation
4 shall establish—

5 “(1) a program to provide grants for eligible
6 projects to support the education and recruitment of
7 future aircraft pilots and the development of the air-
8 craft pilot workforce;

9 “(2) a program to provide grants for eligible
10 projects to support the education and recruitment of
11 aviation maintenance technical workers and the de-
12 velopment of the aviation maintenance workforce;
13 and

14 “(3) a program to provide grants for eligible
15 projects to support the education and recruitment of
16 aviation manufacturing technical workers and aero-
17 space engineers and the development of the aviation
18 manufacturing workforce.

19 “(b) PROJECT GRANTS.—

20 “(1) IN GENERAL.—Out of amounts made
21 available under section 48105 of title 49, United
22 States Code, there is authorized to be appro-
23 priated—

24 “(A) \$20,000,000 for each of fiscal years
25 2025 through 2028 to provide grants under the
26 program established under subsection (a)(1);

1 “(B) \$20,000,000 for each of fiscal years
2 2025 through 2028 to provide grants under the
3 program established under subsection (a)(2);
4 and

5 “(C) \$20,000,000 for each of fiscal years
6 2025 through 2028 to provide grants under the
7 program established under subsection (a)(3).

8 “(2) DOLLAR AMOUNT LIMIT.—In providing
9 grants under the programs established under sub-
10 section (a), the Secretary may not make any grant
11 more than \$1,000,000 to any eligible entity in any
12 1 fiscal year.

13 “(3) EDUCATION PROJECTS.—The Secretary
14 shall ensure that not less than 20 percent of the
15 amounts made available under this subsection is
16 used to carry out a grant program that shall be re-
17 ferred to as the ‘Willa Brown Aviation Education
18 Program’ under which the Secretary shall provide
19 grants for eligible projects described in subsection
20 (d) that are carried out in counties containing at
21 least 1 qualified opportunity zone (as such term is
22 defined in section 1400Z–1(a) of the Internal Rev-
23 enue Code of 1986).

24 “(4) SET ASIDE FOR TECHNICAL ASSIST-
25 ANCE.—The Secretary may set aside up to 2 percent

1 of the funds appropriated to carry out this sub-
2 section for each of fiscal years 2025 through 2028
3 to provide technical assistance to eligible applicants
4 for a grant under this subsection.

5 “(5) CONSIDERATION FOR CERTAIN APPLI-
6 CANTS.—In reviewing and selecting applications for
7 grants under the programs established under sub-
8 section (a), the Secretary may give consideration to
9 applicants that provide an assurance—

10 “(A) to use grant funds to encourage the
11 participation of populations that are underrep-
12 resented in the aviation industry, including in
13 economically disadvantaged geographic areas
14 and rural communities;

15 “(B) to address the workforce needs of
16 rural and regional airports; or

17 “(C) to strengthen aviation programs at a
18 minority-serving institution (as described in sec-
19 tion 371(a) of the Higher Education Act of
20 1965 (20 U.S.C. 1067q(a)), a public institution
21 of higher education, or a public postsecondary
22 vocational institution.

23 “(c) ELIGIBLE APPLICATIONS.—

24 “(1) APPLICATION FOR AIRCRAFT PILOT PRO-
25 GRAM.—An application for a grant under the pro-

1 gram established under subsection (a)(1) may be
2 submitted, in such form as the Secretary may speci-
3 fy, by—

4 “(A) an air carrier (as such term is de-
5 fined in section 40102 of title 49, United States
6 Code);

7 “(B) an entity that holds management
8 specifications under subpart K of title 91 of
9 title 14, Code of Federal Regulations;

10 “(C) an accredited institution of higher
11 education, a postsecondary vocational institu-
12 tion, or a high school or secondary school;

13 “(D) a flight school that provides flight
14 training, as such term is defined in part 61 of
15 title 14, Code of Federal Regulations, or that
16 holds a pilot school certificate under part 141
17 of title 14, Code of Federal Regulations;

18 “(E) a labor organization representing pro-
19 fessional aircraft pilots;

20 “(F) an aviation-related nonprofit organi-
21 zation described in section 501(c)(3) of the In-
22 ternal Revenue Code of 1986 that is exempt
23 from taxation under section 501(a) of such
24 Code; or

1 “(G) a State, local, territorial, or Tribal
2 governmental entity.

3 “(2) APPLICATION FOR AVIATION MAINTENANCE PROGRAM.—An application for a grant under
4 the program established under subsection (a)(2) may
5 be submitted, in such form as the Secretary may
6 specify, by—
7

8 “(A) a holder of a certificate issued under
9 part 21, 121, 135, 145, or 147 of title 14, Code
10 of Federal Regulations;

11 “(B) a labor organization representing
12 aviation maintenance workers;

13 “(C) an accredited institution of higher
14 education, a postsecondary vocational institu-
15 tion, or a high school or secondary school;

16 “(D) an aviation-related nonprofit organi-
17 zation described in section 501(c)(3) of the In-
18 ternal Revenue Code of 1986 that is exempt
19 from taxation under section 501(a) of such
20 Code; or

21 “(E) a State, local, territorial, or Tribal
22 governmental entity.

23 “(3) APPLICATION FOR AVIATION MANUFACTURING PROGRAM.—An application for a grant
24 under the program established under subsection
25

1 (a)(3) may be submitted, in such form as the Sec-
2 retary may specify, by—

3 “(A) a holder of a type or production cer-
4 tificate or similar authorization issued under
5 section 44704 of title 49, United States Code;

6 “(B) an accredited institution of higher
7 education, a postsecondary vocational institu-
8 tion, or a high school or secondary school;

9 “(C) an aviation-related nonprofit organi-
10 zation described in section 501(c)(3) of the In-
11 ternal Revenue Code of 1986 that is exempt
12 from taxation under section 501(a) of such
13 Code;

14 “(D) a labor organization representing
15 aerospace engineering, design, or manufac-
16 turing workers; or

17 “(E) a State, local, territorial, or Tribal
18 governmental entity.

19 “(d) ELIGIBLE PROJECTS.—

20 “(1) AIRCRAFT PILOT PROGRAM.—For purposes
21 of the program established under subsection (a)(1),
22 an eligible project is a project—

23 “(A) to create and deliver a program or
24 curriculum that provides high school or sec-
25 ondary school students and students of institu-

1 tions of higher education with meaningful avia-
2 tion education to become aircraft pilots or un-
3 manned aircraft systems operators, including
4 purchasing and operating a computer-based
5 simulator associated with such curriculum;

6 “(B) to establish or improve registered ap-
7 prenticeship, internship, or scholarship pro-
8 grams for individuals pursuing employment as
9 a professional aircraft pilot or unmanned air-
10 craft systems operator;

11 “(C) to create and deliver curriculum that
12 provides certified flight instructors with the
13 necessary instructional, leadership, and commu-
14 nication skills to better educate student pilots;

15 “(D) to support the transition to profes-
16 sional aircraft pilot or unmanned systems oper-
17 ator careers, including for members and vet-
18 erans of the armed forces;

19 “(E) to support robust outreach about ca-
20 reers in commercial aviation as a professional
21 aircraft pilot or unmanned system operator, in-
22 cluding outreach to populations that are under-
23 represented in the aviation industry; or

1 “(F) to otherwise enhance or expand the
2 aircraft pilot or unmanned aircraft system oper-
3 ator workforce.

4 “(2) AVIATION MAINTENANCE PROGRAM.—For
5 purposes of the program established under sub-
6 section (a)(2), an eligible project is a project—

7 “(A) to create and deliver a program or
8 curriculum that provides high school and sec-
9 ondary school students and students of institu-
10 tions of higher education with meaningful avia-
11 tion maintenance education to become an avia-
12 tion mechanic or aviation maintenance techni-
13 cian, including purchasing and operating equip-
14 ment associated with such curriculum;

15 “(B) to establish or improve registered ap-
16 prenticeship, internship, or scholarship pro-
17 grams for individuals pursuing employment in
18 the aviation maintenance industry;

19 “(C) to support the transition to aviation
20 maintenance careers, including for members
21 and veterans of the armed forces;

22 “(D) to support robust outreach about ca-
23 reers in the aviation maintenance industry, in-
24 cluding outreach to populations that are under-
25 represented in the aviation industry; or

1 “(E) to otherwise enhance or expand the
2 aviation maintenance technical workforce.

3 “(3) AVIATION MANUFACTURING PROGRAM.—
4 For purposes of the program established under sub-
5 section (a)(3), an eligible project is a project—

6 “(A) to create and deliver a program or
7 curriculum that provides high school and sec-
8 ondary school students and students of institu-
9 tions of higher education with meaningful avia-
10 tion manufacturing education to become an
11 aviation manufacturing technical worker or
12 aerospace engineer, including teaching technical
13 skills used in the engineering and production of
14 components, parts, or systems thereof for inclu-
15 sion in an aircraft, aircraft engine, propeller, or
16 appliance;

17 “(B) to establish registered apprenticeship,
18 internship, or scholarship programs for individ-
19 uals pursuing employment in the aviation man-
20 ufacturing industry;

21 “(C) to support the transition to aviation
22 manufacturing careers, including for members
23 and veterans of the armed forces;

24 “(D) to support robust outreach about ca-
25 reers in the aviation manufacturing industry,

1 including outreach to populations that are
2 underrepresented in the aviation industry; or

3 “(E) to otherwise enhance or expand the
4 aviation manufacturing workforce.

5 “(e) 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 subsection (a).

10 “(f) NOTICE OF GRANTS.—

11 “(1) TIMELY PUBLIC NOTICE.—The Secretary
12 shall provide public notice of any grant awarded
13 under this section in a timely fashion after the Sec-
14 retary awards such grant.

15 “(2) NOTICE TO CONGRESS.—The Secretary
16 shall provide to the appropriate Committees of Con-
17 gress advance notice of a grant to be made under
18 this section.

19 “(g) GRANT AUTHORITY.—

20 “(1) LIMIT ON FAA AUTHORITY.—The authority
21 of the Administrator of the Federal Aviation Admin-
22 istration, acting on behalf of the Secretary, to issue
23 grants under this section shall terminate on October
24 1, 2027.

1 “(2) NONDELEGATION.—Beginning on October
2 1, 2027, the Secretary shall issue grants under this
3 section and may not delegate any of the authorities
4 or responsibilities under this section to the Adminis-
5 trator.

6 “(h) PROGRAM NAME REDESIGNATION.—Beginning
7 on October 1, 2027, the Secretary shall redesignate the
8 name of the program established under subsection (a) as
9 the ‘Cooperative Aviation Recruitment, Enrichment, and
10 Employment Readiness Program’ or the ‘CAREER Pro-
11 gram’.

12 “(i) CONSULTATION WITH SECRETARY OF EDU-
13 CATION.—The Secretary may consult with the Secretary
14 of Education, as appropriate, in—

15 “(1) reviewing applications for grants for eligi-
16 ble projects under this section; and

17 “(2) developing considerations regarding pro-
18 gram quality and measurement of student outcomes.

19 “(j) REPORT.—Not later than September 30, 2028,
20 the Secretary shall submit to the appropriate committees
21 of Congress a report on the administration of the pro-
22 grams established under subsection (a) covering each of
23 fiscal years 2025 through 2028 that includes—

1 “(1) a summary of projects awarded grants
2 under this section and the progress of each recipient
3 towards fulfilling program expectations;

4 “(2) an evaluation of how such projects cumula-
5 tively impact the future supply of individuals in the
6 United States aviation workforce, including any re-
7 lated best practices for carrying out such projects;

8 “(3) recommendations for better coordinating
9 actions by governmental entities, educational institu-
10 tions, and businesses, aviation labor organizations,
11 or other stakeholders to support aviation workforce
12 growth;

13 “(4) a review of how many grant recipients en-
14 gaged with veterans and the resulting impact, if ap-
15 plicable, on recruiting and retaining veterans as part
16 of the aviation workforce; and

17 “(5) a review of outreach conducted by grant
18 recipients to encourage individuals to participate in
19 aviation careers and the resulting impact, if applica-
20 ble, on recruiting and retaining such individuals as
21 part of the aviation workforce.

22 “(k) PROGRAM AUTHORITY SUNSET.—The authority
23 of the Secretary to issue grants under this section shall
24 expire on October 1, 2028.

25 “(l) DEFINITIONS.—In this section:

1 “(1) ARMED FORCES.—The term ‘armed forces’
2 has the meaning given such term in section 101 of
3 title 10, United States Code.

4 “(2) HIGH SCHOOL.—The term ‘high school’
5 has the meaning given such term in section 8101 of
6 the Elementary and Secondary Education Act of
7 1965 (20 U.S.C. 7801)).

8 “(3) INSTITUTION OF HIGHER EDUCATION.—
9 The term ‘institution of higher education’ has the
10 meaning given such term in section 101(a) of the
11 Higher Education Act of 1965 (20 U.S.C. 1001(a)).

12 “(4) POSTSECONDARY VOCATIONAL INSTITU-
13 TION.—The term ‘postsecondary vocational institu-
14 tion’ has the meaning given such term in section
15 102(c) of the Higher Education Act of 1965 (20
16 U.S.C. 1002(c)).

17 “(5) SECONDARY SCHOOL.—The term ‘sec-
18 ondary school’ has the meaning given such term in
19 section 8101 of the Elementary and Secondary Edu-
20 cation Act of 1965 (20 U.S.C. 7801)).”.

21 (b) EFFECTIVE DATE.—The amendment made by
22 subsection (a) shall take effect on October 1, 2024.

1 **SEC. 441. NATIONAL STRATEGIC PLAN FOR AVIATION**
2 **WORKFORCE DEVELOPMENT.**

3 (a) IN GENERAL.—Chapter 401 of title 49, United
4 States Code, is further amended by adding at the end the
5 following:

6 **“§ 40132. National strategic plan for aviation work-**
7 **force development**

8 “(a) IN GENERAL.—Not later than September 30,
9 2025, the Secretary of Transportation shall, in consulta-
10 tion with other Federal agencies and the Cooperative Avia-
11 tion Recruitment, Enrichment, and Employment Readiness
12 Council (in this section referred to as the ‘CAREER
13 Council’) established in subsection (c), establish and main-
14 tain a national strategic plan to improve recruitment, hir-
15 ing, and retention and address projected challenges in the
16 civil aviation workforce, including—

17 “(1) any short-term, medium-term, and long-
18 term workforce challenges relevant to the economy,
19 workforce readiness, and priorities of the United
20 States aviation sector;

21 “(2) any existing or projected workforce short-
22 ages; and

23 “(3) any workforce situation or condition that
24 warrants special attention by the Federal Govern-
25 ment.

1 “(b) REQUIREMENTS.—The national strategic plan
2 described in subsection (a) shall—

3 “(1) take into account the activities and accom-
4 plishments of all Federal agencies that are related to
5 carrying out such plan;

6 “(2) include recommendations for carrying out
7 such plan; and

8 “(3) project and identify, on an annual basis,
9 aviation workforce challenges, including any applica-
10 ble workforce shortages.

11 “(c) CAREER COUNCIL.—

12 “(1) ESTABLISHMENT.—Not later than Sep-
13 tember 30, 2025, the Secretary, in consultation with
14 the Administrator, shall establish a council com-
15 prised of individuals with expertise in the civil avia-
16 tion industry to—

17 “(A) assist with developing and maintain-
18 ing the national strategic plan described in sub-
19 section (a); and

20 “(B) provide advice to the Secretary, as
21 appropriate, relating to the CAREER Program
22 established under section 625 of the FAA Re-
23 authorization Act of 2018, including as such
24 advice relates to program administration and
25 grant application selection, and support the de-

1 velopment of performance metrics regarding the
2 quality and outcomes of the Program.

3 “(2) APPOINTMENT.—The CAREER Council
4 shall be appointed by the Secretary from candidates
5 nominated by national associations representing var-
6 ious sectors of the aviation industry, including—

7 “(A) commercial aviation;

8 “(B) general aviation;

9 “(C) aviation labor organizations, including
10 collective bargaining representatives of Federal
11 Aviation Administration aviation safety inspec-
12 tors, aviation safety engineers, and air traffic
13 controllers;

14 “(D) aviation maintenance, repair, and
15 overhaul;

16 “(E) aviation manufacturers; and

17 “(F) unmanned aviation.

18 “(3) TERM.—Each council member appointed
19 by the Secretary under paragraph (2) shall serve a
20 term of 2 years.

21 “(d) NONDELEGATION.—The Secretary may not del-
22 egate any of the authorities or responsibilities under this
23 section to the Administrator of the Federal Aviation Ad-
24 ministration.”.

1 (b) CLERICAL AMENDMENT.—The analysis for chap-
 2 ter 401 of title 49, United States Code, is further amend-
 3 ed by adding at the end the following:

“40132. National strategic plan for aviation workforce development.”.

4 **TITLE V—PASSENGER**
 5 **EXPERIENCE IMPROVEMENTS**
 6 **Subtitle A—Consumer**
 7 **Enhancements**

8 **SEC. 501. ESTABLISHMENT OF OFFICE OF AVIATION CON-**
 9 **SUMER PROTECTION.**

10 Section 102 of title 49, United States Code, is
 11 amended—

12 (1) in subsection (e)(1)—

13 (A) in the matter preceding subparagraph
 14 (A) by striking “7” and inserting “8”; and

15 (B) in subparagraph (A) by striking “and
 16 an Assistant Secretary for Transportation Pol-
 17 icy” and inserting “an Assistant Secretary for
 18 Transportation Policy, and an Assistant Sec-
 19 retary for Aviation Consumer Protection”; and

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

21 “(j) OFFICE OF AVIATION CONSUMER PROTEC-
 22 TION.—

23 “(1) ESTABLISHMENT.—There is established in
 24 the Department an Office of Aviation Consumer
 25 Protection (in this subsection referred to as the ‘Of-

1 fice’) to administer and enforce the aviation con-
2 sumer protection and civil rights authorities pro-
3 vided to the Department by statute, including the
4 authorities under section 41712—

5 “(A) to assist, educate, and protect pas-
6 sengers; and

7 “(B) to monitor compliance with, conduct
8 investigations relating to, and enforce, with
9 support of attorneys in the Office of the Gen-
10 eral Counsel, including by taking appropriate
11 action to address violations of aviation con-
12 sumer protection and civil rights.

13 “(2) LEADERSHIP.—The Office shall be headed
14 by the Assistant Secretary for Aviation Consumer
15 Protection (in this subsection referred to as the ‘As-
16 sistant Secretary’).

17 “(3) TRANSITION.—Not later than 180 days
18 after funding is appropriated for an Office of Avia-
19 tion Consumer Protection headed by an Assistant
20 Secretary, the Office of Aviation Consumer Protec-
21 tion that is a unit within the Office of the General
22 Counsel of the Department which is headed by the
23 Assistant General Counsel for Aviation Consumer
24 Protection shall cease to exist. The Secretary shall
25 determine which employees are necessary to fulfill

1 the responsibilities of the new Office of Aviation
2 Consumer Protection and such employees shall be
3 transferred from the Office of the General Counsel,
4 as appropriate, to the newly established Office of
5 Aviation Consumer Protection.

6 “(4) COORDINATION.—The Assistant Secretary
7 shall coordinate with the General Counsel appointed
8 under subsection (e)(1)(E), in accordance with sec-
9 tion 1.26 of title 49, Code of Federal Regulations
10 (or a successor regulation), on all legal matters re-
11 lating to—

12 “(A) aviation consumer protection; and

13 “(B) the duties and activities of the Office
14 described in subparagraphs (A) through (C) of
15 paragraph (1).

16 “(5) ANNUAL REPORT.—The Assistant Sec-
17 retary shall submit to the Secretary, who shall sub-
18 mit to Congress and make publicly available on the
19 website of the Department, an annual report that,
20 with respect to matters under the jurisdiction of the
21 Department, or otherwise within the statutory au-
22 thority of the Department—

23 “(A) analyzes trends in aviation consumer
24 protection, civil rights, and licensing;

1 “(B) identifies major challenges facing
2 passengers; and

3 “(C) addresses any other relevant issues,
4 as the Assistant Secretary determines to be ap-
5 propriate.

6 “(6) FUNDING.—There is authorized to be ap-
7 propriated \$12,000,000 for fiscal year 2024,
8 \$13,000,000 for fiscal year 2025, \$14,000,000 for
9 fiscal year 2026, \$15,000,000 for fiscal year 2027,
10 and \$16,000,000 for fiscal year 2028 to carry out
11 this subsection.”.

12 **SEC. 502. ADDITIONAL WITHIN AND BEYOND PERIMETER**
13 **SLOT EXEMPTIONS AT RONALD REAGAN**
14 **WASHINGTON NATIONAL AIRPORT.**

15 (a) INCREASE IN NUMBER OF SLOT EXEMPTIONS.—
16 Section 41718 of title 49, United States Code, is amended
17 by adding at the end the following new subsection:

18 “(i) ADDITIONAL SLOT EXEMPTIONS.—

19 “(1) INCREASE IN SLOT EXEMPTIONS.—Not
20 later than 60 days after the date of enactment of
21 the FAA Reauthorization Act of 2024, the Secretary
22 shall grant, by order, 10 exemptions from—

23 “(A) the application of sections
24 49104(a)(5), 49109, and 41714 to air carriers
25 to operate limited frequencies and aircraft on

1 routes between Ronald Reagan Washington Na-
2 tional Airport and domestic airports located
3 within or beyond the perimeter described in sec-
4 tion 49109; and

5 “(B) the requirements of subparts K, S,
6 and T of part 93 of title 14, Code of Federal
7 Regulations.

8 “(2) NON-LIMITED INCUMBENTS.—Of the slot
9 exemptions made available under paragraph (1), the
10 Secretary shall make 8 available to incumbent air
11 carriers qualifying for status as a non-limited incum-
12 bent carrier at Ronald Reagan Washington National
13 Airport as of the date of enactment of the FAA Re-
14 authorization Act of 2024.

15 “(3) LIMITED INCUMBENTS.—Of the slot ex-
16 emptions made available under paragraph (1), the
17 Secretary shall make 2 available to incumbent air
18 carriers qualifying for status as a limited incumbent
19 carrier at Ronald Reagan Washington National Air-
20 port as of the date of enactment of the FAA Reau-
21 thorization Act of 2024.

22 “(4) ALLOCATION PROCEDURES.—The Sec-
23 retary shall allocate the 10 slot exemptions provided
24 under paragraph (1) pursuant to the application

1 process established by the Secretary under sub-
2 section (d), subject to the following:

3 “(A) LIMITATIONS.—Each air carrier that
4 is eligible under paragraph (2) and paragraph
5 (3) shall be eligible to operate no more and no
6 less than 2 of the newly authorized slot exemp-
7 tions.

8 “(B) CRITERIA.—The Secretary shall con-
9 sider the extent to which the exemptions will—

10 “(i) enhance options for nonstop trav-
11 el to beyond-perimeter airports that do not
12 have nonstop service from Ronald Reagan
13 Washington National Airport as of the
14 date of enactment of the FAA Reauthor-
15 ization Act of 2024; or

16 “(ii) have a positive impact on the
17 overall level of competition in the markets
18 that will be served as a result of those ex-
19 emptions.

20 “(5) PROHIBITION.—

21 “(A) IN GENERAL.—The Metropolitan
22 Washington Airports Authority may not assess
23 any penalty or similar levy against an individual
24 air carrier solely for obtaining and operating a
25 slot exemption authorized under this subsection.

1 “(B) RULE OF CONSTRUCTION.—Subpara-
2 graph (A) shall not be construed as prohibiting
3 the Metropolitan Washington Airports Author-
4 ity from assessing and collecting any penalty,
5 fine, or other levy, such as a handling fee or
6 landing fee, that is—

7 “(i) authorized by the Metropolitan
8 Washington Airports Regulations;

9 “(ii) agreed to in writing by the air
10 carrier; or

11 “(iii) charged in the ordinary course
12 of business to an air carrier operating at
13 Ronald Reagan Washington National Air-
14 port regardless of whether or not the air
15 carrier obtained a slot exemption author-
16 ized under this subsection.”.

17 (b) CONFORMING AMENDMENTS.—Section
18 41718(c)(2)(A) of title 49, United States Code, is amend-
19 ed—

20 (1) in clause (i) by striking “and (b)” and in-
21 serting “, (b), and (i)”; and

22 (2) in clause (ii) by striking “and (g)” and in-
23 serting “(g), and (i)”.

24 (c) PRESERVATION OF EXISTING WITHIN PERIM-
25 ETER SERVICE.—Nothing in this section, or the amend-

1 ments made by this section, shall be construed as author-
2 izing the conversion of a within-perimeter exemption or
3 slot at Ronald Reagan Washington National Airport that
4 is in effect on the date of enactment of this Act to serve
5 an airport located beyond the perimeter described in sec-
6 tion 49109 of title 49, United States Code.

7 **SEC. 503. REFUNDS.**

8 (a) IN GENERAL.—Chapter 423 of title 49, United
9 States Code, is amended by inserting after section 42304
10 the following:

11 **“§ 42305. Refunds for cancelled or significantly de-**
12 **layed or changed flights**

13 “(a) IN GENERAL.—In the case of a passenger that
14 holds a nonrefundable ticket on a scheduled flight to,
15 from, or within the United States, an air carrier or a for-
16 eign air carrier shall, upon request of the passenger, pro-
17 vide a full refund, including any taxes and ancillary fees,
18 for the fare such carrier collected for any cancelled flight
19 or significantly delayed or changed flight where the pas-
20 senger chooses not to—

21 “(1) fly on the significantly delayed or changed
22 flight or accept rebooking on an alternative flight; or

23 “(2) accept any voucher, credit, or other form
24 of compensation offered by the air carrier or foreign
25 air carrier pursuant to subsection (c).

1 “(b) TIMING OF REFUND.—Any refund required
2 under subsection (a) shall be issued by the air carrier or
3 foreign air carrier—

4 “(1) in the case of a ticket purchased with a
5 credit card, not later than 7 business days after the
6 request for the refund; or

7 “(2) in the case of a ticket purchased with cash
8 or another form of payment, not later than 20 days
9 after the request for the refund.

10 “(c) ALTERNATIVE TO REFUND.—An air carrier and
11 a foreign air carrier may offer a voucher, credit, or other
12 form of compensation as an explicit alternative to pro-
13 viding a refund required by subsection (a) but only if—

14 “(1) the offer includes a clear and conspicuous
15 notice of—

16 “(A) the terms of the offer; and

17 “(B) the passenger’s right to a full refund
18 under this section;

19 “(2) the voucher, credit, or other form of com-
20 pensation offered explicitly as an alternative to pro-
21 viding a refund required by subsection (a) remains
22 valid and redeemable by the consumer for a period
23 of at least 5 years from the date on which such
24 voucher, credit, or other form of compensation is
25 issued;

1 “(3) upon the issuance of such voucher, credit,
2 or other form of compensation, an air carrier or
3 ticket agent, where applicable, notifies the recipient
4 of the expiration date of the voucher, credit, or other
5 form of compensation; and

6 “(4) upon request by an individual who self-
7 identifies as having a disability (as defined in section
8 382.3 of title 14, Code of Federal Regulations), an
9 air carrier or ticket agent provides a notification
10 under paragraph (3) in an electronic format that is
11 accessible to the recipient.

12 “(d) SIGNIFICANTLY DELAYED OR CHANGED
13 FLIGHT DEFINED.—In this section, the term ‘signifi-
14 cantly delayed or changed flight’ includes, at a minimum,
15 a flight where the passenger arrives at a destination air-
16 port—

17 “(1) in the case of a domestic flight, 3 or more
18 hours after the original scheduled arrival time; and

19 “(2) in the case of an international flight, 6 or
20 more hours after the original scheduled arrival time.

21 “(e) APPLICATION TO TICKET AGENTS.—

22 “(1) IN GENERAL.—Not later than 1 year after
23 the date of enactment of this section, the Secretary
24 shall issue a final rule to apply refund requirements

1 to ticket agents in the case of cancelled flights and
2 significantly delayed or changed flights.

3 “(2) TRANSFER OF FUNDS.—The Secretary
4 shall issue regulations requiring air carriers and for-
5 eign air carriers to promptly transfer funds to a
6 ticket agent if—

7 “(A) the Secretary has determined that the
8 ticket agent is responsible for providing the re-
9 fund; and

10 “(B) the ticket agent does not possess the
11 funds of the passenger.

12 “(3) TIMING AND ALTERNATIVES.—A refund
13 provided by a ticket agent shall comply with the re-
14 quirements in subsections (b) and (c) of this sec-
15 tion.”.

16 (b) CLERICAL AMENDMENT.—The analysis for chap-
17 ter 423 of title 49, United States Code, is amended by
18 inserting after the item relating to section 42304 the fol-
19 lowing:

“42305. Refunds for cancelled or significantly delayed or changed flights.”.

20 **SEC. 504. KNOW YOUR RIGHTS POSTERS.**

21 (a) IN GENERAL.—Chapter 423 of title 49, United
22 States Code, is further amended by inserting after section
23 42305 the following:

1 **“§ 42306. Know Your Rights posters**

2 “(a) IN GENERAL.—Each large hub airport, medium
3 hub airport, and small hub airport with scheduled pas-
4 senger service shall prominently display posters that clear-
5 ly and concisely outline the rights of airline passengers
6 under Federal law with respect to, at a minimum—

7 “(1) flight delays and cancellations;

8 “(2) refunds;

9 “(3) bumping of passengers from flights and
10 the oversale of flights; and

11 “(4) lost, delayed, or damaged baggage.

12 “(b) LOCATION.—Posters described in subsection (a)
13 shall be displayed in conspicuous locations throughout the
14 airport, including ticket counters, security checkpoints,
15 and boarding gates.

16 “(c) ACCESSIBILITY ASSISTANCE.—Each large hub
17 airport, medium hub airport, and small hub airport with
18 scheduled passenger service shall ensure that passengers
19 with a disability (as such term is defined in section 382.3
20 of title 14, Code of Federal Regulations) who identify
21 themselves as having such a disability are notified of the
22 availability of accessibility assistance and shall assist such
23 passengers in connecting to the appropriate entities to ob-
24 tain the same information required in this section that is
25 provided to other passengers.”.

1 (b) EXEMPTION.—Section 46301(a)(1)(A) of title 49,
2 United States Code, is further amended by striking “chap-
3 ter 423” and inserting “chapter 423 (except section
4 42306)”.

5 (c) CLERICAL AMENDMENT.—The analysis for chap-
6 ter 423 of title 49, United States Code, is further amend-
7 ed by inserting after the item relating to section 42305
8 the following:

“42306. Know Your Rights posters.”.

9 (d) EFFECTIVE DATE.—The amendments made by
10 this section shall take effect on the date that is 1 year
11 after the date of enactment of this Act.

12 **SEC. 505. ACCESS TO CUSTOMER SERVICE ASSISTANCE FOR**
13 **ALL TRAVELERS.**

14 (a) FINDINGS.—Congress finds the following:

15 (1) In the event of a cancelled or delayed flight,
16 it is important for customers to be able to easily ac-
17 cess information about the status of their flight and
18 any alternative flight options.

19 (2) Customers should be able to access real-
20 time assistance from customer service agents of air
21 carriers without an excessive wait time, particularly
22 during times of mass disruptions.

23 (b) TRANSPARENCY REQUIREMENTS.—

24 (1) REQUIREMENT TO MAINTAIN A LIVE CUS-
25 TOMER CHAT OR MONITORED TEXT MESSAGING

1 NUMBER.—Chapter 423 of title 49, United States
2 Code, is further amended by inserting after section
3 42306 the following:

4 **“§ 42307. Requirement to maintain a live customer**
5 **chat or monitored text messaging num-**
6 **ber**

7 “(a) REQUIREMENT.—

8 “(1) IN GENERAL.—A covered air carrier that
9 operates a domestic or international flight to, from,
10 or within the United States shall maintain—

11 “(A) a customer service telephone line
12 staffed by live agents;

13 “(B) a customer chat option that allows
14 for customers to speak to a live agent within a
15 reasonable time, to the greatest extent prac-
16 ticable; or

17 “(C) a monitored text messaging number
18 that enables customers to communicate and
19 speak with a live agent directly.

20 “(2) PROVISION OF SERVICES.—The services
21 required under paragraph (1) shall be provided to
22 customers without charge for the use of such serv-
23 ices, and shall be available at all times.

1 “(b) RULEMAKING AUTHORITY.—The Secretary shall
2 promulgate such rules as may be necessary to carry out
3 this section.

4 “(c) COVERED AIR CARRIER DEFINED.—In this sec-
5 tion, the term ‘covered air carrier’ means an air carrier
6 that sells tickets for scheduled passenger air transpor-
7 tation on an aircraft that, as originally designed, has a
8 passenger capacity of 30 or more seats.

9 “(d) EFFECTIVE DATE.—Beginning on the date that
10 is 120 days after the date of enactment of this section,
11 a covered air carrier shall comply with the requirement
12 specified in subsection (a) without regard to whether the
13 Secretary has promulgated any rules to carry out this sec-
14 tion as of the date that is 120 days after such date of
15 enactment.”.

16 (2) CLERICAL AMENDMENT.—The analysis for
17 chapter 423 of title 49, United States Code, is fur-
18 ther amended by inserting after the item relating to
19 section 42306 the following:

“42307. Requirement to maintain a live customer chat or monitored text mes-
saging number.”.

20 **SEC. 506. AIRLINE CUSTOMER SERVICE DASHBOARDS.**

21 (a) DASHBOARDS.—

22 (1) IN GENERAL.—Chapter 423 of title 49,
23 United States Code, is further amended by inserting
24 after section 42307 the following:

1 **“§ 42308. DOT airline customer service dashboards**

2 “(a) REQUIREMENT TO ESTABLISH AND MAINTAIN
3 PUBLICLY AVAILABLE DASHBOARDS.—The Secretary of
4 Transportation shall establish, maintain, and make pub-
5 licly available the following online dashboards for purposes
6 of keeping aviation consumers informed with respect to
7 certain policies of, and services provided by, large air car-
8 riers (as such term is defined by the Secretary) to the
9 extent that such policies or services exceed what is re-
10 quired by Federal law:

11 “(1) DELAY AND CANCELLATION DASH-
12 BOARD.—A dashboard that displays information re-
13 garding the services and compensation provided by
14 each large air carrier to mitigate any passenger in-
15 convenience caused by a delay or cancellation due to
16 circumstances in the control of such carrier.

17 “(2) EXPLANATION OF CIRCUMSTANCES.—The
18 website on which such dashboard is displayed shall
19 explain the circumstances under which a delay or
20 cancellation is not due to circumstances in the con-
21 trol of the large air carrier (such as a delay or can-
22 cellation due to a weather event or an instruction
23 from the Federal Aviation Administration Air Traf-
24 fic Control System Command Center) consistent
25 with section 234.4 of title 14, Code of Federal Regu-
26 lations.

1 “(3) FAMILY SEATING DASHBOARD.—A dash-
2 board that displays information regarding which
3 large air carriers guarantee that each child shall be
4 seated adjacent to an adult accompanying the child
5 without charging any additional fees.

6 “(4) SEAT SIZE DASHBOARD.—A dashboard
7 that displays information regarding aircraft seat size
8 for each large air carrier, including the pitch, width,
9 and length of a seat in economy class for the air-
10 craft models and configurations most commonly
11 flown by such carrier.

12 “(5) FAMILY SEATING SUNSET.—The require-
13 ment in subsection (a)(3) shall cease to be effective
14 on the date on which the rule in section 516 of the
15 FAA Reauthorization Act of 2024 is effective.

16 “(b) ACCESSIBILITY REQUIREMENT.—In developing
17 the dashboards required in subsection (a), the Secretary
18 shall, in order to ensure the dashboards are accessible and
19 contain pertinent information for passengers with disabil-
20 ities, consult with the Air Carrier Access Act Advisory
21 Committee, the Architectural and Transportation Barriers
22 Compliance Board, any other relevant department or
23 agency to determine appropriate accessibility standards,
24 and disability organizations, including advocacy and non-

1 profit organizations that represent or provide services to
2 individuals with disabilities.

3 “(c) LIMITATION ON DASHBOARDS.—After the rule
4 required in section 516 of the FAA Reauthorization Act
5 of 2024 is effective, the Secretary may not establish or
6 maintain more than 4 different customer service dash-
7 boards at any given time.

8 “(d) PROVISION OF INFORMATION.—Each large air
9 carrier shall provide to the Secretary such information as
10 the Secretary requires to carry out this section.

11 “(e) SUNSET.—This section shall cease to be effective
12 on October 1, 2028.”.

13 (2) ESTABLISHMENT.—The Secretary shall es-
14 tablish each of the online dashboards required by
15 section 42308(a) of title 49, United States Code, not
16 later than 30 days after the date of enactment of
17 this Act.

18 (b) CLERICAL AMENDMENT.—The analysis for chap-
19 ter 423 of title 49, United States Code, is further amend-
20 ed by inserting after the item relating to section 42307
21 the following:

“42308. DOT airline customer service dashboards.”.

22 **SEC. 507. INCREASE IN CIVIL PENALTIES.**

23 (a) IN GENERAL.—Section 46301(a)(1) of title 49,
24 United States Code, is amended in the matter preceding

1 subparagraph (A) by striking “\$25,000” and inserting
2 “\$75,000”.

3 (b) EFFECTIVE DATE.—The amendment made by
4 subsection (a) shall apply to violations occurring on or
5 after the date of enactment of this Act.

6 (c) CONFORMING REGULATIONS.—The Secretary
7 shall revise such regulations as necessary to conform to
8 the amendment made by subsection (a).

9 **SEC. 508. ADVISORY COMMITTEE FOR AVIATION CON-**
10 **SUMER PROTECTION.**

11 (a) EXTENSION.—Section 411(h) of the FAA Mod-
12 ernization and Reform Act of 2012 (49 U.S.C. 42301
13 prec. note) is amended by striking “May 10, 2024” and
14 inserting “September 30, 2028”.

15 (b) COORDINATION.—Section 411 of the FAA Mod-
16 ernization and Reform Act of 2012 (49 U.S.C. 42301
17 prec. note) is amended by adding at the end the following:

18 “(i) CONSULTATION.—The Advisory Committee shall
19 consult, as appropriate, with foreign air carriers, air car-
20 riers with an ultra-low-cost business model, nonprofit pub-
21 lic interest groups with expertise in disability and accessi-
22 bility matters, ticket agents, travel management compa-
23 nies, and any other groups as determined by the Sec-
24 retary.”.

1 **SEC. 509. EXTENSION OF AVIATION CONSUMER ADVOCATE**
2 **REPORTING REQUIREMENT.**

3 Section 424(e) of the FAA Reauthorization Act of
4 2018 (49 U.S.C. 42302 note) is amended by striking
5 “May 10, 2024” and inserting “October 1, 2028”.

6 **SEC. 510. CODIFICATION OF CONSUMER PROTECTION PRO-**
7 **VISIONS.**

8 (a) SECTION 429 OF FAA REAUTHORIZATION ACT
9 OF 2018.—

10 (1) IN GENERAL.—Section 429 of the FAA Re-
11 authorization Act of 2018 (49 U.S.C. 42301 prec.
12 note) is amended—

13 (A) by transferring such section to appear
14 after section 41726 of title 49, United States
15 Code;

16 (B) by redesignating such section as sec-
17 tion 41727 of such title; and

18 (C) by amending the section heading of
19 such section to read as follows:

20 **“§ 41727. Passenger Rights”.**

21 (2) TECHNICAL AMENDMENT.—Section 41727
22 of title 49, United States Code, as transferred and
23 redesignated by paragraph (1), is amended in sub-
24 section (a) by striking “Not later than 90 days after
25 the date of enactment of this Act, the Secretary”
26 and inserting “The Secretary”.

1 (b) SECTION 434 OF THE FAA REAUTHORIZATION
2 ACT OF 2018.—

3 (1) IN GENERAL.—Section 434 of the FAA Re-
4 authorization Act of 2018 (49 U.S.C. 41705 note)
5 is amended—

6 (A) by transferring such section to appear
7 after section 41727 of title 49, United States
8 Code, as transferred and redesignated by sub-
9 section (a)(1);

10 (B) by redesignating such section 434 as
11 section 41728 of such title; and

12 (C) by amending the section heading of
13 such section 41728 to read as follows:

14 **“§ 41728. Airline passengers with disabilities bill of**
15 **rights”.**

16 (2) TECHNICAL AMENDMENT.—Section 41728
17 of title 49, United States Code, as transferred and
18 redesignated by paragraph (1), is amended—

19 (A) in subsection (a) by striking “the sec-
20 tion 41705 of title 49, United States Code” and
21 inserting “section 41705”;

22 (B) in subsection (c) by striking “the date
23 of enactment of this Act” and inserting “the
24 date of enactment of the FAA Reauthorization
25 Act of 2018”; and

1 (C) in subsection (f) by striking “ensure
2 employees” and inserting “ensure that employ-
3 ees”.

4 (c) CLERICAL AMENDMENT.—The analysis for chap-
5 ter 417 of title 49, United States Code, is amended by
6 inserting after the item relating to section 41726 the fol-
7 lowing:

“41727. Passenger rights.

“41728. Airline passengers with disabilities bill of rights.”.

8 **SEC. 511. BUREAU OF TRANSPORTATION STATISTICS.**

9 (a) RULEMAKING.—Not later than 60 days after the
10 date of enactment of this Act, the Director of the Bureau
11 of Transportation Statistics shall initiate a rulemaking to
12 revise section 234.4 of title 14, Code of Federal Regula-
13 tions, to create a new “cause of delay” category (or cat-
14 egories) that identifies and tracks information on delays
15 and cancellations of air carriers (as defined in section
16 40102 of title 49, United States Code) that are due to
17 instructions from the FAA Air Traffic Control System and
18 to make any other changes necessary to carry out this sec-
19 tion.

20 (b) AIR CARRIER CODE.—The following causes shall
21 not be included within the Air Carrier code specified in
22 section 234.4 of title 14, Code of Federal Regulations, for
23 cancelled and delayed flights:

1 (1) Aircraft cleaning necessitated by the death
2 of a passenger.

3 (2) Aircraft damage caused by extreme weather,
4 foreign object debris, or sabotage.

5 (3) A baggage or cargo loading delay caused by
6 an outage of a bag system not controlled by a car-
7 rier or its contractor.

8 (4) Cybersecurity attacks (provided that the air
9 carrier is in compliance with applicable cybersecurity
10 regulations).

11 (5) A shutdown or system failure of government
12 systems that directly affects the ability of an air car-
13 rier to safely conduct flights and is unexpected.

14 (6) Overheated brakes due to a safety incident
15 resulting in the use of emergency procedures.

16 (7) Unscheduled maintenance, including in re-
17 sponse to an airworthiness directive, manifesting
18 outside a scheduled maintenance program that can-
19 not be deferred or must be addressed before flight.

20 (8) An emergency that required medical atten-
21 tion through no fault of the carrier.

22 (9) The removal of an unruly passenger.

23 (10) An airport closure due to the presence of
24 volcanic ash, wind, or wind shear.

25 (c) FAMILY SEATING COMPLAINTS.—

1 (1) IN GENERAL.—The Director of the Bureau
2 of Transportation Statistics shall update the report-
3 ing framework of the Bureau to create a new cat-
4 egory to identify and track information on com-
5 plaints related to family seating.

6 (2) SUNSET.—The requirements in paragraph
7 (1) shall cease to be effective on the date on which
8 the rulemaking required by section 513 is effective.

9 (d) AIR TRAVEL CONSUMER REPORT.—

10 (1) ATCSCC DELAYS.—The Secretary shall in-
11 clude information on delays and cancellations that
12 are due to instructions from the FAA Air Traffic
13 Control System Command Center in the Air Travel
14 Consumer Report issued by the Office of Aviation
15 Consumer Protection of the Department of Trans-
16 portation.

17 (2) FAMILY SEATING COMPLAINTS.—The Sec-
18 retary shall include information on complaints re-
19 lated to family seating—

20 (A) in the Air Travel Consumer Report
21 issued by the Office of Aviation Consumer Pro-
22 tection of the Department of Transportation;
23 and

24 (B) on the family seating dashboard re-
25 quired by subsection (a)(2).

1 (3) SUNSET.—The requirements in paragraph
2 (2) shall cease to be effective on the date on which
3 the rulemaking required by section 513 is effective.

4 **SEC. 512. REIMBURSEMENT FOR INCURRED COSTS.**

5 (a) IN GENERAL.—Not later than 1 year after the
6 date of enactment of this Act, the Secretary shall direct
7 all air carriers providing scheduled passenger interstate or
8 intrastate air transportation to establish policies regarding
9 reimbursement for lodging, transportation between such
10 lodging and the airport, and meal costs incurred due to
11 a flight cancellation or significant delay directly attrib-
12 utable to the air carrier.

13 (b) DEFINITION OF SIGNIFICANTLY DELAYED.—In
14 this section, the term “significantly delayed” means, with
15 respect to air transportation, the departure or arrival at
16 the originally ticketed destination associated with such
17 transportation has changed—

18 (1) in the case of a domestic flight, 3 or more
19 hours after the original scheduled arrival time; and

20 (2) in the case of an international flight, 6 or
21 more hours after the original scheduled arrival time.

22 (c) RULE OF CONSTRUCTION.—Nothing in this sec-
23 tion shall be construed as providing the Secretary with any
24 additional authorities beyond the authority to require air
25 carriers establish the policies referred to in subsection (a).

1 **SEC. 513. 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 shall take
5 such action as may be necessary to update the process
6 by which an air carrier or ticket agent is required to fulfill
7 disclosure obligations in ticketing transactions for air
8 transportation not completed through a website.

9 (b) REQUIREMENTS.—The process updated under
10 subsection (a) shall—

11 (1) include means of referral to the applicable
12 air carrier website with respect to disclosures related
13 to air carrier optional fees and policies;

14 (2) include a means of referral to the website
15 of the Department of Transportation with respect to
16 any other required disclosures to air transportation
17 passengers;

18 (3) make no changes to air carrier or ticket
19 agent obligations with respect to—

20 (A) section 41712(c) of title 49, United
21 States Code; or

22 (B) subsections (a) and (b) of section
23 399.84 of title 14, Code of Federal Regulations
24 (or any successor regulations); and

25 (4) require disclosures referred to in para-
26 graphs (1) and (2) to be made in the manner exist-

1 ing prior to the date of enactment of this Act upon
2 passenger request.

3 (c) AIR CARRIER DEFINED.—In this section, the
4 term “air carrier” has the meaning given such term in
5 section 40102(a) of title 49, United States Code.

6 **SEC. 514. GAO STUDY ON COMPETITION AND CONSOLIDA-**
7 **TION IN THE AIR CARRIER INDUSTRY.**

8 (a) STUDY.—The Comptroller General shall conduct
9 a study assessing competition and consolidation in the
10 United States air carrier industry. Such study shall in-
11 clude an assessment of data related to—

12 (1) the history of mergers in the United States
13 air carrier industry, including whether any claimed
14 efficiencies have been realized;

15 (2) the effect of consolidation in the United
16 States air carrier industry, if any, on consumers;

17 (3) the effect of consolidation in the United
18 States air carrier industry, if any, on air transpor-
19 tation service in small and rural markets; and

20 (4) the current state of competition in the
21 United States air carrier industry as of the date of
22 enactment of this Act.

23 (b) REPORT.—Not later than 1 year after the date
24 of enactment of this Act, the Comptroller General shall
25 submit to the appropriate committees of Congress a report

1 containing the results of the study conducted under sub-
2 section (a), and recommendations for such legislative and
3 administrative action as the Comptroller General deter-
4 mines appropriate.

5 **SEC. 515. GAO STUDY AND REPORT ON THE OPERATIONAL**
6 **PREPAREDNESS OF AIR CARRIERS FOR CER-**
7 **TAIN EVENTS.**

8 (a) STUDY.—

9 (1) IN GENERAL.—The Comptroller General
10 shall study and assess the operational preparedness
11 of air carriers for changing weather and other events
12 related to changing conditions and natural hazards,
13 including flooding, extreme heat, changes in precipi-
14 tation, storms, including winter storms, coastal
15 storms, tropical storms, and hurricanes, and fire
16 conditions.

17 (2) REQUIREMENTS.—As part of the study re-
18 quired under paragraph (1), the Comptroller Gen-
19 eral shall assess the following:

20 (A) The extent to which air carriers are
21 preparing for weather events and natural disas-
22 ters, as well as changing conditions and natural
23 hazards, that may impact operational invest-
24 ments of air carriers, staffing levels and safety

1 policies, mitigation strategies, and other resil-
2 iency planning.

3 (B) How the FAA oversees operational re-
4 siliance of air carriers relating to storms, nat-
5 ural disasters, and changing conditions.

6 (C) Steps the Federal Government and air
7 carriers can take to improve operational resil-
8 ience relating to storms, natural disasters, and
9 changing conditions.

10 (b) BRIEFING AND REPORT.—

11 (1) BRIEFING.—Not later than 1 year after the
12 date of enactment of this Act, the Comptroller Gen-
13 eral shall brief the appropriate committees of Con-
14 gress on the results of the study required under sub-
15 section (a), and recommendations for such legislative
16 and administrative action as the Comptroller Gen-
17 eral determines appropriate.

18 (2) REPORT.—Not later than 6 months after
19 the briefing required by paragraph (1) is provided,
20 the Comptroller General shall submit to the appro-
21 priate committees of Congress a report on the re-
22 sults of the study required under subsection (a), and
23 recommendations for such legislative and adminis-
24 trative action as the Comptroller General determines
25 appropriate.

1 (c) DEFINITION OF AIR CARRIER.—In this section,
2 the term “air carrier” has the meaning given such term
3 in section 40102 of title 49, United States Code.

4 **SEC. 516. FAMILY SEATING.**

5 (a) IN GENERAL.—Not later than 180 days after the
6 date of enactment of this Act, the Secretary shall issue
7 a notice of proposed rulemaking to establish a policy di-
8 recting air carriers that assign seats, or allow individuals
9 to select seats in advance of the date of departure of a
10 flight, to sit each young child adjacent to an accompanying
11 adult, to the greatest extent practicable, if adjacent seat
12 assignments are available at any time after the ticket is
13 issued for each young child and before the first passenger
14 boards the flight.

15 (b) PROHIBITION ON FEES.—The notice of proposed
16 rulemaking described in subsection (a) shall include a pro-
17 vision that prohibits an air carrier from charging a fee,
18 or imposing an additional cost beyond the ticket price of
19 the additional seat, to seat each young child adjacent to
20 an accompanying adult within the same class of service.

21 (c) RULE OF CONSTRUCTION.—Notwithstanding the
22 requirement in subsection (a), nothing in this section may
23 be construed to allow the Secretary to impose a change
24 in the overall seating or boarding policy of an air carrier
25 that has an open or flexible seating policy in place that

1 generally allows adjacent family seating as described
2 under this section.

3 (d) YOUNG CHILD.—In this section, the term “young
4 child” means an individual who has not attained 14 years
5 of age.

6 **SEC. 517. PASSENGER EXPERIENCE ADVISORY COMMITTEE.**

7 (a) IN GENERAL.—The Secretary shall establish an
8 advisory committee to advise the Secretary and the Ad-
9 ministrator in carrying out activities relating to the im-
10 provement of the passenger experience in air transpor-
11 tation customer service. The advisory committee shall not
12 duplicate the work of any other advisory committee.

13 (b) MEMBERSHIP.—The Secretary shall appoint the
14 members of the advisory committee, which shall be com-
15 prised of at least 1 representative of each of—

- 16 (1) mainline air carriers;
- 17 (2) air carriers with a low-cost or ultra-low-cost
18 business model;
- 19 (3) regional air carriers;
- 20 (4) large hub airport sponsors and operators;
- 21 (5) medium hub airport sponsors and operators;
- 22 (6) small hub airport sponsors and operators;
- 23 (7) nonhub airport sponsors and operators;
- 24 (8) ticket agents;

- 1 (9) representatives of intermodal transportation
- 2 companies that operate at airports;
- 3 (10) airport concessionaires;
- 4 (11) nonprofit public interest groups with ex-
- 5 pertise in consumer protection matters;
- 6 (12) senior managers of the FAA Air Traffic
- 7 Organization;
- 8 (13) aircraft manufacturers;
- 9 (14) entities representing individuals with dis-
- 10 abilities;
- 11 (15) certified labor organizations representing
- 12 aviation workers, including—
- 13 (A) FAA employees;
- 14 (B) airline pilots working for air carriers
- 15 operating under part 121 of title 14, Code of
- 16 Federal Regulations;
- 17 (C) flight attendants working for air car-
- 18 riers operating under part 121 of title 14, Code
- 19 of Federal Regulations; and
- 20 (D) other customer-facing airline and air-
- 21 port workers;
- 22 (16) other organizations or industry segments
- 23 as determined by the Secretary; and
- 24 (17) other Federal agencies that directly inter-
- 25 face with passengers at airports.

1 (c) VACANCIES.—A vacancy in the advisory com-
2 mittee under this section shall be filled in a manner con-
3 sistent with subsection (b).

4 (d) TRAVEL EXPENSES.—Members of the advisory
5 committee under this section shall serve without pay but
6 shall receive travel expenses, including per diem in lieu
7 of subsistence, in accordance with subchapter I of chapter
8 57 of title 5, United States Code.

9 (e) CHAIR.—The Secretary shall designate an indi-
10 vidual among the individuals appointed under subsection
11 (b) to serve as Chair of the advisory committee.

12 (f) DUTIES.—The duties of the advisory committee
13 shall include—

14 (1) evaluating ways to improve the comprehen-
15 sive passenger experience, including—

16 (A) transportation between airport termi-
17 nals and facilities;

18 (B) baggage handling;

19 (C) wayfinding;

20 (D) the security screening process; and

21 (E) the communication of flight delays and
22 cancellations;

23 (2) evaluating ways to improve efficiency in the
24 national airspace system affecting passengers;

1 (3) evaluating ways to improve the cooperation
2 and coordination between the Department of Trans-
3 portation and other Federal agencies that directly
4 interface with aviation passengers at airports;

5 (4) responding to other taskings determined by
6 the Secretary; and

7 (5) providing recommendations to the Secretary
8 and the Administrator, if determined necessary dur-
9 ing the evaluations considered in paragraphs (1)
10 through (4).

11 (g) REPORT TO CONGRESS.—Not later than 1 year
12 after the date of enactment of this Act, and every 2 years
13 thereafter, the Secretary shall submit to Congress a report
14 containing—

15 (1) consensus recommendations made by the
16 advisory committee since such date of enactment or
17 the previous report, as appropriate; and

18 (2) an explanation of how the Secretary has im-
19 plemented such recommendations and, for such rec-
20 ommendations not implemented, the Secretary’s rea-
21 son for not implementing such recommendation.

22 (h) DEFINITION.—The definitions in section 40102
23 of title 49, United States Code, shall apply to this section.

24 (i) SUNSET.—This section shall cease to be effective
25 on October 1, 2028.

1 (j) TERMINATION OF DOT ACCESS ADVISORY COM-
2 MITTEE.—The ACCESS Advisory Committee of the De-
3 partment of Transportation shall terminate on the date
4 of enactment of this Act.

5 **SEC. 518. UPDATING PASSENGER INFORMATION REQUIRE-**
6 **MENT REGULATIONS.**

7 (a) ARAC TASKING.—Not later than 3 years after
8 the date of enactment of this Act, the Administrator shall
9 task the Aviation Rulemaking Advisory Committee with—

10 (1) reviewing passenger information require-
11 ment regulations under section 121.317 of title 14,
12 Code of Federal Regulation, and such other related
13 regulations as the Administrator determines appro-
14 priate; and

15 (2) making recommendations to update and im-
16 prove such regulations.

17 (b) FINAL REGULATION.—Not later than 6 years
18 after the date of enactment of this Act, the Administrator
19 shall issue a final regulation revising section 121.317 of
20 title 14, Code of Federal Regulations, and such other re-
21 lated regulations as the Administrator determines appro-
22 priate, to—

23 (1) update such section and regulations to in-
24 corporate exemptions commonly issued by the Ad-
25 ministrator;

- 1 (2) reflect civil penalty inflation adjustments;
- 2 and
- 3 (3) incorporate such updates and improvements
- 4 recommended by the Aviation Rulemaking Advisory
- 5 Committee that the Administrator determines appro-
- 6 priate.

7 **SEC. 519. SEAT DIMENSIONS.**

8 Not later than 60 days after the date of enactment

9 of this Act, the Administrator shall—

- 10 (1) initiate a rulemaking activity based on the
- 11 regulation described in section 577 of the FAA Re-
- 12 authorization Act of 2018 (49 U.S.C. 42301 note);
- 13 or

- 14 (2) if the Administrator decides not to pursue
- 15 the rulemaking described in paragraph (1), the Ad-
- 16 ministrator shall brief appropriate committees of
- 17 Congress on the justification of such decision.

18 **SEC. 520. MODERNIZATION OF CONSUMER COMPLAINT**

19 **SUBMISSIONS.**

20 Section 42302 of title 49, United States Code, is

21 amended to read as follows:

22 **“§ 42302. Consumer complaints**

23 “(a) IN GENERAL.—The Secretary of Transportation

24 shall—

1 “(1) maintain an accessible website through the
2 Office of Aviation Consumer Protection to accept the
3 submission of complaints from airline passengers re-
4 garding air travel service problems; and

5 “(2) take appropriate actions to notify the pub-
6 lic of such accessible website.

7 “(b) NOTICE TO PASSENGERS ON THE INTERNET.—
8 An air carrier or foreign air carrier providing scheduled
9 air transportation using any aircraft that as originally de-
10 signed has a passenger capacity of 30 or more passenger
11 seats shall include on the accessible website of the car-
12 rier—

13 “(1) the accessible website, e-mail address, or
14 telephone number of the air carrier for the submis-
15 sion of complaints by passengers about air travel
16 service problems; and

17 “(2) the accessible website maintained pursuant
18 to subsection (a).

19 “(c) USE OF ADDITIONAL OR ALTERNATIVE TECH-
20 NOLOGIES.—The Secretary shall periodically evaluate the
21 benefits of using mobile phone applications or other widely
22 used technologies to—

23 “(1) provide additional or alternative means for
24 air passengers to submit complaints; and

1 “(2) provide such additional or alternative
2 means as the Secretary determines appropriate.

3 “(d) AIR AMBULANCE PROVIDERS.—Each air ambu-
4 lance provider shall include the accessible website, or a
5 link to such accessible website, maintained pursuant to
6 subsection (a) and the contact information for the Avia-
7 tion Consumer Advocate established by section 424 of the
8 FAA Reauthorization Act of 2018 (49 U.S.C. 42302 note)
9 on—

10 “(1) any invoice, bill, or other communication
11 provided to a passenger or customer of such pro-
12 vider; and

13 “(2) the accessible website and any related mo-
14 bile device application of such provider.”.

15 **Subtitle B—Accessibility**

16 **SEC. 541. AIR CARRIER ACCESS ACT ADVISORY COM-** 17 **MITTEE.**

18 (a) IN GENERAL.—Section 439 of the FAA Reau-
19 thorization Act of 2018 (49 U.S.C. 41705 note) is amend-
20 ed—

21 (1) in the section heading by striking “**ADVI-**
22 **SORY COMMITTEE ON THE AIR TRAVEL NEEDS**
23 **OF PASSENGERS WITH DISABILITIES**” and in-
24 serting “**AIR CARRIER ACCESS ACT ADVISORY**
25 **COMMITTEE**”;

1 (2) in subsection (c)(1) by striking subpara-
2 graph (G) and inserting the following:

3 “(G) Manufacturers of wheelchairs, includ-
4 ing powered wheelchairs, and other mobility
5 aids.”; and

6 (3) in subsection (g) by striking “May 10,
7 2024” and inserting “September 30, 2028”.

8 (b) CONFORMING AMENDMENT.—Section 1(b) of the
9 FAA Reauthorization Act of 2018 (Public Law 115–254)
10 is amended by striking the item relating to section 439
11 and inserting the following:

“Sec. 439. Air Carrier Access Act advisory committee.”.

12 **SEC. 542. IMPROVED TRAINING STANDARDS FOR ASSIST-**
13 **ING PASSENGERS WHO USE WHEELCHAIRS.**

14 (a) RULEMAKING.—Not later than 6 months after
15 the date of enactment of this Act, the Secretary shall issue
16 a notice of proposed rulemaking to develop requirements
17 for minimum training standards for airline personnel or
18 contractors who assist wheelchair users who board or
19 deplane using an aisle chair or other boarding device.

20 (b) REQUIREMENTS.—The training standards devel-
21 oped under subsection (a) shall require, at a minimum,
22 that airline personnel or contractors who assist passengers
23 who use wheelchairs who board or deplane using an aisle
24 chair or other boarding device—

1 (1) before being allowed to assist a passenger
2 using an aisle chair or other boarding device to
3 board or deplane, be able to successfully dem-
4 onstrate skills (during hands-on training sessions)
5 on—

6 (A) how to safely use the aisle chair, or
7 other boarding device, including the use of all
8 straps, brakes, and other safety features;

9 (B) how to assist in the transfer of pas-
10 sengers to and from their wheelchair, the aisle
11 chair, and the aircraft's passenger seat, either
12 by physically lifting the passenger or deploying
13 a mechanical device for the lift or transfer; and

14 (C) how to effectively communicate with,
15 and take instruction from, the passenger;

16 (2) are trained regarding the availability of ac-
17 cessible lavatories and on-board wheelchairs and the
18 right of a qualified individual with a disability to re-
19 quest an on-board wheelchair; and

20 (3) complete refresher training within 18
21 months of an initial training and be recertified on
22 the job every 18 months thereafter by a relevant su-
23 perior in order to remain qualified for providing aisle
24 chair assistance.

1 (c) CONSIDERATIONS.—In conducting the rulemaking
2 under subsection (a), the Secretary shall consider, at a
3 minimum—

4 (1) whether to require air carriers and foreign
5 air carriers to partner with national disability orga-
6 nizations and disabled veterans organizations rep-
7 resenting individuals with disabilities who use wheel-
8 chairs and scooters in developing, administering, and
9 auditing training;

10 (2) whether to require air carriers and foreign
11 air carriers to use a lift device, instead of an aisle
12 chair, to board and deplane passengers with mobility
13 disabilities; and

14 (3) whether individuals able to provide boarding
15 and deplaning assistance for passengers with limited
16 or no mobility should receive training incorporating
17 procedures from medical professionals on how to
18 properly lift these passengers.

19 (d) FINAL RULE.—Not later than 12 months after
20 the date of enactment of this Act, the Secretary shall issue
21 a final rule pursuant to the rulemaking conducted under
22 this section.

23 (e) PENALTIES.—The Secretary may assess a civil
24 penalty in accordance with section 46301 of title 49,
25 United States Code, to any air carrier or foreign air car-

1 rier who fails to meet the requirements established under
2 the final rule under subsection (d).

3 **SEC. 543. TRAINING STANDARDS FOR STOWAGE OF WHEEL-**
4 **CHAIRS AND SCOOTERS.**

5 (a) RULEMAKING.—Not later than 6 months after
6 the date of enactment of this Act, the Secretary shall issue
7 a notice of proposed rulemaking to develop minimum
8 training standards related to stowage of wheelchairs and
9 scooters used by passengers with disabilities on aircraft.

10 (b) REQUIREMENTS.—The training standards devel-
11 oped under subsection (a) shall require, at a minimum,
12 that personnel and contractors of air carriers and foreign
13 air carriers who stow wheelchairs and scooters on air-
14 craft—

15 (1) before being allowed to handle or stow a
16 wheelchair or scooter, be able to successfully dem-
17 onstrate skills (during hands-on training sessions)
18 on—

19 (A) how to properly handle and configure,
20 at a minimum, the most commonly used power
21 and manual wheelchairs and scooters for stow-
22 age on each aircraft type operated by the air
23 carrier or foreign air carrier;

24 (B) how to properly review any wheelchair
25 or scooter information provided by the pas-

1 senger or the wheelchair or scooter manufac-
2 turer; and

3 (C) how to properly load, secure, and un-
4 load wheelchairs and scooters, including how to
5 use any specialized equipment for loading or
6 unloading, on each aircraft type operated by the
7 air carrier or foreign air carrier; and

8 (2) complete refresher training within 18
9 months of an initial training and be recertified on
10 the job every 18 months thereafter by a relevant su-
11 perior in order to remain qualified for handling and
12 stowing wheelchairs and scooters.

13 (c) CONSIDERATIONS.—In conducting the rulemaking
14 under subsection (a), the Secretary shall consider, at a
15 minimum, whether to require air carriers and foreign air
16 carriers to partner with wheelchair or scooter manufactur-
17 ers, national disability and disabled veterans organizations
18 representing individuals who use wheelchairs and scooters,
19 and aircraft manufacturers, in developing, administering,
20 and auditing training.

21 (d) FINAL RULE.—Not later than 12 months after
22 the date of enactment of this Act, the Secretary shall issue
23 a final rule pursuant to the rulemaking conducted under
24 this section.

1 (e) PENALTIES.—The Secretary may assess a civil
2 penalty in accordance with section 46301 of title 49,
3 United States Code, to any air carrier or foreign air car-
4 rier who fails to meet the requirements established under
5 the final rule under subsection (d).

6 **SEC. 544. MOBILITY AIDS ON BOARD IMPROVE LIVES AND**
7 **EMPOWER ALL.**

8 (a) PUBLICATION OF CARGO HOLD DIMENSIONS.—

9 (1) IN GENERAL.—Not later than 2 years after
10 the date of enactment of this Act, the Secretary
11 shall require air carriers to publish in a prominent
12 and easily accessible place on the public website of
13 the air carrier, information describing the relevant
14 dimensions and other characteristics of the cargo
15 holds of all aircraft types operated by the air carrier,
16 including the dimensions of the cargo hold entry,
17 that would limit the size, weight, and allowable type
18 of cargo.

19 (2) PROPRIETARY INFORMATION.—The Sec-
20 retary shall allow an air carrier to protect the con-
21 fidentiality of any trade secret or proprietary infor-
22 mation submitted in accordance with paragraph (1),
23 as appropriate.

24 (b) REFUND REQUIRED FOR INDIVIDUAL TRAVELING
25 WITH WHEELCHAIR.—In the case of a qualified individual

1 with a disability traveling with a wheelchair who has pur-
2 chased a ticket for a flight from an air carrier, but who
3 cannot travel on the aircraft for such flight because the
4 wheelchair of such qualified individual cannot be phys-
5 ically accommodated in the cargo hold of the aircraft, the
6 Secretary shall require such air carrier to offer a refund
7 to such qualified individual of any previously paid fares,
8 fees, and taxes applicable to such flight.

9 (c) EVALUATION OF DATA REGARDING DAMAGED
10 WHEELCHAIRS.—Not later than 12 months after the date
11 of enactment of this Act, and annually thereafter, the Sec-
12 retary shall—

13 (1) evaluate data regarding the type and fre-
14 quency of incidents of the mishandling of wheel-
15 chairs on aircraft and delineate such data by—

16 (A) types of wheelchairs involved in such
17 incidents; and

18 (B) the ways in which wheelchairs are mis-
19 handled, including the type of damage to wheel-
20 chairs (such as broken drive wheels or casters,
21 bent or broken frames, damage to electrical
22 connectors or wires, control input devices,
23 joysticks, upholstery or other components, loss,
24 or delay of return);

1 (2) determine whether there are trends with re-
2 spect to the data evaluated under paragraph (1);
3 and

4 (3) make available on the public website of the
5 Department of Transportation, in an accessible
6 manner, a report containing the results of the eval-
7 uation of data and determination made under para-
8 graphs (1) and (2) and a description of how the Sec-
9 retary plans to address such results.

10 (d) REPORT TO CONGRESS ON MISHANDLED
11 WHEELCHAIRS.—Upon completion of each annual report
12 required under subsection (c), the Secretary shall transmit
13 to the appropriate committees of Congress such report.

14 (e) FEASIBILITY OF IN-CABIN WHEELCHAIR RE-
15 STRAINT SYSTEMS.—

16 (1) ROADMAP.—Not later than 1 year after the
17 date of enactment of this Act, the Secretary shall
18 submit to the appropriate committees of Congress a
19 publicly available strategic roadmap that describes
20 how the Department of Transportation and the
21 United States Access Board, respectively, shall, in
22 accordance with the recommendations from the Na-
23 tional Academies of Science, Engineering, and Math-
24 ematics Transportation Research Board Special Re-
25 port 341—

1 (A) establish a program of research, in col-
2 laboration with the Rehabilitation Engineering
3 and Assistive Technology Society of North
4 America, the assistive technology industry, air
5 carriers, original equipment manufacturers, na-
6 tional disability and disabled veterans organiza-
7 tions, and any other relevant stakeholders, to
8 test and evaluate an appropriate selection of
9 WC19-compliant wheelchairs and accessories in
10 accordance with applicable FAA crash-
11 worthiness and safety performance criteria, in-
12 cluding the issues and considerations set forth
13 in such Special Report 341; and

14 (B) sponsor studies that assess issues and
15 considerations, including those set forth in such
16 Special Report 341, such as—

17 (i) the likely demand for air travel by
18 individuals who are nonambulatory if such
19 individuals could remain seated in their
20 personal wheelchairs in flight; and

21 (ii) the feasibility of implementing
22 seating arrangements that would accommo-
23 date passengers in wheelchairs in the main
24 cabin in flight.

1 (2) STUDY.—If determined to be technically
2 feasible by the Secretary, not later than 2 years
3 after making such determination, the Secretary shall
4 commence a study to assess the economic and finan-
5 cial feasibility of air carriers and foreign air carriers
6 implementing seating arrangements that accommo-
7 date passengers with wheelchairs in the main cabin
8 during flight. Such study shall include an assess-
9 ment of—

10 (A) the cost of such seating arrangements,
11 equipment, and installation;

12 (B) the demand for such seating arrange-
13 ments;

14 (C) the impact of such seating arrange-
15 ments on passenger seating and safety on air-
16 craft;

17 (D) the impact of such seating arrange-
18 ments on the cost of operations and airfare;
19 and

20 (E) any other information determined ap-
21 propriate by the Secretary.

22 (3) REPORT.—Not later than 1 year after the
23 date on which the study under paragraph (2) is
24 completed, the Secretary shall submit to the appro-
25 priate committees of Congress a publicly available

1 report describing the results of the study conducted
2 under paragraph (2) and any recommendations the
3 Secretary determines appropriate.

4 (f) 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), and includes power
18 wheelchairs, manual wheelchairs, and scooters.

19 **SEC. 545. 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 shall submit to the appropriate committees
24 of Congress, and make publicly available, a report on avia-

1 tion consumer complaints related to passengers with a dis-
2 ability filed with the Department of Transportation.

3 (b) CONTENTS.—Each annual report submitted
4 under subsection (a) shall, at a minimum, include the fol-
5 lowing:

6 (1) The number of aviation consumer com-
7 plaints reported to the Secretary related to pas-
8 sengers with a disability filed with the Department
9 of Transportation during the calendar year pre-
10 ceeding the year in which such report is submitted.

11 (2) The nature of such complaints, including re-
12 ported issues with—

13 (A) an air carrier, including an air car-
14 rier's staff training or lack thereof;

15 (B) mishandling of passengers with a dis-
16 ability or their accessibility equipment, includ-
17 ing mobility aids and wheelchairs;

18 (C) the condition, availability, or lack of
19 accessibility of equipment operated by an air
20 carrier or a contractor of an air carrier;

21 (D) the accessibility of in-flight services,
22 including accessing and using on-board lava-
23 tories, for passengers with a disability;

1 (E) difficulties experienced by passengers
2 with a disability in communicating with air car-
3 rier personnel;

4 (F) difficulties experienced by passengers
5 with a disability in being moved, handled, or
6 otherwise assisted;

7 (G) an air carrier changing the flight
8 itinerary of a passenger with a disability with-
9 out the consent of such passenger;

10 (H) issues experienced by passengers with
11 a disability traveling with a service animal; and

12 (I) such other issues as the Secretary de-
13 termines appropriate.

14 (3) An overview of the review process for such
15 complaints received during such calendar year.

16 (4) The median length of time for how quickly
17 review of such complaints was initiated by the Sec-
18 retary.

19 (5) The median length of time for how quickly
20 such complaints were resolved or otherwise ad-
21 dressed.

22 (6) Of the complaints that were found to violate
23 section 41705 of title 49, United States Code—

1 (A) the number of such complaints for
2 which a formal enforcement order was issued;
3 and

4 (B) the number of such complaints for
5 which a formal enforcement order was not
6 issued.

7 (7) How many aviation consumer complaints re-
8 lated to passengers with a disability were referred to
9 the Department of Justice for an enforcement action
10 under—

11 (A) section 504 of the Rehabilitation Act
12 of 1973 (29 U.S.C. 794);

13 (B) the Americans with Disabilities Act of
14 1990 (42 U.S.C. 12101 et seq.); or

15 (C) any other provision of law.

16 (8) How many aviation consumer complaints re-
17 lated to passengers with a disability filed with the
18 Department of Transportation that involved airport
19 staff (or other matters under the jurisdiction of the
20 FAA) were referred to the FAA.

21 (9) The number of disability-related aviation
22 consumer complaints filed with the Department of
23 Transportation involving Transportation Security
24 Administration staff that were referred to the

1 Transportation Security Administration or the De-
2 partment of Homeland Security.

3 (c) DEFINITIONS.—

4 (1) IN GENERAL.—Except as provided in para-
5 graph (2), the definitions set forth in section 40102
6 of title 49, United States Code, and section 382.3 of
7 title 14, Code of Federal Regulations, apply to this
8 section.

9 (2) AIR CARRIER.—The term “air carrier”
10 means an air carrier conducting passenger oper-
11 ations under part 121 of title 14, Code of Federal
12 Regulations.

13 (3) PASSENGERS WITH A DISABILITY.—In this
14 section, the term “passengers with a disability” has
15 the meaning given the term “qualified individual
16 with a disability” in section 382.3 of title 14, Code
17 of Federal Regulations.

18 **SEC. 546. ACCOMMODATIONS FOR QUALIFIED INDIVIDUALS**

19 **WITH DISABILITIES.**

20 (a) IN GENERAL.—

21 (1) ADVANCED NOTICE OF PROPOSED RULE-
22 MAKING.—Not later than 180 days after the date of
23 enactment of this Act, the Secretary shall issue an
24 advanced notice of proposed rulemaking regarding

1 seating accommodations for any qualified individual
2 with a disability.

3 (2) NOTICE OF PROPOSED RULEMAKING.—Not
4 later than 18 months after the date on which the ad-
5 vanced notice of proposed rulemaking under para-
6 graph (1) is completed, the Secretary shall issue a
7 notice of proposed rulemaking regarding seating ac-
8 commodations for any qualified individual with a
9 disability.

10 (3) FINAL RULE.—Not later than 30 months
11 after the date on which the notice of proposed rule-
12 making under subparagraph (B) is completed, the
13 Secretary shall issue a final rule pursuant to the
14 rulemaking conducted under this subsection.

15 (b) CONSIDERATIONS.—In carrying out the advanced
16 notice of proposed rulemaking required in subsection
17 (a)(1), the Secretary shall consider the following:

18 (1) The scope and anticipated number of quali-
19 fied individuals with a disability who—

20 (A) may need to be seated with a com-
21 panion to receive assistance during a flight; or

22 (B) should be afforded bulkhead seats or
23 other seating considerations.

24 (2) The types of disabilities that may need seat-
25 ing accommodations.

1 (3) Whether such qualified individuals with a
2 disability are unable to obtain, or have difficulty ob-
3 taining, appropriate seating accommodations.

4 (4) The scope and anticipated number of indi-
5 viduals assisting a qualified individual with a dis-
6 ability who should be afforded an adjoining seat pur-
7 suant to section 382.81 of title 14, Code of Federal
8 Regulations.

9 (5) Any notification given to qualified individ-
10 uals with a disability regarding available seating ac-
11 commodations.

12 (6) Any method that is adequate to identify
13 fraudulent claims for seating accommodations.

14 (7) Any other information determined appro-
15 priate by the Secretary.

16 (c) KNOWN SERVICE ANIMAL TRAVEL PILOT PRO-
17 GRAM.—

18 (1) IN GENERAL.—The Secretary shall establish
19 a pilot program to allow approved program partici-
20 pants as known service animals for purposes of ex-
21 emption from the documentation requirements under
22 part 382 of title 14, Code of Federal Regulations,
23 with respect to air travel with a service animal.

24 (2) REQUIREMENTS.—The pilot program estab-
25 lished under paragraph (1) shall—

1 (A) be optional for a service animal accom-
2 panying a qualified individual with a disability;

3 (B) provide for assistance for applicants,
4 including over-the-phone assistance, throughout
5 the application process for the program; and

6 (C) with respect to any web-based compo-
7 nents of the pilot program, meet or exceed the
8 standards described in section 508 of the Reha-
9 bilitation Act of 1973 (29 U.S.C. 794d) and the
10 regulations implementing that Act as set forth
11 in part 1194 of title 36, Code of Federal Regu-
12 lations (or any successor regulations).

13 (3) CONSULTATION.—In establishing the pilot
14 program under paragraph (1), the Secretary shall
15 consult with—

16 (A) disability organizations, including ad-
17 vocacy and nonprofit organizations that rep-
18 resent or provide services to individuals with
19 disabilities;

20 (B) air carriers and foreign air carriers;

21 (C) accredited service animal training pro-
22 grams and authorized registrars, such as the
23 International Guide Dog Federation, Assistance
24 Dogs International, and other similar organiza-

1 tions and foreign and domestic governmental
2 registrars of service animals;

3 (D) other relevant departments or agencies
4 of the Federal Government; and

5 (E) other entities determined to be appro-
6 priate by the Secretary.

7 (4) ELIGIBILITY.—To be eligible to participate
8 in the pilot program under this subsection, an indi-
9 vidual shall—

10 (A) be a qualified individual with a dis-
11 ability;

12 (B) require the assistance of a service ani-
13 mal because of a disability; and

14 (C) submit an application to the Secretary
15 at such time, in such manner, and containing
16 such information as the Secretary may require.

17 (5) CLARIFICATION.—The Secretary may award
18 a grant or enter into a contract or cooperative agree-
19 ment in order to carry out this subsection.

20 (6) NOMINAL FEE.—The Secretary may require
21 an applicant to pay a nominal fee, not to exceed
22 \$25, to participate in the pilot program.

23 (7) REPORTS TO CONGRESS.—Not later than 1
24 year after the establishment of the pilot program
25 under this subsection, and annually thereafter until

1 the date described in paragraph (8), the Secretary
2 shall submit to the appropriate committees of Con-
3 gress and make publicly available report on the
4 progress of the pilot program.

5 (8) SUNSET.—The pilot program shall termi-
6 nate on the date that is 5 years after the date of en-
7 actment of this Act.

8 (d) ACCREDITED SERVICE ANIMAL TRAINING PRO-
9 GRAMS AND AUTHORIZED REGISTRARS.—Not later than
10 6 months after the date of enactment of this Act, the Sec-
11 retary shall publish and maintain, on the website of the
12 Department of Transportation, a list of—

13 (1) accredited programs that train service ani-
14 mals; and

15 (2) authorized registrars that evaluate service
16 animals.

17 (e) REPORT TO CONGRESS ON SERVICE ANIMAL RE-
18 QUESTS.—Not later than 1 year after the date of enact-
19 ment of this Act, and annually thereafter, the Secretary
20 shall submit to the appropriate committees of Congress
21 a report on requests for air travel with service animals,
22 including—

23 (1) during the reporting period, how many re-
24 quests to board an aircraft with a service animal

1 were made in total, and how many requests were
2 made by qualified individuals with disabilities; and

3 (2) the number and percentage of such re-
4 quests, categorized by type of request, that were re-
5 ported by air carriers or foreign air carriers as—

6 (A) granted;

7 (B) denied but not fraudulent; or

8 (C) denied as fraudulent.

9 (f) TRAINING.—

10 (1) IN GENERAL.—Not later than 180 days
11 after the date of enactment of this section, the Sec-
12 retary shall, in consultation with the Air Carrier Ac-
13 cess Act Advisory Committee, issue guidance regard-
14 ing improvements to training for airline personnel
15 (including contractors) in recognizing when a quali-
16 fied individual with a disability is traveling with a
17 service animal.

18 (2) REQUIREMENTS.—The guidance issued
19 under paragraph (1) shall—

20 (A) take into account respectful engage-
21 ment with and assistance for individuals with a
22 wide range of visible and nonvisible disabilities;

23 (B) provide information on—

1 (i) service animal behavior and wheth-
2 er the service animal is appropriately har-
3 nessed, leashed, or otherwise tethered; and

4 (ii) the various types of service ani-
5 mals, such as guide dogs, hearing or signal
6 dogs, psychiatric service dogs, sensory or
7 social signal dogs, and seizure response
8 dogs; and

9 (C) outline the rights and responsibilities
10 of the handler of the service animal.

11 (g) DEFINITIONS.—In this section:

12 (1) AIR CARRIER.—The term “air carrier” has
13 the meaning given that term in section 40102 of
14 title 49, United States Code.

15 (2) FOREIGN AIR CARRIER.—The term “foreign
16 air carrier” has the meaning given that term in sec-
17 tion 40102 of title 49, United States Code.

18 (3) QUALIFIED INDIVIDUAL WITH A DIS-
19 ABILITY.—The term “qualified individual with a dis-
20 ability” has the meaning given that term in section
21 382.3 of title 14, Code of Federal Regulations.

22 (4) SERVICE ANIMAL.—The term “service ani-
23 mal” has the meaning given that term in section
24 382.3 of title 14, Code of Federal Regulations.

1 **SEC. 547. EQUAL ACCESSIBILITY TO PASSENGER PORTALS.**

2 (a) APPLICATIONS AND INFORMATION COMMUNICA-
3 TION TECHNOLOGIES.—Not later than 2 years after the
4 date of enactment of this Act, the Secretary shall, in con-
5 sultation with the United States Architectural and Trans-
6 portation Barriers Compliance Board, issue regulations
7 setting forth minimum standards to ensure that individ-
8 uals with disabilities are able to access customer-focused
9 kiosks, software applications, and websites of air carriers,
10 foreign air carriers, and airports, in a manner that is
11 equally as effective, and has a substantially equivalent
12 ease of use, as for individuals without disabilities.

13 (b) CONSISTENCY WITH GUIDELINES.—The stand-
14 ards set forth under subsection (a) shall be consistent with
15 the standards contained in the Web Content Accessibility
16 Guidelines 2.1 Level AA of the Web Accessibility Initiative
17 of the World Wide Web Consortium or any subsequent
18 version of such Guidelines.

19 (c) REVIEW.—

20 (1) AIR CARRIER ACCESS ACT ADVISORY COM-
21 MITTEE REVIEW.—The Air Carrier Access Act Advi-
22 sory Committee shall periodically review, and make
23 appropriate recommendations regarding, the accessi-
24 bility of websites, kiosks, and information commu-
25 nication technology of air carriers, foreign air car-

1 riers, and airports, and make such recommendations
2 publicly available.

3 (2) DOT REVIEW.—Not later than 5 years
4 after issuing regulations under subsection (a), and
5 every 5 years thereafter, the Secretary shall—

6 (A) review the recommendations of the Air
7 Carrier Access Act Advisory Committee regard-
8 ing the regulations issued under this subsection;
9 and

10 (B) update such regulations as necessary.

11 **SEC. 548. AIRCRAFT ACCESS STANDARDS.**

12 (a) AIRCRAFT ACCESS STANDARDS.—

13 (1) STANDARDS.—

14 (A) ADVANCE NOTICE OF PROPOSED RULE-
15 MAKING.—Not later than 1 year after the date
16 of enactment of this Act, the Secretary shall
17 issue an advanced notice of proposed rule-
18 making regarding standards to ensure that the
19 aircraft boarding and deplaning process is ac-
20 cessible, in terms of design for, transportation
21 of, and communication with, individuals with
22 disabilities, including individuals who use wheel-
23 chairs.

24 (B) NOTICE OF PROPOSED RULE-
25 MAKING.—Not later than 1 year after the date

1 on which the advanced notice of proposed rule-
2 making under subparagraph (A) is completed,
3 the Secretary shall issue a notice of proposed
4 rulemaking regarding standards addressed in
5 subparagraph (A).

6 (C) FINAL RULE.—Not later than 1 year
7 after the date on which the notice of proposed
8 rulemaking under subparagraph (B) is com-
9 pleted, the Secretary shall issue a final rule.

10 (2) COVERED AIRPORT, EQUIPMENT, AND FEA-
11 TURES.—The standards prescribed under paragraph
12 (1)(A) shall address, at a minimum—

13 (A) boarding and deplaning equipment;

14 (B) improved procedures to ensure the pri-
15 ority cabin stowage for manual assistive devices
16 pursuant to section 382.67 of title 14, Code of
17 Federal Regulations; and

18 (C) improved cargo hold storage to prevent
19 damage to assistive devices.

20 (3) CONSULTATION.—For purposes of the rule-
21 making under this subsection, the Secretary shall
22 consult with the Access Board and any other rel-
23 evant department or agency to determine appro-
24 priate accessibility standards.

1 (b) IN-FLIGHT ENTERTAINMENT RULEMAKING.—
2 Not later than 1 year after the date of the enactment of
3 this Act, the Secretary shall issue a notice of proposed
4 rulemaking in accordance with the November 22, 2016,
5 resolution of the Department of Transportation ACCESS
6 Committee and the consensus recommendation set forth
7 in the Term Sheet Reflecting Agreement of the Access
8 Committee Regarding In-Flight Entertainment.

9 (c) NEGOTIATED RULEMAKING ON IN-CABIN
10 WHEELCHAIR RESTRAINT SYSTEMS AND ENPLANING AND
11 DEPLANING STANDARDS.—

12 (1) TIMING.—

13 (A) IN GENERAL.—Not later than 1 year
14 after completion of the report required by sec-
15 tion 544(e)(2), and if such report finds eco-
16 nomic and financial feasibility of air carriers
17 and foreign air carriers implementing seating
18 arrangements that accommodate individuals
19 with disabilities using wheelchairs (including
20 power wheelchairs, manual wheelchairs, and
21 scooters) in the main cabin during flight, the
22 Secretary shall conduct a negotiated rulemaking
23 on new type certificated aircraft standards for
24 seating arrangements that accommodate such
25 individuals in the main cabin during flight or

1 an accessible route to a minimum of 2 aircraft
2 passenger seats for passengers to access from
3 personal assistive devices of such individuals.

4 (B) REQUIREMENT.—The negotiated rule-
5 making under subparagraph (A) shall include
6 participation of representatives of—

- 7 (i) air carriers;
8 (ii) aircraft manufacturers;
9 (iii) national disability organizations;
10 (iv) aviation safety experts; and
11 (v) mobility aid manufacturers.

12 (2) NOTICE OF PROPOSED RULEMAKING.—Not
13 later than 1 year after the completion of the nego-
14 tiated rulemaking required under paragraph (1), the
15 Secretary shall issue a notice of proposed rule-
16 making regarding the standards described in para-
17 graph (1).

18 (3) FINAL RULE.—Not later than 1 year after
19 the date on which the notice of proposed rulemaking
20 under paragraph (2) is completed, the Secretary
21 shall issue a final rule regarding the standards de-
22 scribed in paragraph (1).

23 (4) CONSIDERATIONS.—In the negotiated rule-
24 making and rulemaking required under this sub-
25 section, the Secretary shall consider—

1 (A) a reasonable period for the design, cer-
2 tification, and construction of aircraft that meet
3 the requirements;

4 (B) the safety of all persons on-board the
5 aircraft, including necessary wheelchair stand-
6 ards and wheelchair compliance with FAA
7 crashworthiness and safety performance cri-
8 teria; and

9 (C) the costs of design, installation, equi-
10 page, and aircraft capacity impacts, including
11 partial fleet equipage and fare impacts.

12 (d) VISUAL AND TACTILELY ACCESSIBLE AN-
13 NOUNCEMENTS.—The Advisory Committee established
14 under section 439 of the FAA Reauthorization Act of
15 2018 (49 U.S.C. 41705 note) shall examine technical solu-
16 tions and the feasibility of visually and tactilely accessible
17 announcements on-board aircraft.

18 (e) AIRPORT FACILITIES.—Not later than 2 years
19 after the date of enactment of this Act, the Secretary
20 shall, in direct consultation with the Access Board, pre-
21 scribe regulations setting forth minimum standards under
22 section 41705 of title 49, United States Code, that ensure
23 all gates (including counters), ticketing areas, and cus-
24 tomer service desks covered under such section at airports
25 are accessible to and usable by all individuals with disabil-

1 ities, including through the provision of visually and
2 tactilely accessible announcements and full and equal ac-
3 cess to aural communications.

4 (f) DEFINITIONS.—In this section:

5 (1) ACCESS BOARD.—The term “Access Board”
6 means the Architectural and Transportation Bar-
7 riers Compliance Board.

8 (2) AIR CARRIER.—The term “air carrier” has
9 the meaning given such term in section 40102 of
10 title 49, United States Code.

11 (3) INDIVIDUAL WITH A DISABILITY.—The term
12 “individual with a disability” has the meaning given
13 such term in section 382.3 of title 14, Code of Fed-
14 eral Regulations.

15 (4) FOREIGN AIR CARRIER.—The term “foreign
16 air carrier” has the meaning given such term in sec-
17 tion 40102 of title 49, United States Code.

18 **SEC. 549. INVESTIGATION OF COMPLAINTS.**

19 Section 41705(c) of title 49, United States Code, is
20 amended by striking paragraph (1), and inserting the fol-
21 lowing:

22 “(1) IN GENERAL.—The Secretary shall—

23 “(A) not later than 120 days after the re-
24 ceipt of any complaint of a violation of this sec-

1 tion or a regulation prescribed under this sec-
2 tion, investigate such complaint; and

3 “(B) provide, in writing, to the individual
4 that filed the complaint and the air carrier or
5 foreign air carrier alleged to have violated this
6 section or a regulation prescribed under this
7 section, the determination of the Secretary with
8 respect to—

9 “(i) whether the air carrier or foreign
10 air carrier violated this section or a regula-
11 tion prescribed under this section;

12 “(ii) the facts underlying the com-
13 plaint; and

14 “(iii) any action the Secretary is tak-
15 ing in response to the complaint.”.

16 **SEC. 550. REMOVAL OF OUTDATED REFERENCES TO PAS-**
17 **SENGERS WITH DISABILITIES.**

18 (a) SOVEREIGNTY AND USE OF AIRSPACE.—Section
19 40103(a)(2) of title 49, United States Code, is amended
20 by striking “handicapped individuals” and inserting “indi-
21 viduals with disabilities”.

22 (b) SPECIAL PRICES FOR FOREIGN AIR TRANSPOR-
23 TATION.—Section 41511(b)(4) of title 49, United States
24 Code, is amended by striking “handicap” and inserting
25 “disability”.

1 (c) DISCRIMINATION AGAINST INDIVIDUALS WITH
2 DISABILITIES.—Section 41705 of title 49, United States
3 Code, is amended in the heading by striking “**handi-**
4 **capped individuals**” and inserting “**individuals**
5 **with disabilities**”.

6 (d) CLERICAL AMENDMENT.—The analysis for chap-
7 ter 417 of title 49, United States Code, is amended by
8 striking the item relating to section 41705 and inserting
9 the following:

“41705. Discrimination against individuals with disabilities.”.

10 **SEC. 551. ON-BOARD WHEELCHAIRS IN AIRCRAFT CABIN.**

11 (a) IN GENERAL.—If an individual informs an air
12 carrier or foreign air carrier at the time of booking a ticket
13 for air transportation on a covered aircraft that the indi-
14 vidual requires the use of any wheelchair, the air carrier
15 or foreign air carrier shall provide information regarding
16 the provision and use of on-board wheelchairs, including
17 the rights and responsibilities of the air carrier and pas-
18 senger as such rights and responsibilities relate to the pro-
19 vision and use of on-board wheelchairs.

20 (b) AVAILABILITY OF INFORMATION.—An air carrier
21 or foreign air carrier that operates a covered aircraft shall
22 provide on a publicly available website of the carrier infor-
23 mation regarding the rights and responsibilities of both
24 passengers on such aircraft and the air carrier or foreign
25 air carrier relating to on-board wheelchairs, including—

1 (1) that an air carrier or foreign air carrier is
2 required to equip aircraft that have more than 60
3 passenger seats and that have an accessible lavatory
4 (whether or not having such a lavatory is required
5 by section 382.63 of title 14, Code of Federal Regu-
6 lations) with an on-board wheelchair, unless an ex-
7 ception described in such section 382.65 applies;

8 (2) that a qualified individual with a disability
9 (as defined in section 382.3 of title 14, Code of Fed-
10 eral Regulations (as in effect on date of enactment
11 of this Act)) may request an on-board wheelchair on
12 aircraft with more than 60 passenger seats even if
13 the lavatory is not accessible and that the basis of
14 such request must be that the individual can use an
15 inaccessible lavatory but cannot reach it from a seat
16 without using an on-board wheelchair;

17 (3) that the air carrier or foreign air carrier
18 may require the qualified individual with a disability
19 to provide the advance notice specified in section
20 382.27 of title 14, Code of Federal Regulations, in
21 order for the individual to be provided with the on-
22 board wheelchair; and

23 (4) if the air carrier or foreign air carrier re-
24 quires the advance notice described in paragraph

1 (3), information on how such a qualified individual
2 with a disability can make such a request.

3 (c) DEFINITIONS.—In this section:

4 (1) APPLICABILITY OF TERMS.—The definitions
5 contained in section 40102 of title 49, United States
6 Code, apply to this section.

7 (2) COVERED AIRCRAFT.—The term “covered
8 aircraft” means an aircraft that is required to be
9 equipped with on-board wheelchairs in accordance
10 with section 382.65 of title 14, Code of Federal Reg-
11 ulations.

12 **SEC. 552. AIRCRAFT ACCESSIBILITY.**

13 (a) IN GENERAL.—Not later than 1 year after the
14 date of enactment of this Act, the Secretary shall initiate
15 a program to study and evaluate the accessibility of new
16 transport category aircraft designs certified, including, at
17 a minimum—

18 (1) considering the safe boarding and deplaning
19 processes for such aircraft, including individuals who
20 use wheelchairs or other mobility aids, are blind or
21 have limited vision, or are deaf or hard of hearing;
22 and

23 (2) determining such aircraft can provide acces-
24 sible lavatories.

1 (b) CONSULTATION.—In conducting the study and
2 evaluation under this section, the Secretary shall consult
3 with—

4 (1) air carriers;

5 (2) aircraft manufacturers and aerospace sup-
6 ply companies; and

7 (3) other stakeholders as determined appro-
8 priate by the Secretary.

9 (c) REPORT AND RECOMMENDATIONS.—Not later
10 than 3 years after the date of enactment of this Act, the
11 Secretary shall submit to the appropriate committees of
12 Congress—

13 (1) a report on the findings of the study and
14 evaluation under subsection (a); and

15 (2) any recommendations based on the findings
16 of such study and evaluation.

17 (d) RULE OF CONSTRUCTION.—Nothing in this sec-
18 tion shall be construed to require the Secretary to require
19 the retrofit of transport category aircraft based on the
20 findings and evaluation under subsection (a).

21 **Subtitle C—Air Service**
22 **Development**

23 **SEC. 561. ESSENTIAL AIR SERVICE REFORMS.**

24 (a) REDUCTION IN SUBSIDY CAP.—

1 (1) IN GENERAL.—Section 41731(a)(1)(C) of
2 title 49, United States Code, is amended to read as
3 follows:

4 “(C) had an average subsidy per pas-
5 senger, as determined by the Secretary—

6 “(i) of less than \$1,000 during the
7 most recent fiscal year beginning before
8 October 1, 2026, regardless of driving
9 miles to the nearest large or medium hub
10 airport;

11 “(ii) of less than \$850 during the
12 most recent fiscal year beginning after
13 September 30, 2026, regardless of driving
14 miles to the nearest medium or large hub
15 airport; and

16 “(iii) of less than \$650 during the
17 most recent fiscal year for locations that
18 are less than 175 miles from the nearest
19 large or medium hub airport; and”.

20 (2) NOTICE.—Section 41731(a)(1)(D)(ii) is
21 amended by striking “90-day” and inserting “140-
22 day”.

23 (3) WAIVERS.—Section 41731(e) of title 49,
24 United States Code, is amended to read as follows:

25 “(e) WAIVERS.—

1 “(1) IN GENERAL.—The Secretary may waive,
2 on an annual basis, subsections (a)(1)(B) and
3 (a)(1)(C)(iii) with respect to an eligible place if such
4 place demonstrates to the Secretary’s satisfaction
5 that the reason the eligibility requirements of such
6 subsections are not met is due to a temporary de-
7 cline in demand.

8 “(2) LIMITATION.—Beginning with fiscal year
9 2027, the Secretary may not provide a waiver of
10 subsection (a)(1)(B) to any location—

11 “(A) in more than 2 consecutive fiscal
12 years; or

13 “(B) in more than 5 fiscal years within 25
14 consecutive years.

15 “(3) LIMITATION.—Beginning in fiscal year
16 2027, the Secretary may not provide a waiver of
17 subsection (a)(1)(C)(iii) to any location—

18 “(A) in more than 2 consecutive fiscal
19 years; or

20 “(B) in more than 5 fiscal years within 25
21 consecutive years.”.

22 (4) CONFORMING AMENDMENTS.—

23 (A) Section 332 of the Department of
24 Transportation and Related Agencies Appro-

1 priations Act, 2000 (Public Law 106–69; 49
2 U.S.C. 41731 note) is repealed.

3 (B) Subsections (c) and (d) of section 426
4 of the FAA Modernization and Reform Act (49
5 U.S.C. 41731 note) are repealed.

6 (b) RESTRICTION ON LENGTH OF ROUTES.—

7 (1) IN GENERAL.—Section 41732(a)(1) of title
8 49, United States Code, is amended to read as fol-
9 lows:

10 “(1) to a medium or large hub airport less than
11 650 miles from an eligible place (unless such airport
12 or eligible place are located in a noncontiguous
13 State); or”.

14 (2) EXCEPTION.—The amendment made by
15 paragraph (1) shall not apply to an eligible place
16 that is served by an air carrier selected to receive es-
17 sential air service compensation under subchapter II
18 of chapter 417 of title 49, United States Code, if—

19 (A) such service is in effect upon the date
20 of enactment of this Act; and

21 (B) such service is provided by the same
22 air carrier that provided service on the date of
23 enactment of this Act.

24 (3) SUNSET.—Paragraph (2) shall cease to
25 have effect on October 1, 2028.

1 (c) IMPROVEMENTS TO BASIC ESSENTIAL AIR SERV-
2 ICE.—Section 41732 of title 49, United States Code, is
3 amended—

4 (1) in subsection (a)(2) by inserting “medium
5 or large” after “nearest”; and

6 (2) in subsection (b)—

7 (A) by striking paragraphs (3) and (4);

8 (B) by redesignating paragraph (5) as
9 paragraph (3); and

10 (C) by striking paragraph (6).

11 (d) LEVEL OF BASIC ESSENTIAL AIR SERVICE.—
12 Section 41733 of title 49, United States Code, is amend-
13 ed—

14 (1) in subsection (c)(1)—

15 (A) by striking subparagraph (B) and in-
16 serting the following:

17 “(B) the contractual, marketing, code-share, or
18 interline arrangements the applicant has made with
19 a larger air carrier serving the hub airport;”;

20 (B) by striking subparagraph (C);

21 (C) by redesignating subparagraphs (D)
22 through (F) as subparagraphs (C) through (E),
23 respectively;

1 (D) in subparagraph (C), as so redesignated,
2 nated, by striking “giving substantial weight
3 to” and inserting “including”;

4 (E) in subparagraph (D), as so redesignated,
5 nated, by striking “and” at the end;

6 (F) in subparagraph (E), as so redesignated,
7 nated, by striking the period and inserting “;
8 and”; and

9 (G) by adding at the end the following:

10 “(F) the total compensation proposed by the air
11 carrier for providing scheduled air service under this
12 section.”; and

13 (2) in subsection (h) by striking “by section
14 332 of the Department of Transportation and Re-
15 lated Agencies Appropriations Act, 2000 (Public
16 Law 106–69; 113 Stat. 1022)” and inserting “under
17 section 41731(a)(1)(C)”.

18 (e) SENSE OF CONGRESS.—It is the sense of Con-
19 gress that route structures to rural airports serve a critical
20 function to the Nation by connecting many military instal-
21 lations to major regional airline hubs.

22 (f) ENDING, SUSPENDING, AND REDUCING BASIC
23 ESSENTIAL AIR SERVICE.—Section 41734 of title 49,
24 United States Code, is amended—

25 (1) in subsection (a)—

1 (A) by striking “An air carrier” and in-
2 serting “Subject to subsection (d), an air car-
3 rier”; and

4 (B) by striking “90” and inserting “140”;
5 (2) by striking subsection (d) and inserting the
6 following:

7 “(d) CONTINUATION OF COMPENSATION AFTER NO-
8 TICE PERIOD.—

9 “(1) IN GENERAL.—If an air carrier receiving
10 compensation under section 41733 for providing
11 basic essential air service to an eligible place is re-
12 quired to continue to provide service to such place
13 under this section after the 140-day notice period
14 under subsection (a), the Secretary—

15 “(A) shall provide the carrier with com-
16 pensation sufficient to pay to the carrier the
17 amount required by the then existing contract
18 for performing the basic essential air service
19 that was being provided when the 140-day no-
20 tice was given under subsection (a);

21 “(B) may pay an additional amount that
22 represents a reasonable return on investment;
23 and

24 “(C) may pay an additional return that
25 recognizes the demonstrated additional lost

1 profits from opportunities foregone and the
2 likelihood that those lost profits increase as the
3 period during which the carrier or provider is
4 required to provide the service continues.

5 “(2) AUTHORITY.—The Secretary may incor-
6 porate contract termination penalties or conditions
7 on compensation into a contract for an air carrier to
8 provide service to an eligible place that take effect
9 in the event an air carrier provides notice that it is
10 ending, suspending, or reducing basic essential air
11 service.”;

12 (3) in subsection (e) by striking “providing that
13 service after the 90-day notice period” and all that
14 follows through the period at the end of paragraph
15 (2) and inserting “providing that service after the
16 140-day notice period required by subsection (a), the
17 Secretary may provide the air carrier with com-
18 pensation after the end of the 140-day notice period
19 to pay for the fully allocated actual cost to the air
20 carrier of performing the basic essential air service
21 that was being provided when the 140-day notice
22 was given under subsection (a) plus a reasonable re-
23 turn on investment that is at least 5 percent of oper-
24 ating costs.”; and

1 (4) in subsection (f) by inserting “air” after
2 “find another”.

3 (g) ENHANCED ESSENTIAL AIR SERVICE.—Section
4 41735 of title 49, United States Code, and the item relat-
5 ing to such section in the analysis for subchapter II of
6 chapter 417 of such title, are repealed.

7 (h) COMPENSATION GUIDELINES, LIMITATIONS, AND
8 CLAIMS.—Section 41737(d) of title 49, United States
9 Code, is amended—

10 (1) by striking “(1)” before “The Secretary
11 may”; and

12 (2) by striking paragraph (2).

13 (i) JOINT PROPOSALS.—Section 41740 of title 49,
14 United States Code, and the item relating to such section
15 in the analysis for subchapter II of chapter 417 of such
16 title, are repealed.

17 (j) PRESERVATION OF BASIC ESSENTIAL AIR SERV-
18 ICE AT SINGLE CARRIER DOMINATED HUB AIRPORTS.—
19 Section 41744 of title 49, United States Code, and the
20 item relating to such section in the analysis for subchapter
21 II of chapter 417 of such title, are repealed.

22 (k) COMMUNITY AND REGIONAL CHOICE PRO-
23 GRAMS.—Section 41745 of title 49, United States Code,
24 is amended—

1 (1) in subsection (a)(3), by striking subpara-
2 graph (E) and redesignating subparagraph (F) as
3 subparagraph (E);

4 (2) by striking subsections (b) and (c); and

5 (3) by redesignating subsections (d) through (g)
6 as subsections (b) through (e), respectively.

7 (l) **MARKETING PROGRAM.**—Section 41748 of title
8 49, United States Code, and the item relating to such sec-
9 tion in the analysis for subchapter II of chapter 417 of
10 such title, are repealed.

11 **SEC. 562. SMALL COMMUNITY AIR SERVICE DEVELOPMENT**
12 **GRANTS.**

13 Section 41743 of title 49, United States Code, is
14 amended—

15 (1) in subsection (c)—

16 (A) in paragraph (4)(B), by striking “10-
17 year” and inserting “5-year”; and

18 (B) in paragraph (5)—

19 (i) by redesignating subparagraphs
20 (B) through (G) as subparagraphs (C)
21 through (H), respectively;

22 (ii) by inserting after subparagraph
23 (A) the following:

1 “(B) the community has demonstrated
2 support from at least 1 air carrier to provide
3 service;” and

4 (iii) in subparagraph (F), as so reded-
5 igned, by inserting “or substantially re-
6 duced (as measured by enplanements, ca-
7 pacity (seats), schedule, connections, or
8 routes)” after “terminated”;

9 (2) in subsection (d)—

10 (A) in paragraph (1) by inserting “, which
11 shall begin with each new grant, including
12 same-project new grants, and which shall be
13 calculated on a non-consecutive basis for air
14 carriers that provide air service that is sea-
15 sonal” after “3 years”; and

16 (B) in paragraph (2) by inserting “, or an
17 airport where air service has been terminated or
18 substantially reduced,” before “to obtain serv-
19 ice”;

20 (3) in subsection (e)—

21 (A) in paragraph (1) by inserting “or the
22 community’s current air service needs” after
23 “the project”; and

24 (B) in paragraph (2) by striking
25 “\$10,000,000 for each of fiscal years 2018

1 through 2023” and all that follows through
2 “May 10, 2024” and inserting “\$15,000,000
3 for each of fiscal years 2024 through 2028”;

4 (4) in subsection (g)(4) by striking “and the
5 creation of aviation development zones”; and

6 (5) by striking subsections (f) and (h) and re-
7 designating subsection (g) (as amended by para-
8 graph (4)) as subsection (f).

9 **SEC. 563. GAO STUDY AND REPORT ON THE ALTERNATE ES-**
10 **SENTIAL AIR SERVICE PILOT PROGRAM.**

11 (a) STUDY.—The Comptroller General shall study the
12 effectiveness of the alternate essential air service pilot pro-
13 gram established under section 41745 of title 49, United
14 States Code, (in this section referred to as the “Alternate
15 EAS program”), including challenges, if any, that have
16 impeded robust community participation in the Alternate
17 EAS program.

18 (b) CONTENTS.—The study required under sub-
19 section (a) shall include an assessment of potential
20 changes to the Alternate EAS program and the basic es-
21 sential air service programs under subchapter II of chap-
22 ter 417 of title 49, United States Code, including changes
23 in which Governors of States or territories containing es-
24 sential air service communities would be given block
25 grants in lieu of essential air service subsidies.

1 (c) BRIEFING.—Not later than 3 years after the date
2 of enactment of this Act, the Comptroller General shall
3 submit to the appropriate committees of Congress a report
4 on the study required under subsection (a), including any
5 recommendations for legislation and administrative action
6 as the Comptroller General determines appropriate.

7 **SEC. 564. ESSENTIAL AIR SERVICE IN PARTS OF ALASKA.**

8 Not later than September 1, 2024, the Secretary, in
9 consultation with the appropriate State authority of Alas-
10 ka, shall review all domestic points in the State of Alaska
11 that were deleted from carrier certificates between July
12 1, 1968, and October 24, 1978, and that were not subse-
13 quently determined to be an eligible place prior to January
14 1, 1982, as a result of being unpopulated at that time
15 due to destruction during the 1964 earthquake and its re-
16 sultant tidal wave, to determine whether such points have
17 been resettled or relocated and should be designated as
18 an eligible place entitled to receive a determination of the
19 level of essential air service supported, if necessary, with
20 Federal funds.

21 **SEC. 565. ESSENTIAL AIR SERVICE COMMUNITY PETITION**
22 **FOR REVIEW.**

23 (a) IN GENERAL.—Section 41733 of title 49, United
24 States Code, is amended—

1 (1) in subsection (b)(2) by inserting “, as de-
2 fined by the Secretary” after “appropriate rep-
3 resentative of the place”; and

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

5 “(i) COMMUNITY PETITION FOR REVIEW.—

6 “(1) PETITION.—An appropriate representative
7 of an eligible place, as defined by the Secretary, may
8 submit to the Secretary a petition expressing no con-
9 fidence in the air carrier providing basic essential air
10 service under this section and requesting a review by
11 the Secretary. A petition submitted under this sub-
12 section shall demonstrate that the air carrier—

13 “(A) is unwilling or unable to meet the
14 operational specifications outlined in the order
15 issued by the Secretary specifying the terms of
16 basic essential air service to such place;

17 “(B) is experiencing reliability challenges
18 with the potential to adversely affect air service
19 to such place; or

20 “(C) is no longer able to provide service to
21 such place at the rate of compensation specified
22 by the Secretary.

23 “(2) REVIEW.—Not later than 2 months after
24 the date on which the Secretary receives a petition
25 under paragraph (1), the Secretary shall review the

1 operational performance of the air carrier providing
2 basic essential air service to such place that sub-
3 mitted such petition and determine whether such air
4 carrier is fully complying with the obligations speci-
5 fied in the order issued by the Secretary specifying
6 the terms of basic essential air service to such place.

7 “(3) TERMINATION.—If based on a review
8 under paragraph (2), the Secretary determines non-
9 compliance by an air carrier with an order specifying
10 the terms for basic essential air service to the com-
11 munity, the Secretary may—

12 “(A) terminate the order issued to the air
13 carrier; and

14 “(B) issue a notice pursuant to subsection
15 (c) that an air carrier may apply to provide
16 basic essential air service to such place for com-
17 pensation under this section and select an ap-
18 plicant pursuant to such subsection.

19 “(4) CONTINUATION OF SERVICE.—If the Sec-
20 retary makes a determination under paragraph (3)
21 to terminate an order issued to an air carrier under
22 this section, the Secretary shall ensure continuity in
23 air service to the affected place.”.

1 **SEC. 566. ESSENTIAL AIR SERVICE AUTHORIZATION.**

2 Section 41742(a)(2) of title 49, United States Code,
3 is amended by striking “\$155,000,000 for fiscal year
4 2018” and all that follows through “May 10, 2024,” and
5 inserting “\$348,544,000 for fiscal year 2024,
6 \$340,000,000 for fiscal year 2025, \$342,000,000 for fis-
7 cal year 2026, \$342,000,000 for fiscal year 2027, and
8 \$350,000,000 for fiscal year 2028”.

9 **SEC. 567. GAO STUDY ON COSTS OF ESSENTIAL AIR SERV-**
10 **ICE.**

11 (a) STUDY.—The Comptroller General shall conduct
12 a study of the change in costs of the essential air service
13 program under sections 41731 through 41742 of title 49,
14 United States Code.

15 (b) CONTENTS.—In conducting the study required
16 under subsection (a), the Comptroller General shall—

17 (1) assess trends in costs of the essential air
18 service program under sections 41731 through
19 41742 of title 49, United States Code, over the 10-
20 year period ending on the date of enactment of this
21 Act; and

22 (2) review potential causes for the increased
23 cost of the essential air service program, including—

24 (A) labor costs;

25 (B) fuel costs;

26 (C) aging aircraft costs;

- 1 (D) air carrier opportunity costs;
2 (E) airport costs; and
3 (F) the effects of the COVID–19 pan-
4 demic.

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 appropriate committees of Congress
8 a report on the results of the study conducted under sub-
9 section (a).

10 **SEC. 568. RESPONSE TIME FOR APPLICATIONS TO PROVIDE**
11 **ESSENTIAL AIR SERVICE.**

12 The Secretary shall take such actions as are nec-
13 essary to respond with an approval or denial of any appli-
14 cation filed by an applicant to provide essential air service
15 under subchapter II of chapter 417 of title 49, United
16 States Code, to the greatest extent practicable not later
17 than 6 months after receiving such application. The As-
18 sistant General Counsel for International and Aviation
19 Economic Law shall ensure the timely review of all orders
20 proposed by the Essential Air Service Office, and such
21 timeliness shall be analyzed annually by the General Coun-
22 sel of the Department of Transportation.

1 **SEC. 569. GAO STUDY ON CERTAIN AIRPORT DELAYS.**

2 The Comptroller General shall conduct a study on
3 flight delays in the States of New York, New Jersey, and
4 Connecticut and the possible causes of such delays.

5 **SEC. 570. REPORT ON RESTORATION OF SMALL COMMU-**
6 **NITY AIR SERVICE.**

7 (a) IN GENERAL.—Not later than 90 days after the
8 date of enactment of this Act, the Secretary shall seek
9 to enter into an agreement with the National Academies
10 to conduct a study on the loss of commercial air service
11 in small communities in the United States and options to
12 restore such service.

13 (b) CONTENTS.—In conducting the study required
14 under subsection (a), that National Academies shall—

15 (1) assess the reduction of scheduled commer-
16 cial air service to small communities over a 5-year
17 period ending on the date of enactment of this Act,
18 to include small communities that have lost all
19 scheduled commercial air service;

20 (2) review economic trends that have resulted in
21 reduction or loss of scheduled commercial air service
22 to such communities;

23 (3) review the economic losses of such commu-
24 nities who have suffered a reduction or loss of sched-
25 uled commercial air service;

1 (4) identify the causes that prompted air car-
2 riers to reduce or eliminate scheduled commercial air
3 service to such communities;

4 (5) assess the impact of changing aircraft eco-
5 nomics; and

6 (6) identify recommendations that can be imple-
7 mented by such communities or Federal, State, or
8 local agencies to aid in the restoration or replace-
9 ment of scheduled commercial air service.

10 (c) CASE STUDIES.—In conducting the study re-
11 quired under subsection (a), the National Academies shall
12 assess not fewer than 7 communities that have lost com-
13 mercial air service or have had commercial air service sig-
14 nificantly reduced in the past 15 years, including—

15 (1) Williamsport Regional Airport;

16 (2) Alamogordo-White Sands Regional Airport;

17 and

18 (3) Chautauqua County Jamestown Airport.

19 (d) REPORT.—Not later than 1 year after the date
20 of enactment of this Act, the National Academies shall
21 submit to the Secretary and the appropriate committees
22 of Congress a report containing—

23 (1) the results of the study described in sub-
24 section (a); and

1 (2) recommendations to Congress and commu-
2 nities on action that can be taken to improve or re-
3 store scheduled commercial service to small commu-
4 nities.

5 (e) FUNDING.—No funding made available to carry
6 out subchapter II of chapter 417 of title 49, United States
7 Code, may be used to carry out this section.

8 **TITLE VI—MODERNIZING THE**
9 **NATIONAL AIRSPACE SYSTEM**

10 **SEC. 601. INSTRUMENT LANDING SYSTEM INSTALLATION.**

11 (a) IN GENERAL.—Not later than January 1, 2025,
12 the Administrator shall expedite the installation of at least
13 15 instrument landing systems (in this section referred to
14 as “ILS”) in the national airspace system by utilizing the
15 existing ILS contract vehicle and the employees of the
16 FAA.

17 (b) REQUIREMENTS.—In carrying out subsection (a),
18 the Administrator shall—

19 (1) incorporate lessons learned from installa-
20 tions under section 44502(a)(4) of title 49, United
21 States Code;

22 (2) record metrics of cost and time savings of
23 expedited installations;

1 (3) consider opportunities to further develop
2 ILS technical expertise among the employees of the
3 FAA; and

4 (4) consider the cost-benefit analysis of utilizing
5 the existing ILS contract vehicle, the employees of
6 the FAA, or both, to accelerate the installation and
7 deployment of procured equipment.

8 (c) BRIEFING TO CONGRESS.—Not later than June
9 30, 2025, the Administrator shall brief the appropriate
10 committees of Congress—

11 (1) on the installation of ILS under this sec-
12 tion;

13 (2) describing any planned near-term ILS in-
14 stallations; and

15 (3) outlining the approach of the FAA to accel-
16 erate future procurement and installation of ILS
17 throughout the national airspace system in a manner
18 consistent with the requirements of title VIII of divi-
19 sion J of the Infrastructure Investment and Jobs
20 Act (Public Law 117–58).

21 **SEC. 602. NAVIGATION AIDS STUDY.**

22 (a) IN GENERAL.—Not later than 180 days after the
23 date of enactment of this Act, the inspector general of the
24 Department of Transportation shall initiate a study exam-
25 ining the effects of reclassifying navigation aids to Design

1 Assurance Level–A from Design Assurance Level–B, in-
2 cluding the following navigation aids:

3 (1) Distance measuring equipment.

4 (2) Very high frequency omni-directional range.

5 (3) Tactical air navigation.

6 (4) Wide area augmentation system.

7 (b) CONTENTS.—In conducting the study required
8 under subsection (a), the inspector general shall address—

9 (1) the cost-benefit analyses associated with the
10 reclassification described in such subsection;

11 (2) the findings from the operational safety as-
12 sessments and preliminary hazard analyses of the
13 navigation aids listed in such subsection;

14 (3) the risks of such reclassification on naviga-
15 tion aid equipment currently in use;

16 (4) the potential impacts on global interoper-
17 ability of navigational aids; and

18 (5) what additional actions should be taken
19 based on the findings of this subsection.

20 (c) REPORT.—Not later than 24 months after the
21 date of enactment of this Act, the inspector general shall
22 submit to the appropriate committees of Congress a report
23 describing the results of the study conducted under sub-
24 section (a).

1 **SEC. 603. NEXTGEN ACCOUNTABILITY REVIEW.**

2 (a) IN GENERAL.—Not later than December 31,
3 2026, the Administrator shall seek to enter into an agree-
4 ment with the National Academy of Public Administration
5 to initiate a review to assess the performance of the FAA
6 in delivering and implementing quantifiable operational
7 benefits to the national airspace system within the
8 NextGen program.

9 (b) REVIEW REQUIREMENTS.—In conducting the re-
10 view required under subsection (a), the National Academy
11 of Public Administration shall—

12 (1) leverage metrics used by the FAA to quan-
13 tify the benefits of NextGen technology and invest-
14 ments;

15 (2) validate metrics and identify additional
16 metrics the FAA can use to track national airspace
17 system throughput and savings as a result of
18 NextGen investments—

19 (A) by calculating a per flight average,
20 weighted by distance, of the—

21 (i) reduction and cumulative savings
22 of track miles and time savings;

23 (ii) reduction and cumulative savings
24 of emissions and fuel burn; and

25 (iii) reduction of aircraft operation
26 time; and

1 (B) by using any other metrics that the
2 National Academy determines may provide in-
3 sights into the quantifiable benefits for opera-
4 tors in the national airspace system; and

5 (3) validate current metrics and identify addi-
6 tional metrics the FAA can use to track and assess
7 fleet equipage across operators in the national air-
8 space system, including identifying—

9 (A) the percentage of aircraft equipped
10 with NextGen avionics equipment as rec-
11 ommended in the report of the NextGen Advi-
12 sory Committee titled “Minimum Capabilities
13 List (MCL) Ad Hoc Team NAC Task 19-1 Re-
14 port”, issued on November 17, 2020;

15 (B) quantified costs and benefits for an
16 operator to properly equip an aircraft with
17 baseline NextGen avionics equipment over the
18 lifecycle of such aircraft; and

19 (C) cumulative unrealized NextGen bene-
20 fits associated with rates of mixed equipage
21 across operators.

22 (c) INDUSTRY CONSULTATION.—In conducting the
23 review required under subsection (a), the National Acad-
24 emy of Public Administration may consult with aviation
25 industry stakeholders.

1 (d) REPORT.—Not later than 270 days after the initi-
2 ation of the review under subsection (a), the National
3 Academy shall submit to the Administrator and the appro-
4 priate committees of Congress a report containing any
5 findings and recommendations under such review.

6 (e) PUBLICATION.—Not later than 180 days after re-
7 ceiving the report required under subsection (d), the Ad-
8 ministrator shall establish a website of the FAA that can
9 be used to monitor and update—

10 (1) the metrics identified by the review con-
11 ducted under subsection (a) on a quarterly and an-
12 nual basis through 2030, as appropriate; and

13 (2) the total amount invested in NextGen tech-
14 nologies and resulting quantifiable benefits on a
15 quarterly basis until the Administrator announces
16 the completion of NextGen implementation.

17 **SEC. 604. AIRSPACE ACCESS.**

18 (a) COALESCING AIRSPACE.—

19 (1) REVIEW OF NATIONAL AIRSPACE SYSTEM.—
20 Not later than 3 years after the date of enactment
21 of this Act, the Administrator, in coordination with
22 the Secretary of Defense, shall conduct a com-
23 prehensive review of the airspace of the national air-
24 space system, including special use airspace.

1 (2) STREAMLINING AND EXPEDITING ACCESS.—

2 In carrying out paragraph (1), the Administrator
3 shall identify methods to streamline, expedite, and
4 provide greater flexibility of access to certain cat-
5 egories of airspace for users of the national airspace
6 system who may not regularly have such access.

7 (b) BRIEFING.—

8 (1) IN GENERAL.—Not later than 3 months
9 after the completion of review the under subsection
10 (a), the Administrator shall brief the appropriate
11 committees of Congress on the findings of such re-
12 view and a proposed action plan to improve access
13 to airspace for users of the national airspace system.

14 (2) CONTENTS.—In the briefing under para-
15 graph (1), the Administrator shall include, at a min-
16 imum, the following:

17 (A) An identification of current challenges
18 and barriers faced by airspace users in access-
19 ing certain categories of airspace, including spe-
20 cial use airspace.

21 (B) An evaluation of existing procedures,
22 regulations, and requirements that may impede
23 or delay access to certain categories of airspace
24 for certain users of the national airspace sys-
25 tem.

1 (C) Actions for streamlining and expediting the airspace access process, including potential regulatory changes, technological advancements, and enhanced coordination among relevant stakeholders and Federal agencies.

2 (D) If determined appropriate, an implementation plan for a framework that allows for temporary access to certain categories of airspace, including special use airspace, by users of the national airspace system who do not have regular access to such airspace.

3 (E) An assessment of the impact of airspace access improvements described in paragraph (1) on the safety of, efficiency of, and economic opportunities for airspace users, including—

4 (i) military operators;

5 (ii) commercial operators; and

6 (iii) general aviation operators.

7 (3) IMPLEMENTATION AND FOLLOW-UP.—

8 (A) ACTION PLAN.—The Administrator shall take such actions as are necessary to implement the action plan developed pursuant to this section.

1 (B) COORDINATION.—In implementing the
2 action plan under subparagraph (A), the Ad-
3 ministrator shall coordinate with relevant stake-
4 holders, including airspace users and the Sec-
5 retary of Defense, to ensure effective implemen-
6 tation of such action plan, and ongoing collabo-
7 ration in addressing airspace access challenges.

8 (C) PROGRESS REPORTS.—The Adminis-
9 trator shall provide to the appropriate commit-
10 tees of Congress periodic briefings on the imple-
11 mentation of the action plan developed under
12 this subparagraph (A), including updates on—

- 13 (i) the adoption of streamlined proce-
14 dures;
15 (ii) technological enhancements; and
16 (iii) any regulatory changes necessary
17 to improve airspace access and flexibility.

18 **SEC. 605. FAA CONTRACT TOWER WORKFORCE AUDIT.**

19 (a) IN GENERAL.—Not later than 120 days after the
20 date of enactment of this Act, the inspector general of the
21 Department of Transportation shall initiate an audit of
22 the workforce needs of the Contract Tower Program, as
23 established under section 47124 of title 49, United States
24 Code.

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 FAA contract towers staffing lev-
6 els and determine the adequacy of staffing levels at
7 such towers;

8 (2) evaluate the supply and demand of trained
9 and certificated personnel prepared for work and
10 such towers;

11 (3) examine efforts to establish an air traffic
12 controller training program or curriculum to allow
13 contract tower contractors to conduct—

14 (A) initial training of controller candidates
15 employed or soon to be employed by such con-
16 tractors who do not have a Control Tower Op-
17 erator certificate or a FAA tower credential;

18 (B) any initial training for controller can-
19 didates who have completed an approved Air
20 Traffic Collegiate Training Initiative program
21 from an accredited school that has a dem-
22 onstrated successful curriculum; or

23 (C) on-the-job training of such candidates
24 described in subparagraphs (A) or (B);

1 (4) assess whether establishing pathways to
2 allow contract tower contractors to use the air traf-
3 fic technical training academy of the FAA, or other
4 means such as higher educational institutions, to
5 provide initial technical training for air traffic con-
6 trollers employed by such contractors could improve
7 the workforce needs of the contract tower program
8 and any related impact such training may have on
9 air traffic controller staffing more broadly; and

10 (5) consult with the exclusive bargaining rep-
11 resentative of the air traffic controllers certified
12 under section 7111 of title 5, United States Code.

13 (c) REPORT.—Not later than 90 days after the com-
14 pletion of the audit under subsection (a), the inspector
15 general shall submit to the appropriate committees of Con-
16 gress a report on the findings of such audit and any rec-
17 ommendations as a result of such audit.

18 (d) IMPLEMENTATION.—The Administrator shall
19 take such actions as are necessary to implement any rec-
20 ommendations included in the report required under sub-
21 section (c) with which the Administrator concurs.

22 (e) RULE OF CONSTRUCTION.—Nothing in this sub-
23 section shall be construed as a delegation of authority by
24 the Administrator to air traffic control contractors for the

1 purposes of issuing initial certifications to air traffic con-
2 trollers.

3 **SEC. 606. 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 shall prioritize the safety of the
7 national airspace system, the safety of employees of the
8 Administration, the operational reliability of such air traf-
9 fic control tower, and the costs of such tower.

10 **SEC. 607. AIR TRAFFIC SERVICES DATA REPORTS.**

11 Section 45303(g)(2)(A) of title 49, United States
12 Code, is amended by striking “8 years” and inserting “14
13 years”.

14 **SEC. 608. CONSIDERATION OF SMALL HUB CONTROL TOW-**
15 **ERS.**

16 In selecting projects for the replacement of federally
17 owned air traffic control towers from funds made available
18 under the heading “Federal Aviation Administration—Fa-
19 cilities and Equipment” in title VIII of division J of the
20 Infrastructure Investment and Jobs Act (Public Law 117–
21 58), the Administrator shall consider selecting projects at
22 small hub commercial service airports with control towers
23 that are at least 50 years old.

24 **SEC. 609. FLIGHT PROFILE OPTIMIZATION.**

25 (a) PILOT PROGRAM.—

1 (1) ESTABLISHMENT.—The Administrator shall
2 establish a pilot program to award grants to air
3 traffic flow management technology providers to de-
4 velop prototype capabilities to incorporate flight pro-
5 file optimization (in this section referred to as
6 “FPO”) into the trajectory based-operations air
7 traffic flow management system of the FAA.

8 (2) CONSIDERATIONS.—In establishing the pilot
9 program under paragraph (1), the Administrator
10 shall consider the following:

11 (A) The extent to which developed FPO
12 capabilities may reduce strain on the national
13 airspace system infrastructure while facilitating
14 safe and efficient flow of future air traffic vol-
15 umes and diverse range of aircraft and ad-
16 vanced aviation aircraft.

17 (B) The extent to which developed FPO
18 capabilities may achieve environmental benefits
19 and time savings.

20 (C) The perspectives of FAA employees re-
21 sponsible for air traffic flow management devel-
22 opment projects, bilateral civil aviation regu-
23 latory partners, and industry applicants on the
24 performance of the FAA in carrying out air

1 traffic flow management system development
2 projects.

3 (D) Any other information the Adminis-
4 trator determines appropriate.

5 (3) APPLICATION.—To be eligible to receive a
6 grant under the program, an air traffic flow man-
7 agement technology provider shall submit an appli-
8 cation to the Administrator at such time, in such
9 manner, and containing such information as the Ad-
10 ministrator may require.

11 (4) MAXIMUM AMOUNT.—A grant awarded
12 under the program may not exceed \$2,000,000 to a
13 single air traffic flow management technology pro-
14 vider.

15 (b) BRIEFING TO CONGRESS.—Not later than 1 year
16 after the date of enactment of this Act, and annually
17 thereafter until the termination of the pilot program under
18 subsection (d) established under this section, the Adminis-
19 trator shall brief the appropriate committees of Congress
20 on the progress of such pilot program, including any im-
21 plementation challenges of the program, detailed metrics
22 of the program, and any recommendations to achieve the
23 adoption of FPO.

24 (c) TRAJECTORY-BASED OPERATIONS DEFINED.—In
25 this section, the term “trajectory-based operations” means

1 an air traffic flow management method for strategically
2 planning, managing, and optimizing flights that uses time-
3 based management, performance-based navigation, and
4 other capabilities and processes to achieve air traffic flow
5 management operational objectives and improvements.

6 (d) SUNSET.—The pilot program under this section
7 shall terminate on October 1, 2028.

8 **SEC. 610. EXTENSION OF ENHANCED AIR TRAFFIC SERV-**
9 **ICES PILOT PROGRAM.**

10 Section 547 of the FAA Reauthorization Act of 2018
11 (49 U.S.C. 40103 note) is amended—

12 (1) by striking subsection (d) and inserting the
13 following:

14 “(d) DEFINITIONS.—In this section:

15 “(1) CERTAIN NEXTGEN AVIONICS.—The term
16 ‘certain NextGen avionics’ means those avionics and
17 baseline capabilities as recommended in the report of
18 the NextGen Advisory Committee titled ‘Minimum
19 Capabilities List (MCL) Ad Hoc Team NAC Task
20 19-1 Report’, issued on November 17, 2020.

21 “(2) PREFERENTIAL BASIS.—The term ‘pref-
22 erential basis’ means prioritizing aircraft equipped
23 with certain NextGen avionics by providing them
24 more efficient service, shorter queuing, or priority
25 clearances to the maximum extent possible without

1 reducing overall capacity or safety of the national
2 airspace system.”; and

3 (2) in subsection (e) by striking “May 10,
4 2024” and inserting “September 30, 2028”.

5 **SEC. 611. FEDERAL CONTACT TOWER WAGE DETERMINA-**
6 **TIONS AND POSITIONS.**

7 (a) IN GENERAL.—The Secretary shall request that
8 the Secretary of Labor—

9 (1) review and update, as necessary, including
10 to account for cost-of-living adjustments, the basis
11 for the wage determination for air traffic controllers
12 who are employed at air traffic control towers oper-
13 ated under the Contract Tower Program established
14 under section 47124 of title 49, United States Code;

15 (2) reassess the basis for air traffic controller
16 occupation codes;

17 (3) create a new wage determination category
18 or occupation code for managers of air traffic con-
19 trollers who are employed at air traffic control tow-
20 ers operated under the Contract Tower Program;
21 and

22 (4) consult with the Administrator in carrying
23 out the requirements of paragraphs (1) through (3).

24 (b) REPORT.—Not later than 2 years after the date
25 of enactment of this Act, the Secretary, in consultation

1 with the Secretary of Labor, shall submit to the appro-
2 priate committees of Congress a report that includes—

3 (1) a description of the findings and conclusions
4 of the review and reassessment made under sub-
5 section (a);

6 (2) an explanation of and justification for the
7 basis for the wage determination; and

8 (3) a description of the actions taken by the
9 Department of Transportation and the Department
10 of Labor to ensure that contract tower air traffic
11 controller wages are adjusted for inflation and are
12 assigned the appropriate occupation codes.

13 **SEC. 612. BRIEFING ON RADIO COMMUNICATIONS COV-**
14 **ERAGE AROUND MOUNTAINOUS TERRAIN.**

15 (a) **BRIEFING REQUIREMENT.**—Not later than 180
16 days after the date of enactment of this Act, the Adminis-
17 trator shall brief the appropriate committees of Congress
18 on the radio communications coverage within the airspace
19 surrounding the Mena Intermountain Municipal Airport
20 in Mena, Arkansas.

21 (b) **BRIEFING CONTENTS.**—The briefing required
22 under subsection (a) shall include the following:

23 (1) The radio communications coverage within
24 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 to increase
6 radio communications coverage below 4,000 feet
7 above ground level within such airspace.

8 **SEC. 613. AERONAUTICAL MOBILE COMMUNICATIONS**
9 **SERVICES.**

10 (a) **SATELLITE VOICE COMMUNICATIONS SERV-**
11 **ICES.**—The Administrator shall evaluate the addition of
12 satellite voice communication services (in this section re-
13 ferred to as “SatVoice”) to the Aeronautical Mobile Com-
14 munications program (in this section referred to as the
15 “AMCS program”) that provides for the delivery of air
16 traffic control messages in oceanic and remote continental
17 airspace.

18 (b) **ANALYSIS AND IMPLEMENTATION PROCE-**
19 **DURES.**—Not later than 1 year after the date of enact-
20 ment of this Act, the Administrator shall begin to develop
21 the safety case analysis and implementation procedures
22 for SatVoice instructions over the controlled oceanic and
23 remote continental airspace regions of the FAA.

1 (c) REQUIREMENTS.—The analysis and implementa-
2 tion procedures required under subsection (b) shall in-
3 clude, at a minimum, the following:

4 (1) Network and protocol testing and integra-
5 tion with satellite service providers.

6 (2) Operational testing with aircraft to identify
7 and resolve performance issues.

8 (3) A definition of Satcom Standards and Rec-
9 ommended Practices established through a collabora-
10 tion with the International Civil Aviation Organiza-
11 tion, which shall include an RCP-130 performance
12 standard as well as SatVoice standards.

13 (4) Training for radio operators on new oper-
14 ation procedures and protocols.

15 (5) A phased implementation plan for incor-
16 porating SatVoice services into the AMCS program.

17 (6) The estimated cost of the implementation
18 procedures for relevant stakeholders.

19 (d) HF/VHF MINIMUM EQUIPAGE.—

20 (1) RULE OF CONSTRUCTION.—Nothing in this
21 section shall be construed to affect the HF/VHF eq-
22 uipage requirement for communications in oceanic
23 and remote continental airspace as of the date of en-
24 actment of this Act.

1 (2) MAINTENANCE OF HF/VHF SERVICES.—The
2 Administrator shall maintain HF/VHF services ex-
3 isting as of the date of enactment of this Act as
4 minimum equipage under the AMCS program to
5 provide for auxiliary communication and maintain
6 safety in the event of a satellite outage.

7 **SEC. 614. DELIVERY OF CLEARANCE TO PILOTS VIA INTER-**
8 **NET PROTOCOL.**

9 (a) IN GENERAL.—Not later than 18 months after
10 the date of enactment of this Act, the Administrator shall
11 establish a pilot program to conduct testing and an evalua-
12 tion to determine the feasibility of the use, in air traffic
13 control towers, of technology for mobile clearance delivery
14 for general aviation and on-demand air carriers operating
15 under part 135 of title 14, Code of Federal Regulations,
16 at suitable airports that do not have tower data link serv-
17 ices.

18 (b) AIRPORT SELECTION.—

19 (1) IN GENERAL.—The Administrator shall des-
20 ignate 5 suitable airports for participation in the
21 program established under subsection (a) after con-
22 sultation with the exclusive representatives of air
23 traffic controllers certified under section 7111 of
24 title 5, United States Code, airport sponsors, air-

1 craft and avionics manufacturers, MITRE, and air-
2 craft operators

3 (2) AIRPORT SIZE AND COMPLEXITY.—In desig-
4 nating airports under paragraph (1), the Adminis-
5 trator shall designate airports of different size and
6 complexity.

7 (c) PROGRAM OBJECTIVE.—The program established
8 under subsection (a) shall address and include safety, se-
9 curity, and operational requirements for mobile clearance
10 delivery at airports and heliports across the United States.

11 (d) REPORT.—Not later than 1 year after the date
12 on which the program under subsection (a) is established,
13 the Administrator shall submit to the appropriate commit-
14 tees of Congress a report on the safety, security, and oper-
15 ational performance of mobile clearance delivery at air-
16 ports pursuant to this section and recommendations on
17 how best to improve the program.

18 (e) DEFINITIONS.—In this section:

19 (1) MOBILE CLEARANCE DELIVERY.—The term
20 “mobile clearance delivery” means the delivery of ac-
21 cess to departure clearance and clearance cancella-
22 tion via internet protocol via applications to pilots
23 while aircraft are on the ground where traditional
24 data link installations are not feasible or possible.

1 (2) TOWER DATA LINK SERVICES.—The term
2 “tower data link services” means communications
3 between controllers and pilots using controller-pilot
4 data link communications.

5 (3) SUITABLE AIRPORT.—The term “suitable
6 airport” means towered airports, non-towered air-
7 ports, and heliports.

8 **SEC. 615. STUDY ON CONGESTED AIRSPACE.**

9 (a) STUDY.—Not later than 270 days after the date
10 of enactment of this Act, the Comptroller General shall
11 initiate a study on the efficiency and efficacy of scheduled
12 commercial air service transiting congested airspace.

13 (b) CONTENTS.—In carrying out the study required
14 under subsection (a), the Comptroller General shall exam-
15 ine—

16 (1) various regions of congested airspace and
17 the differing factors of such regions;

18 (2) commercial air service;

19 (3) military flight activity;

20 (4) emergency response activity;

21 (5) commercial space launch and reentry activi-
22 ties;

23 (6) weather; and

24 (7) air traffic controller staffing.

1 (c) REPORT.—Not later than 18 months after the ini-
2 tiation of the study under subsection (a), the Comptroller
3 General shall submit to the appropriate committees of
4 Congress a report on the results of the study and rec-
5 ommendations to reduce the impacts to scheduled air serv-
6 ice transiting congested airspace.

7 **SEC. 616. BRIEFING ON LIT VORTAC PROJECT.**

8 (a) IN GENERAL.—Not later than 180 days after the
9 date of enactment of this Act, the Administrator shall
10 brief the appropriate committees of Congress on the Little
11 Rock Port Authority Very High Frequency Omni-Direc-
12 tional Radio Range Tactical Air Navigation Aid Project
13 (in this section referred to as “LIT VORTAC”).

14 (b) BRIEFING CONTENTS.—The briefing required
15 under subsection (a) shall include the following:

16 (1) The status of the efforts by the FAA to re-
17 locate the LIT VORTAC.

18 (2) The status of new flight planning of the re-
19 located LIT VORTAC.

20 (3) A description of and timeline for each re-
21 maining phase of the relocation of the LIT
22 VORTAC .

23 **SEC. 617. SURFACE SURVEILLANCE.**

24 (a) IN GENERAL.—Not later than 1 year after the
25 date of enactment of this Act, the Administrator shall con-

1 duct a review of surface surveillance systems that are
2 operational as of such date of enactment.

3 (b) CONTENTS.—In carrying out the review under
4 subsection (a), the Administrator shall—

5 (1) demonstrate that any change to the configu-
6 ration of surface surveillance systems or decommis-
7 sioning of a sensor from such systems provides an
8 equivalent level of safety as the current system;

9 (2) determine how a technology refresh of leg-
10 acy sensor equipment can reduce operational and
11 maintenance costs of surface surveillance systems
12 compared to current costs and extend the useful life
13 and affordability of such systems; and

14 (3) consider how to enhance such systems
15 through new capabilities and software tools that im-
16 prove the safety of terminal airspace and the airport
17 surface.

18 (c) CONSULTATION.—In carrying out the review
19 under subsection (a), the Administrator shall consult
20 with—

21 (1) aviation safety experts with specific knowl-
22 edge of surface surveillance technology, including
23 multilateration and automatic dependent surveil-
24 lance-broadcast;

1 (2) representatives of the exclusive bargaining
2 representative of the air traffic controllers certified
3 under section 7111 of title 5, United States Code,
4 with expertise in surface safety; and

5 (3) representatives of the exclusive bargaining
6 representative of airway transportation systems spe-
7 cialists of the FAA certified under section 7111 of
8 title 5, United States Code.

9 (d) BRIEFING.—Upon completion of the review under
10 subsection (a), the Administrator shall brief the appro-
11 priate committees of Congress on the findings of such re-
12 view.

13 (e) IMPLEMENTATION.—The Administrator may im-
14 plement changes to surface surveillance systems consistent
15 with the findings of the review described in subsection (d).

16 **SEC. 618. CONSIDERATION OF THIRD-PARTY SERVICES.**

17 (a) PLANS AND POLICY.—Section 44501 of title 49,
18 United States Code, is amended—

19 (1) in subsection (a) by striking “development
20 and location of air navigation facilities” and insert-
21 ing “development of air navigation facilities and
22 services”; and

23 (2) in subsection (b)—

1 (A) by striking “and development” and in-
2 sserting “procurement, and development” each
3 place it appears;

4 (B) in paragraph (1) by striking “facilities
5 and equipment” and inserting “facilities, serv-
6 ices, and equipment”;

7 (C) in paragraph (2)—

8 (i) in the matter preceding subpara-
9 graph (A) by striking “first and 2d years”
10 and inserting “first and second years”;
11 and

12 (ii) in subparagraph (C) by striking
13 “subclauses (A) and (B) of this clause”
14 and inserting “subparagraphs (A) and
15 (B)”;

16 (D) in paragraph (3)—

17 (i) by striking “the 3d, 4th, and 5th”
18 and inserting “the third, fourth, and
19 fifth”; and

20 (ii) by striking “systems and facili-
21 ties” and inserting “systems, services, and
22 facilities”; and

23 (E) in paragraph (4)(B) by striking
24 “growth of aviation” and inserting “growth of
25 the aerospace industry”.

1 (b) SYSTEMS, PROCEDURES, FACILITIES, SERVICES,
2 AND DEVICES.—

3 (1) IN GENERAL.—Section 44505 of title 49,
4 United States Code, is amended—

5 (A) in the section heading by striking
6 “AND DEVICES” and inserting “**services,**
7 **and devices**”;

8 (B) in subsection (a) by striking “and de-
9 vices” and inserting “services, and devices”
10 each place it appears; and

11 (C) in subsection (b) by striking “develop
12 dynamic simulation models” and inserting “de-
13 velop or procure dynamic simulation models and
14 tools” each place it appears.

15 (2) CLERICAL AMENDMENT.—The analysis for
16 chapter 445 of title 49, United States Code, is
17 amended by striking the item relating to section
18 44505 and inserting the following:

“44505. Systems, procedures, facilities, services, and devices.”.

19 **SEC. 619. NEXTGEN PROGRAMS.**

20 (a) IN GENERAL.—Not later than 180 days after the
21 date of enactment of this Act, and periodically thereafter
22 as the Administrator determines appropriate, the Admin-
23 istrator shall convene FAA officials to evaluate and expe-
24 dite the implementation of NextGen programs and capa-
25 bilities.

1 (b) NEXTGEN PROGRAM PRIORITIZATION.—In allo-
2 cating amounts appropriated pursuant to section 48101(a)
3 of title 49, United States Code, the Secretary shall give
4 priority to the following activities:

5 (1) Performance-based navigation.

6 (2) Data communications.

7 (3) Terminal flight data manager.

8 (4) Aeronautical information management.

9 (5) Other activities as recommended by the
10 NextGen Advisory Committee and determined by the
11 Administrator to be appropriate.

12 (c) PERFORMANCE-BASED NAVIGATION.—

13 (1) IN GENERAL.—Not later than 3 years after
14 the date of enactment of this Act, the Administrator
15 shall fully implement performance-based navigation
16 procedures for all terminal and enroute routes, in-
17 cluding approach and departure procedures for cov-
18 ered airports.

19 (2) SPECIFIC PROCEDURES.—Pursuant to para-
20 graph (1), the Administrator shall prioritize the fol-
21 lowing performance-based navigation procedures:

22 (A) Trajectory-based operations.

23 (B) Optimized profile descents.

24 (C) Multiple airport route separation.

1 (D) Established on required navigation
2 performance.

3 (E) Converging runway display aids.

4 (3) PERFORMANCE-BASED NAVIGATION BASE-
5 LINE EQUIPAGE REQUIREMENTS.—In carrying out
6 paragraph (1), the Administrator shall issue such
7 regulations as may be required, and publish applica-
8 ble advisory circulars, to establish the equipage base-
9 line appropriate for aircraft to safely use perform-
10 ance-based navigation procedures.

11 (4) UTILIZATION ACTION PLAN.—Not later
12 than 180 days after enactment of this Act, the Ad-
13 ministrator shall, in consultation with certified labor
14 representatives of air traffic controllers and the
15 NextGen Advisory Committee, develop an action
16 plan to utilize performance-based navigation proce-
17 dures as a primary means of navigation to further
18 reduce the dependency on legacy systems within the
19 national airspace system.

20 (d) DATA COMMUNICATIONS.—

21 (1) IN GENERAL.—Not later than 2 years after
22 the date of enactment of this Act, the Administrator
23 shall fully implement the use of data communica-
24 tions.

1 (2) SPECIFIC CAPABILITIES.—In carrying out
2 subsection (a) and this subsection, the Administrator
3 shall prioritize the following data communications
4 capabilities:

5 (A) Ground-to-ground message exchange
6 for surface aircraft operations and runway safe-
7 ty at airports.

8 (B) Automated message generation and re-
9 ceipt.

10 (C) Message routing and transmission.

11 (D) Direct communications with aircraft
12 avionics.

13 (E) Implementation of data communica-
14 tions at all Air Route Traffic Control Centers.

15 (F) The Future Air Navigation System.

16 (e) TERMINAL FLIGHT DATA MANAGER AND OTHER
17 SYSTEMS.—

18 (1) TERMINAL FLIGHT DATA MANAGER.—Not
19 later than 4 years after the date of enactment of
20 this Act, the Administrator shall install the Ter-
21 minal Flight Data Manager system at not less than
22 89 airports in the United States based on the high-
23 est number of annual aircraft operations or a deter-
24 mination of operational need and the impact of in-

1 stallation and deployment on the national airspace
2 system.

3 (2) ELECTRONIC FLIGHT STRIPS.—At a min-
4 imum, the Administrator shall implement electronic
5 flight strips at the air traffic control towers of air-
6 ports described in paragraph (1).

7 (3) FLOW MANAGEMENT DATA AND SERV-
8 ICES.—Not later than 4 years after the date of en-
9 actment of this Act, if the Administrator finds that
10 Terminal Flight Data Manager systems would be
11 beneficial to safety or efficiency, the Administrator
12 shall install Flow Management Data and Services at
13 airports described under paragraph (1).

14 (4) APPROPRIATIONS.—The activities under
15 paragraphs (1), (2), and (3) of this subsection shall
16 be contingent on the appropriation of funds to carry
17 out this subsection.

18 (f) AERONAUTICAL INFORMATION MANAGEMENT
19 SYSTEMS.—

20 (1) IN GENERAL.—Not later than 3 years after
21 the date of enactment of this Act, the Administrator
22 shall fully modernize the aeronautical information
23 management systems of the FAA to improve the
24 functionality, useability, durability, and reliability of
25 such systems used in the national airspace system.

1 (2) REQUIREMENTS.—In carrying out para-
2 graph (1), the Administrator shall—

3 (A) improve the distribution of critical
4 safety information to pilots, air traffic control,
5 and other relevant aviation stakeholders;

6 (B) fully develop and implement the Enter-
7 prise Information Display System; and

8 (C) notwithstanding a centralized aero-
9 nautical information management system, re-
10 structure the back-up systems of aeronautical
11 information management systems to be inde-
12 pendent and self-sufficient from one another.

13 (g) NEXTGEN EQUIPAGE PLAN.—

14 (1) IN GENERAL.—Not later than 14 months
15 after the date of enactment of this Act, the Adminis-
16 trator shall develop a 2-year implementation plan to
17 further incentivize the acceleration of the equipage
18 rates of certain NextGen avionics within the fleets of
19 air carriers (as such term is defined in section
20 40102(a) of title 49, United States Code.

21 (2) CONTENTS.—In developing the plan re-
22 quired under paragraph (1), the Administrator shall,
23 at a minimum—

24 (A) provide for further implementation and
25 deployment of NextGen operational improve-

1 ments to incentivize universal equipage of com-
2 mercial and regional aircraft with certain
3 NextGen avionics;

4 (B) identify any remaining barriers for op-
5 erators of commercial and regional aircraft to
6 properly equip such aircraft with certain
7 NextGen avionics, including any methods to ad-
8 dress such barriers;

9 (C) provide for the use of the best methods
10 to highlight and enhance to operators of com-
11 mercial and regional aircraft the benefits of
12 equipping such aircraft with certain NextGen
13 avionics; and

14 (D) include in such plan any equipage
15 guidelines and regulations the Administrator
16 determines necessary and appropriate.

17 (3) CONSULTATION.—In developing the plan
18 under paragraph (1), the Administrator shall consult
19 with representatives from—

20 (A) trade associations representing air car-
21 riers;

22 (B) trade associations representing avi-
23 onics manufacturers;

24 (C) certified labor organizations rep-
25 resenting air traffic controllers; and

1 (D) any other representatives the Adminis-
2 trator determines appropriate.

3 (4) SUBMISSION OF PLAN.—Not later than 15
4 months after the date of enactment of this Act, the
5 Administrator shall submit to the appropriate com-
6 mittees of Congress the plan required under this
7 subsection.

8 (5) IMPLEMENTATION.—Not later than 18
9 months after the date of enactment of this Act, the
10 Administrator shall initiate such actions necessary to
11 implement the plan developed under paragraph (1),
12 including initiating any required rulemaking.

13 (6) DEFINITION.—In this subsection, the term
14 “certain NextGen avionics” means those avionics
15 and baseline capabilities as recommended in the re-
16 port of the NextGen Advisory Committee titled
17 “Minimum Capabilities List (MCL) Ad Hoc Team
18 NAC Task 19-1 Report”, issued on November 17,
19 2020.

20 (h) EFFECT OF FAILURE TO MEET DEADLINE.—

21 (1) NOTIFICATION OF CONGRESS.—For each
22 deadline established under subsections (a) through
23 (g), if the Administrator determines that the Admin-
24 istrator has not met or will not meet each such
25 deadline, the Administrator shall, not later than 30

1 days after such determination, notify the appropriate
2 committees of Congress about the failure to meet
3 each deadline.

4 (2) CONTENTS OF NOTIFICATION.—Each notifi-
5 cation under paragraph (1) shall be accompanied by
6 the following:

7 (A) An explanation as to why the Adminis-
8 trator will not or did not meet the deadline de-
9 scribed in such paragraph.

10 (B) A description of the actions the Ad-
11 ministrator plans to take to meet the deadline
12 described in such paragraph.

13 (C) Actions Congress can take to assist the
14 Administrator in meeting the deadline described
15 in such paragraph.

16 (3) BRIEFING.—If the Administrator is re-
17 quired to provide notice under paragraph (1), the
18 Administrator shall provide the appropriate commit-
19 tees of Congress quarterly briefings as to the
20 progress made by the Administrator regarding im-
21 plementation under the respective subsection for
22 which the deadline will not be or was not met until
23 such time as the Administrator has completed the
24 required work under such subsection.

1 (i) NEXTGEN ADVISORY COMMITTEE CONSULTA-
2 TION.—

3 (1) IN GENERAL.—The Administrator shall con-
4 sult and task the NextGen Advisory Committee with
5 providing recommendations on ways to expedite,
6 prioritize, and fully implement the NextGen program
7 to realize the operational benefits of such programs.

8 (2) CONSIDERATIONS.—In providing rec-
9 ommendations under paragraph (1), the NextGen
10 Advisory Committee shall consider—

11 (A) air traffic throughput of the national
12 airspace system;

13 (B) daily operational performance, includ-
14 ing delays and cancellations; and

15 (C) the potential need for performance-
16 based operational metrics related to the
17 NextGen program and subsequent air traffic
18 modernization programs and efforts.

19 **SEC. 620. CONTRACT TOWER PROGRAM.**

20 Section 47124 of title 49, United States Code, is
21 amended—

22 (1) in subsection (b)(3) by adding at the end
23 the following:

24 “(H) PERIOD FOR COMPLETION OF AN
25 OPERATIONAL READINESS INSPECTION.—The

1 Secretary shall provide airport sponsors acting
2 in good faith 7 years to complete an operational
3 readiness inspection after receiving a benefit-to-
4 cost ratio of air traffic control services for an
5 airport.”; and

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

7 “(f) IMPROVING CONTROLLER SITUATIONAL AWARE-
8 NESS.—

9 “(1) IN GENERAL.—Not later than 1 year after
10 the date of enactment of this subsection, the Sec-
11 retary shall allow air traffic controllers at towers op-
12 erated under the Contract Tower Program to use
13 approved advanced equipment and technologies to
14 improve operational situational awareness, including
15 Standard Terminal Automation Replacement System
16 radar displays, Automatic Dependent Surveillance-
17 Broadcast, Flight Data Input/Output, and Auto-
18 matic Terminal Information System.

19 “(2) INSTALLATION AND MAINTENANCE.—Not
20 later than 2 years after the date of enactment of
21 this subsection, the Secretary shall allow airports
22 to—

23 “(A) procure a Standard Terminal Auto-
24 mation Replacement System or any equivalent
25 system through the Federal Aviation Adminis-

1 tration, and install and maintain such system
2 using Administration services; or

3 “(B) purchase a Standard Terminal Auto-
4 mation Replacement System, or any equivalent
5 system, and install and maintain such system
6 using services directly from an original equip-
7 ment manufacturer.

8 “(3) REQUIREMENTS.—To help facilitate the
9 integration of the equipment and technology de-
10 scribed in paragraph (1), the Secretary—

11 “(A) shall establish minimum performance
12 and technical standards that ensure the safe
13 use of equipment and technology, including
14 commercial radar displays capable of displaying
15 primary and secondary radar targets, for use by
16 controllers in contract towers to improve situa-
17 tional awareness;

18 “(B) shall identify approved vendors for
19 such equipment and technology, to the max-
20 imum extent practicable;

21 “(C) shall establish, in consultation with
22 contract tower operators, an appropriate train-
23 ing program to periodically train air traffic con-
24 trollers employed by such operators to ensure
25 proper and efficient integration and use of the

1 situational awareness equipment and technology
2 described in paragraph (1) into contract tower
3 operations;

4 “(D) may add Standard Terminal Automa-
5 tion Replacement System equipment or any
6 equivalent system to the minimum level of equi-
7 page necessary for Federal contract towers to
8 perform the function of such towers, as applica-
9 ble; and

10 “(E) shall require that any technology,
11 system, or equipment procured pursuant to this
12 subsection be procured using non-Federal
13 funds, except as made available under a grant
14 issued pursuant to 47124(b)(4).

15 “(g) LIABILITY INSURANCE.—

16 “(1) IN GENERAL.—Not later than 18 months
17 after the date of enactment of this subsection, the
18 Secretary shall consult with aviation industry ex-
19 perts, including air traffic control contractors and
20 aviation insurance professionals, to determine ade-
21 quate limits of liability for the Contract Tower Pro-
22 gram.

23 “(2) INTERIM STEPS.—Not later than 6 months
24 after the date of enactment of this subsection and
25 until the Secretary makes a determination on liabil-

1 ity limits under paragraph (1), the Secretary shall
2 require air traffic control contractors to have excess
3 liability insurance (as determined by the Secretary)
4 to ensure continuity of such coverage should a major
5 accident occur.

6 “(3) BRIEFING.—Not later than 24 months
7 after the date of enactment of this subsection, the
8 Secretary shall brief the Committee on Transpor-
9 tation and Infrastructure of the House of Represent-
10 atives and the Commerce, Science, and Transpor-
11 tation of the Senate on the findings, conclusions,
12 and actions taken and planned to be taken to carry
13 out this subsection.”.

14 **SEC. 621. REMOTE TOWERS.**

15 (a) IN GENERAL.—Section 47124 of title 49, United
16 States Code, is further amended—

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

18 “(h) MILESTONES FOR DESIGN APPROVAL OF RE-
19 MOTE TOWERS.—

20 “(1) IN GENERAL.—Not later than 180 days
21 after the date of enactment of this subsection, the
22 Administrator of the Federal Aviation Administra-
23 tion shall create a program and publish milestones
24 to achieve system design and operational approval
25 for a remote tower system.

1 “(2) REQUIREMENTS.—In carrying out para-
2 graph (1), the Administrator shall—

3 “(A) rely on support from the Office of
4 Airports of the Federal Aviation Administration
5 and the Air Traffic Organization of the Federal
6 Aviation Administration, including the Air
7 Traffic Services Service Unit and the Technical
8 Operations Service Unit;

9 “(B) consult with relevant stakeholders, as
10 the Administrator determines appropriate;

11 “(C) establish requirements for the system
12 design and operational approval of remote tow-
13 ers, including—

14 “(i) visual siting processes and re-
15 quirements for electro-optical sensors;

16 “(ii) datalink latency requirements;

17 “(iii) visual presentation design re-
18 quirements for monitors used to display
19 sensor and camera feeds; and

20 “(iv) any other wireless telecommuni-
21 cations infrastructure requirements to en-
22 able the operation of such towers;

23 “(D) use a safety risk management panel
24 process to address any safety issues with re-
25 spect to a remote tower;

1 “(E) if a remote tower is intended to be
2 installed at a non-towered airport, assess the
3 safety benefits of the remote tower against the
4 lack of an existing tower;

5 “(F) allow the use of surface surveillance
6 technology, either standalone or integrated into
7 the visual automation platform, as a situational
8 awareness tool;

9 “(G) establish protocols for contingency
10 operations and procedures in the event of re-
11 mote tower technology failures and malfunc-
12 tions; and

13 “(H) support active testing of a remote
14 tower system that has achieved system design
15 approval by the William J. Hughes Technical
16 Center at an airport that has installed remote
17 tower infrastructure to support such system.

18 “(3) SYSTEM DESIGN APPROVAL AND EVALUA-
19 TION PROCESS.—Not later than December 31, 2024,
20 the Administrator shall expand the system design
21 approval and evaluation process for a digital or re-
22 mote tower system to not less than 3 airports at
23 which a digital or remote tower will be installed or
24 operated at airports not located at the William J.
25 Hughes Technical Center and using the criteria

1 under section 161 of the FAA Reauthorization Act
2 of 2018 (49 U.S.C. 47104 note), to the extent the
3 Administrator has willing technology providers and
4 airports interested in the installation and operation
5 of such towers.

6 “(4) PRESERVATION OF EXISTING DESIGN AP-
7 PROVALS.—Nothing in this subsection shall be con-
8 strued to invalidate any system design approval ac-
9 tivity carried out by the William J. Hughes Tech-
10 nical Center prior to the date of enactment of this
11 subsection.

12 “(5) PRIORITIZATION FOR REMOTE TOWER
13 CERTIFICATION.—In carrying out the program es-
14 tablished under paragraph (1), the Administrator
15 shall prioritize system design and operational ap-
16 proval for a remote tower system at—

17 “(A) airports that do not have a perma-
18 nent air traffic control tower at the time of ap-
19 plication;

20 “(B) airports that would provide small and
21 rural community air service; or

22 “(C) airports that have been newly accept-
23 ed as of the date of enactment of this sub-
24 section into the Contract Tower Program.”.

1 (b) BRIEFING TO CONGRESS.—Not later than 180
2 days after the date of enactment of this Act, and every
3 6 months thereafter through October 1, 2028, the Admin-
4 istrator shall brief the appropriate committees of Congress
5 on—

6 (1) the status of remote and digital tower
7 projects in the system design approval and commis-
8 sioning process;

9 (2) the effectiveness and adequacy of the pilot
10 program established under section 161 of the FAA
11 Reauthorization Act of 2018 (49 U.S.C. 47104
12 note); and

13 (3) any other issues related to the demand for
14 and potential use of remote tower technology that
15 the Administrator determines are appropriate.

16 (c) CONFORMING AMENDMENTS.—Section 47124(b)
17 of title 49, United States Code, is amended—

18 (1) in paragraph (3)(B)(ii) by inserting “or a
19 remote air traffic control tower equipment that has
20 received System Design Approval from the Federal
21 Aviation Administration” after “an operating air
22 traffic control tower”; and

23 (2) in paragraph (4)(A)—

24 (A) in clause (i)(III) by inserting “or re-
25 mote air traffic control tower equipment that

1 has received System Design Approval from the
2 Federal Aviation Administration” after “cer-
3 tified by the Federal Aviation Administration”;
4 and

5 (B) in clause (ii)(III) by inserting “or re-
6 mote air traffic control tower equipment that
7 has received System Design Approval from the
8 Federal Aviation Administration” after “cer-
9 tified by the Federal Aviation Administration”.

10 (d) EXTENSION.—Section 161(a)(10) of the FAA Re-
11 authorization Act of 2018 (49 U.S.C. 47104 note) is
12 amended by striking “May 10, 2024” and inserting “Sep-
13 tember 30, 2028”.

14 **SEC. 622. AUDIT OF LEGACY SYSTEMS.**

15 (a) IN GENERAL.—Not later than 120 days after the
16 date of enactment of this Act, the Administrator shall ini-
17 tiate an audit of all legacy systems of the national airspace
18 system to determine the level of operational risk,
19 functionality, and security of such systems and the com-
20 patibility of such systems with current and future tech-
21 nology.

22 (b) SCOPE OF AUDIT.—The audit required under
23 subsection (a)—

1 (1) shall be conducted by an independent third-
2 party contractor or a federally funded research and
3 development center selected by the Administrator;

4 (2) shall include an assessment of whether a
5 legacy system is an outdated, insufficient, unsafe, or
6 unstable legacy system;

7 (3) with respect to any legacy systems identified
8 in the audit as an outdated, insufficient, unsafe, or
9 unstable legacy system, shall include—

10 (A) an analysis of the operational risks as-
11 sociated with using such legacy systems;

12 (B) recommendations for replacement or
13 enhancement of such legacy systems; and

14 (C) an analysis of any potential impact on
15 aviation safety and efficiency; and

16 (4) shall include recommended performance
17 metrics by which the Administrator can assess the
18 circumstances in which safety-critical communica-
19 tion, navigation, and surveillance aviation infrastruc-
20 ture within the national airspace system can remain
21 in operational service, which take into account—

22 (A) the expected lifespan of such aviation
23 infrastructure;

24 (B) the number and type of mechanical
25 failures of such aviation infrastructure;

1 (C) the average annual costs of maintain-
2 ing such aviation infrastructure over a 5-year
3 period and whether such costs exceed the cost
4 to replace such aviation infrastructure; and

5 (D) the availability of replacement parts or
6 labor capable of maintaining such aviation in-
7 frastructure.

8 (c) DEADLINE.—Not later than 15 months after the
9 date of enactment of this Act, the audit required under
10 subsection (a) shall be completed.

11 (d) REPORT.—Not later than 180 days after the
12 audit required under subsection (a) is completed, the Ad-
13 ministrators shall provide to the appropriate committees of
14 Congress a report on the findings and recommendations
15 of such audit, including—

16 (1) an inventory of the legacy systems in use;

17 (2) an assessment of the operational condition
18 of the legacy systems in use, including the interoper-
19 ability of such systems;

20 (3) the average age of such legacy systems and,
21 for each such legacy system, the intended design life
22 of the system, by type; and

23 (4) the availability of replacement parts, equip-
24 ment, or technology to maintain such legacy sys-
25 tems.

1 (e) PLAN TO ACCELERATE DRAWDOWN, REPLACE-
2 MENT, OR ENHANCEMENT OF IDENTIFIED LEGACY SYS-
3 TEMS.—

4 (1) IN GENERAL.—Not later than 120 days
5 after the date on which the Administrator provides
6 the report under subsection (d), the Administrator
7 shall develop and implement a plan, in consultation
8 with industry representatives, to accelerate the
9 drawdown, replacement, or enhancement of any leg-
10 acy systems that are identified in the audit required
11 under subsection (a) as outdated, insufficient, un-
12 safe, or unstable legacy systems.

13 (2) PRIORITIES.—In developing the plan under
14 paragraph (1), the Administrator shall prioritize the
15 drawdown, replacement, or enhancement of such leg-
16 acy systems based on the operational risks such leg-
17 acy systems pose to aviation safety and the costs as-
18 sociated with the replacement or enhancement of
19 such legacy systems.

20 (3) COLLABORATION WITH EXTERNAL EX-
21 PERTS.—In carrying out this subsection, the Admin-
22 istrator shall—

23 (A) collaborate with industry representa-
24 tives and other external experts in information

1 technology to develop the plan under paragraph
2 (1) within a reasonable timeframe;

3 (B) identify technologies in existence or in
4 development that, with or without adaptation,
5 are expected to be suitable to meet the technical
6 information technology needs of the FAA; and

7 (C) maintain consistency with the acquisi-
8 tion management system established and up-
9 dated pursuant to section 40110(d) of title 49,
10 United States Code.

11 (4) PROGRESS UPDATES.—The Administrator
12 shall provide the appropriate committees of Congress
13 with semiannual updates through September 30,
14 2028 on the progress made in carrying out the plan
15 under paragraph (1).

16 (5) INSPECTOR GENERAL REVIEW.—

17 (A) IN GENERAL.—Not later than 3 years
18 after the Administrator develops the plan re-
19 quired under paragraph (1), the inspector gen-
20 eral of the Department of Transportation shall
21 assess such efforts of the Administration to
22 drawdown, replace, or enhance any legacy sys-
23 tems identified under subsection (a).

24 (B) REPORT.—The inspector general shall
25 submit to the appropriate committees of Con-

1 gress a report on the results of the review car-
2 ried out under subparagraph (A).

3 (f) DEFINITIONS.—In this section:

4 (1) INDUSTRY.—The term “industry” means
5 aviation industry organizations with expertise in
6 aviation-dedicated network systems, systems engi-
7 neering platforms, aviation software services, air
8 traffic management, flight operations, and Inter-
9 national Civil Aviation Organization standards.

10 (2) LEGACY SYSTEM.—The term “legacy sys-
11 tem” means any communication, navigation, surveil-
12 lance, or automation or network applications or
13 ground-based aviation infrastructure, or other crit-
14 ical software and hardware systems owned by the
15 FAA, that were deployed prior to the year 2000, in-
16 cluding the Notice to Air Missions system.

17 (3) OUTDATED, INSUFFICIENT, UNSAFE, OR
18 UNSTABLE LEGACY SYSTEM.—The term “outdated,
19 insufficient, unsafe, or unstable legacy system”
20 means a legacy system for which the likelihood of
21 failure of such system creates a risk to air safety or
22 security due to the age, ability to be maintained in
23 a cost-effective manner, vulnerability to degradation,
24 errors, or malicious attacks of such system, or any
25 other factors that may compromise the performance

1 or security of such system, including a legacy sys-
2 tem—

3 (A) that is vulnerable or susceptible to me-
4 chanical failure; and

5 (B) with a risk of a single point of failure
6 or that lacks sufficient contingencies in the
7 event of such failure.

8 **SEC. 623. AIR TRAFFIC CONTROL FACILITY REALIGNMENT**
9 **STUDY.**

10 (a) EXAMINATION.—

11 (1) IN GENERAL.—Not later than 180 days
12 after the date of enactment of this Act, the Adminis-
13 trator shall seek to enter into an agreement with a
14 federally funded research and development center to
15 conduct an Air Traffic Control Facility Realignment
16 study to examine consolidating or otherwise reorga-
17 nizing air traffic control facilities and the manage-
18 ment of airspace controlled by such facilities.

19 (2) CONTENTS.—In the study required under
20 paragraph (1), the federally funded research and de-
21 velopment center shall—

22 (A) evaluate the potential efficiencies that
23 may result from a reorganization;

24 (B) identify whether certain areas prone to
25 airspace congestion or facility staff shortages

1 would benefit from any enhanced flexibilities or
2 operational changes; and

3 (C) recommend opportunities for integra-
4 tion of separate facilities to create a more col-
5 laborative and efficient traffic control environ-
6 ment.

7 (3) CONSULTATION.—In carrying out this sub-
8 section, the federally funded research and develop-
9 ment center shall consult with the exclusive rep-
10 resentatives of air traffic controllers certified under
11 section 7111 of title 5, United States Code.

12 (b) REPORT.—Not later than 15 months after the
13 date of enactment of this Act, the federally funded re-
14 search and development center shall submit to the Admin-
15 istrator a report detailing the findings of the study re-
16 quired under subsection (a) and recommendations related
17 to consolidation or reorganization of air traffic control
18 work facilities and locations.

19 (c) CONGRESSIONAL BRIEFING.—Not later than 18
20 months after receiving the report under subsection (b), the
21 Administrator shall brief the appropriate committees of
22 Congress on the results of the study under subsection (a)
23 and any recommendations under subsection (b) related to
24 consolidation or reorganization of air traffic control work
25 facilities and locations.

1 **SEC. 624. AIR TRAFFIC CONTROL TOWER REPLACEMENT**
2 **PROCESS REPORT.**

3 (a) **REPORT REQUIRED.**—Not later than 120 days
4 after the date of enactment of this Act, the Administrator
5 shall submit to Congress a report on the process by which
6 air traffic control tower facilities are chosen for replace-
7 ment.

8 (b) **CONTENTS.**—The report required under sub-
9 section (a) shall contain—

10 (1) the process by which air traffic control
11 tower facilities are chosen for replacement, including
12 which divisions of the Administration control or are
13 involved in the replacement decision making process;

14 (2) the criteria the Administrator uses to deter-
15 mine which air traffic control tower facilities to re-
16 place, including—

17 (A) the relative importance of each such
18 criteria;

19 (B) why the Administrator uses each such
20 criteria; and

21 (C) the reasons for the relative importance
22 of each such criteria;

23 (3) what types of investigation the Adminis-
24 trator carries out to determine if an air traffic con-
25 trol tower facility should be replaced;

1 (4) a timeline of the replacement process for an
2 individual air traffic control tower facility replace-
3 ment;

4 (5) the list of facilities established under sub-
5 section (c), including the reason for selecting each
6 such facility; and

7 (6) any other information the Administrator
8 considers relevant.

9 (c) LIST OF REPLACED AIR TRAFFIC CONTROL
10 TOWER FACILITIES.—The Administrator shall establish,
11 maintain, and publish on the website of the FAA a list
12 of the following:

13 (1) All air traffic control tower facilities re-
14 placed within the 10-year period preceding the date
15 of enactment of this Act.

16 (2) Any air traffic control tower facilities for
17 which the Administrator has made a determination
18 requiring replacement, but for which such replace-
19 ment has not yet been completed.

20 **SEC. 625. CONTRACT TOWER PROGRAM SAFETY ENHANCE-**
21 **MENTS.**

22 (a) PILOT PROGRAM FOR TRANSITIONING TO FAA
23 TOWERS.—

24 (1) IN GENERAL.—Not later than 18 months
25 after the date of enactment of this Act, the Adminis-

1 trator shall establish a pilot program to convert
2 high-activity air traffic control towers operating
3 under the Contract Tower Program as established
4 under section 47124 of title 49, United States Code,
5 (in this section referred to as the “Contract Tower
6 Program”) to a level I (Visual Flight Rules) tower
7 staffed by the FAA.

8 (2) PRIORITY.—In selecting air traffic control
9 towers to participate in the pilot program estab-
10 lished under paragraph (1), the Administrator shall
11 prioritize air traffic control towers operating under
12 the Contract Tower Program that—

13 (A) either—

14 (i) had over 200,000 annual tower op-
15 erations in calendar year 2022; or

16 (ii) served a small hub airport with
17 more than 900,000 passenger
18 enplanements in calendar year 2021;

19 (B) are either currently owned by the FAA
20 or are constructed to FAA standards; and

21 (C) operate within complex airspace, in-
22 cluding airspace that serves air carrier, general
23 aviation, and military aircraft.

24 (3) TOWER SELECTION.—The number of air
25 traffic control towers selected to participate in the

1 pilot program established under paragraph (1) shall
2 be determined based on the availability of funds for
3 the pilot program and the interest of the airport
4 sponsor related to such facility.

5 (4) CONTROLLER RETENTION.—With respect to
6 any high-activity air traffic control tower selected to
7 be converted under the pilot program established
8 under paragraph (1), the Administrator shall ap-
9 point to the position of air traffic controller any air
10 traffic controller who—

11 (A) is employed at such air traffic control
12 tower as of the date on which the Administrator
13 selects such tower to be converted;

14 (B) meets the qualifications contained in
15 section 44506(f)(1)(A) of title 49, United
16 States Code; and

17 (C) has all other pre-employment qualifica-
18 tions required by law to be a certified controller
19 of the FAA.

20 (5) SAFETY ANALYSIS.—

21 (A) IN GENERAL.—The Administrator
22 shall conduct a safety analysis to determine
23 whether the conversion of any air traffic control
24 tower described in paragraph (1) negatively im-
25 pacts aviation safety at such air traffic control

1 tower and take such actions needed to address
2 any negative impact.

3 (B) REPORT.—Not later than 3 years after
4 the date of enactment of this Act, the Adminis-
5 trator shall submit to the appropriate commit-
6 tees of Congress a report describing the results
7 of the safety analysis under subparagraph (A),
8 any actions taken to address any negative im-
9 pacts to safety, and the overall results of the
10 pilot program established under this subsection.

11 (6) AUTHORIZATION OF APPROPRIATIONS.—Out
12 of amounts made available under section 106(k) of
13 title 49, United States Code, there is authorized to
14 be appropriated to carry out this subsection
15 \$30,000,000 to remain available for 5 fiscal years.

16 (b) AIR TRAFFIC CONTROLLER STAFFING LEVELS
17 AT SMALL AND MEDIUM HUB AIRPORTS.—Section
18 47124(b)(2) of title 49, United States Code, is amended—

19 (1) by striking “The Secretary may” and in-
20 sserting the following:

21 “(A) IN GENERAL.—The Secretary may”;

22 and

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

24 “(B) SMALL OR MEDIUM HUB AIRPORTS.—

25 In the case of a contract entered into on or

1 after the date of enactment of this subpara-
2 graph to operate an airport traffic control tower
3 at a small or medium hub airport, the contract
4 shall require the Secretary, after coordination
5 with the airport sponsor and the entity, State,
6 or subdivision, and not later than 18 months
7 after the date of enactment of the FAA Reau-
8 thorization Act of 2024, to provide funding suf-
9 ficient for the cost of wages and benefits of at
10 least 2 air traffic controllers for each tower op-
11 erating shift.”.

12 (c) PRIORITIES FOR FACILITY SELECTION.—Section
13 47124(b)(3)(C) of title 49, United States Code, is amend-
14 ed by adding at the end the following:

15 “(viii) Air traffic control towers at
16 airports with safety or operational prob-
17 lems related to the lack of an existing
18 tower.

19 “(ix) Air traffic control towers at air-
20 ports with projected commercial and mili-
21 tary increases in aircraft or flight oper-
22 ations.

23 “(x) Air traffic control towers at air-
24 ports with a variety of aircraft operations,

1 including a variety of commercial and mili-
2 tary flight operations.”.

3 **SEC. 626. SENSE OF CONGRESS ON USE OF ADVANCED SUR-**
4 **VEILLANCE IN OCEANIC AIRSPACE.**

5 It is the sense of Congress the FAA shall continue
6 to evaluate the potential uses for space-based automatic
7 dependent surveillance broadcast to improve surveillance
8 coverage of domestic airspace including improving surveil-
9 lance coverage over remote terrain and in oceanic airspace.
10 If determined appropriate by the Administrator, the FAA
11 shall consider whether additional testing would meaning-
12 fully contribute to the FAA’s processes for developing sep-
13 aration standards and more efficient routes.

14 **SEC. 627. LOW-ALTITUDE ROUTES FOR VERTICAL FLIGHT.**

15 (a) SENSE OF CONGRESS.—It is the sense of Con-
16 gress that the national airspace system requires additional
17 rotorcraft, powered-lift aircraft, and low-altitude instru-
18 ment flight rules, routes leveraging advances in perform-
19 ance based navigation in order to provide direct, safe, and
20 reliable routes that ensure sufficient separation from high-
21 er altitude fixed wing aircraft traffic.

22 (b) LOW-ALTITUDE ROTORCRAFT AND POWERED-
23 LIFT AIRCRAFT INSTRUMENT FLIGHT ROUTES.—

24 (1) IN GENERAL.—Not later than 3 years after
25 the date of enactment of this Act, the Administrator

1 shall initiate a rulemaking process to establish or
2 update, as appropriate, low altitude routes and flight
3 procedures to ensure safe rotorcraft and powered-lift
4 aircraft operations in the national airspace system.

5 (2) REQUIREMENTS.—In carrying out this sub-
6 section, the Administrator shall—

7 (A) incorporate instrument flight rules
8 rotorcraft operations into the low-altitude per-
9 formance based navigation procedure infra-
10 structure;

11 (B) prioritize the development of new heli-
12 copter area navigation instrument flight rules
13 routes as part of the United States air traffic
14 service route structure that utilize performance
15 based navigation, such as Global Positioning
16 System and Global Navigation Satellite System
17 equipment; and

18 (C) consider the impact of such low alti-
19 tude flight routes on other airspace users and
20 impacted communities to ensure that such
21 routes are designed to minimize—

22 (i) the potential for conflict with exist-
23 ing national airspace system operations;

24 (ii) the workload of air traffic control-
25 lers; and

1 (iii) negative effects to impacted com-
2 munities.

3 (3) CONSULTATION.—In carrying out the rule-
4 making process under paragraph (1), the Adminis-
5 trator shall consult with—

6 (A) stakeholders in the airport, heliport,
7 rotorcraft manufacturer and operator, general
8 aviation operator, powered-lift operator, air car-
9 rier, and performance based navigation tech-
10 nology manufacturer sectors;

11 (B) the United States Helicopter Safety
12 Team;

13 (C) exclusive bargaining representatives of
14 air traffic controllers certified under section
15 7111 of title 5, United States Code; and

16 (D) other stakeholders determined appro-
17 priate by the Administrator.

18 **SEC. 628. REQUIRED CONSULTATION WITH NATIONAL**
19 **PARKS OVERFLIGHTS ADVISORY GROUP.**

20 Section 40128(b)(4) of title 49, United States Code,
21 is amended—

22 (1) in subparagraph (C) by striking “and” at
23 the end;

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

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

2 “(E) consult with the advisory group es-
3 tablished under section 805 of the National
4 Parks Air Tour Management Act of 2000 (49
5 U.S.C. 40128 note) and consider all advice, in-
6 formation, and recommendations provided by
7 the advisory group to the Administrator and the
8 Director.”.

9 **SEC. 629. UPGRADING AND REPLACING AGING AIR TRAFFIC**
10 **SYSTEMS.**

11 (a) STUDY.—

12 (1) IN GENERAL.—Not later than 60 days after
13 the date of enactment of this Act, the Administrator
14 shall seek to enter into an agreement with a quali-
15 fied organization to conduct a study to assess the
16 need for upgrades to or replacement of existing
17 automated surface observation systems/automated
18 weather observing systems (in this section referred
19 to as “ASOS/AWOS”) located in non-contiguous
20 States.

21 (2) CONTENTS.—The study conducted under
22 paragraph (1) shall include an analysis of—

23 (A) the age of each ASOS/AWOS located
24 in non-contiguous States;

1 (B) the number of days in the calendar
2 year preceding the date on which the study is
3 conducted that each such ASOS/AWOS was not
4 able to accurately communicate or disseminate
5 data for any period of time;

6 (C) impacts of extreme severe weather on
7 ASOS/AWOS outages;

8 (D) the effective coverage of the existing
9 ASOS/AWOS;

10 (E) detailed upgrade requirements for each
11 existing ASOS/AWOS, including an assessment
12 of whether replacement would be the most cost-
13 effective recommendation;

14 (F) prior maintenance expenditures for
15 each existing ASOS/AWOS;

16 (G) a description of all upgrades or re-
17 placements made by the FAA to ASOS/AWOS
18 prior to the date of enactment of this Act;

19 (H) impacts of an outage or break in serv-
20 ice in the FAA Telecommunications Infrastruc-
21 ture on such ASOS/AWOS; and

22 (I) any other matter determined appro-
23 priate by the Administrator.

24 (b) REPORT.—Not later than 18 months after the
25 date of enactment of this Act, the Administrator shall sub-

1 mit to the appropriate committees of Congress a report
2 on the findings of the study conducted under subsection
3 (a), and include in such report—

4 (1) a plan for executing upgrades to or replace-
5 ments of existing ASOS/AWOS located in non-con-
6 tiguous States;

7 (2) a plan for converting and upgrading such
8 ASOS/AWOS communications to the FAA Tele-
9 communications Infrastructure;

10 (3) an assessment of the use of unmonitored
11 navigational aids to allow for alternate airport plan-
12 ning for commercial and cargo aviation to limit
13 ASOS/AWOS service disruptions;

14 (4) an evaluation of additional alternative meth-
15 ods of compliance for obtaining weather elements
16 that would be as sufficient as current data received
17 through ASOS/AWOS; and

18 (5) any other recommendation determined ap-
19 propriate by the Administrator.

20 (c) FUNDING.—To carry out the study under this
21 section, the Administrator may use amounts made avail-
22 able pursuant to section 48101(c)(1) of title 49, United
23 States Code.

1 **SEC. 630. AIRSPACE INTEGRATION FOR SPACE LAUNCH**
2 **AND REENTRY.**

3 (a) SENSE OF CONGRESS.—It is the Sense of Con-
4 gress that—

5 (1) a safe and efficient national airspace system
6 that successfully supports existing users and inte-
7 grates new entrants is of the utmost importance;

8 (2) both commercial aviation and space launch
9 and reentry operations are vital to United States
10 global leadership, national security, and economic
11 opportunity;

12 (3) aircraft hazard areas are necessary during
13 space launch and reentry operations to ensure public
14 safety; and

15 (4) the Administrator should prioritize the de-
16 velopment and deployment of technologies to im-
17 prove visibility of space launch and reentry oper-
18 ations within FAA computer systems and minimize
19 operational workload to air traffic controllers associ-
20 ated with routing traffic during spaceflight launch
21 and reentry operations.

22 (b) SPACE LAUNCH AND REENTRY AIRSPACE INTE-
23 GRATION TECHNOLOGY.—Out of amounts made available
24 under section 48101 of title 49, United States Code,
25 \$10,000,000 for each of the fiscal years 2025 through
26 2028 (or until such time as the Administrator determines

1 that the project meeting the requirements of this section
2 has reached an operational status) is available for the Ad-
3 ministrator to carry out a project to expedite the develop-
4 ment, acquisition, and deployment of technologies or capa-
5 bilities to aid in space launch and reentry integration with
6 the objective of operational readiness not later than De-
7 cember 31, 2026, which may include—

8 (1) technologies recommended by the Airspace
9 Access Priorities aviation rulemaking committee in
10 the final report titled “ARC Recommendations Final
11 Report”, issued on August 21, 2019;

12 (2) systems to enable the integration of launch
13 and reentry data directly onto air traffic controller
14 displays; and

15 (3) automated systems to enable near real-time
16 planning and dynamic rerouting of commercial air-
17 craft during and following commercial space launch
18 and reentry operations.

19 **SEC. 631. UPDATE TO FAA ORDER ON AIRWAY PLANNING**
20 **STANDARD.**

21 Not later than 180 days after the date of enactment
22 of this Act, the Administrator shall take such actions as
23 may be necessary to update ,the order of the FAA titled
24 “Airway Planning Standard Number One—Terminal Air
25 Navigation Facilities and Air Traffic Control Services”

1 (FAA Order 7031.2c), to lower the remote radar bright
2 display scope installation requirement from 30,000 annual
3 itinerant operations to 15,000 annual itinerant operations.

4 **TITLE VII—MODERNIZING**
5 **AIRPORT INFRASTRUCTURE**
6 **Subtitle A—Airport Improvement**
7 **Program Modifications**

8 **SEC. 701. DEVELOPMENT OF AIRPORT PLANS.**

9 Section 47101(g) of title 49, United States Code, is
10 amended—

11 (1) in paragraph (1) in the second sentence, by
12 inserting “(including long-term resilience from the
13 impact of natural hazards and severe weather
14 events)” after “environmental”; and

15 (2) in paragraph (2)—

16 (A) in subparagraph (C) by striking “and”
17 at the end;

18 (B) in subparagraph (D) by striking the
19 period at the end and inserting “; and”; and

20 (C) by adding at the end the following new
21 subparagraph:

22 “(E) consider the impact of hazardous
23 weather events on long-term operational resil-
24 ience.”.

1 **SEC. 702. AIP DEFINITIONS.**

2 Section 47102 of title 49, United States Code, is
3 amended—

4 (1) by striking paragraph (1) and inserting the
5 following:

6 “(1) ‘air carrier’ has the meaning given such
7 term in section 40102.”;

8 (2) in paragraph (3)—

9 (A) in subparagraph (A)—

10 (i) in clause (i) by striking “and” at
11 the end;

12 (ii) in clause (ii) by striking the pe-
13 riod at the end and inserting “; and”; and

14 (iii) by adding at the end the fol-
15 lowing:

16 “(iii) a secondary runway at a nonhub
17 airport that is equivalent in size and type
18 to the primary runway of such airport.”;

19 (B) in subparagraph (B)—

20 (i) in clause (iii) by inserting “and
21 fuel infrastructure for such equipment to
22 remove snow” after “surveillance equip-
23 ment”;

24 (ii) in clause (ix) by striking “and” at
25 the end;

1 (iii) in clause (x) by striking the pe-
2 riod and inserting “; and”; and

3 (iv) by adding at the end the fol-
4 lowing:

5 “(xi) a medium intensity approach
6 lighting system with runway alignment in-
7 dicator lights.”;

8 (C) in subparagraph (E) by striking “after
9 December 31, 1991,”;

10 (D) in subparagraph (K) by striking “if
11 the airport is located in an air quality non-
12 attainment or maintenance area (as defined in
13 sections 171(2) and 175A of the Clean Air Act
14 (42 U.S.C. 7501(2); 7505a)) and if the airport
15 would be able to receive emission credits, as de-
16 scribed in section 47139”;

17 (E) in subparagraph (L) by striking “the
18 airport is located in an air quality nonattain-
19 ment or maintenance area (as defined in sec-
20 tions 171(2) and 175A of the Clean Air Act (42
21 U.S.C. 7501(2); 7505a)), if the airport would
22 be able to receive appropriate emission credits
23 (as described in section 47139), and”;

24 (F) in subparagraph (P)—

1 (i) by striking “improve the reliability
2 and efficiency of the airport’s power sup-
3 ply” and inserting “improve reliability and
4 efficiency of the power supply of the air-
5 port or meet current and future electrical
6 power demand”;

7 (ii) by inserting “, renewable energy
8 generation and storage infrastructure (in-
9 cluding necessary substation upgrades to
10 support such infrastructure)” after “elec-
11 trical generators”;

12 (iii) by striking “supply, and” and in-
13 serting “supply,”; and

14 (iv) by striking the period at the end
15 and inserting “, and smart glass (including
16 electrochromic glass).”; and

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

18 “(S) acquisition of advanced digital con-
19 struction management systems and related
20 technology used in the planning, design and en-
21 gineering, construction, and maintenance of air-
22 port facilities when such systems or tech-
23 nologies are acquired to carry out a project ap-
24 proved by the Secretary under this subchapter.

1 “(T) improvements, or planning for im-
2 provements (including monitoring equipment or
3 services), that would be necessary to sustain
4 commercial service flight operations or permit
5 the resumption of such flight operations fol-
6 lowing a natural disaster (including an earth-
7 quake, flooding, high water, wildfires, hurri-
8 cane, storm surge, tidal wave, tornado, tsunami,
9 wind driven water, sea level rise, tropical storm,
10 cyclone, land instability, or winter storm) at—

11 “(i) a primary airport; or

12 “(ii) a nonprimary airport that is des-
13 ignated as a Federal staging area or inci-
14 dent support base by the Administrator of
15 the Federal Emergency Management
16 Agency.

17 “(U) a project to comply with rulemakings
18 and recommendations on airport cybersecurity
19 standards from the aviation rulemaking com-
20 mittee convened under section 395 of the FAA
21 Reauthorization Act of 2024.

22 “(V) reconstructing or rehabilitating an ex-
23 isting crosswind runway (regardless of the wind
24 coverage of the primary runway) if the recon-
25 struction or rehabilitation of such crosswind

1 runway is in the most recently approved airport
2 layout plan of the sponsor.

3 “(W) constructing or acquiring such air-
4 port-owned infrastructure or equipment, not-
5 withstanding revenue producing capability of
6 such infrastructure or equipment, as may be re-
7 quired for—

8 “(i) the on-airport distribution or
9 storage of unleaded aviation gasoline for
10 piston-driven aircraft, including on-airport
11 construction or expansion of pipelines,
12 storage tanks, low-emission fuel systems,
13 and airport-owned fuel trucks providing ex-
14 clusively unleaded aviation fuels (unless
15 the Secretary determines that an alter-
16 native fuel may be safely used in such fuel
17 truck for a limited time); or

18 “(ii) fueling systems for type certifi-
19 cated hydrogen-powered aircraft.

20 “(X) constructing, reconstructing, or reha-
21 bilitating a taxiway or taxilane that serves non-
22 exclusive use aeronautical facilities, including
23 aircraft storage facilities, except for the 50 feet
24 of pavement immediately in front of an ineli-
25 gible building.

1 “(Y) any other activity (excluding terminal
2 development) that the Secretary concludes will
3 reasonably improve the safety of the airport.”;
4 (3) in paragraph (5)—

5 (A) in subparagraph (A) by inserting “and
6 catchment area analyses” after “planning”;

7 (B) in subparagraph (B) by striking “and”
8 at the end;

9 (C) in subparagraph (C) by striking the
10 period at the end and inserting “; and”; and

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

12 “(D) assessing current and future elec-
13 trical power demand for airport airside and
14 landside activities.”;

15 (4) in paragraph (20)—

16 (A) in subparagraph (B) by striking “or”
17 at the end;

18 (B) in subparagraph (C) by striking the
19 period at the end and inserting “; or”; and

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

21 “(D) the Republic of the Marshall Islands,
22 Federated States of Micronesia, and Republic
23 of Palau.”;

24 (5) in paragraph (27) by striking “the Trust
25 Territory of the Pacific Islands,”; and

1 (6) in paragraph (28)(B) by striking “described
2 in section 47119(a)(1)(B)” and inserting “for mov-
3 ing passengers and baggage between terminal facili-
4 ties and between terminal facilities and aircraft”.

5 **SEC. 703. 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. 704. EXTENSION OF COMPETITIVE ACCESS REPORT**
20 **REQUIREMENT.**

21 Section 47107(r)(3) of title 49, United States Code,
22 is amended by striking “May 11, 2024” and inserting
23 “October 1, 2028”.

1 **SEC. 705. RENEWAL OF CERTAIN LEASES.**

2 Section 47107(t)(2) of title 49, United States Code,
3 is amended—

4 (1) in subparagraph (A) by striking “the date
5 of enactment of this subsection” and inserting “Oc-
6 tober 7, 2016”; and

7 (2) by striking subparagraph (D) and inserting
8 the following:

9 “(D) that—

10 “(i) supports the operation of military
11 aircraft by the Air Force or Air National
12 Guard—

13 “(I) at the airport; or

14 “(II) remotely from the airport;

15 or

16 “(ii) is for the use of nonaeronautical
17 land or facilities of the airport by the Na-
18 tional Guard.”.

19 **SEC. 706. COMMUNITY USE OF AIRPORT LAND.**

20 Section 47107(v) of title 49, United States Code, is
21 amended to read as follows:

22 “(v) **COMMUNITY USE OF AIRPORT LAND.**—

23 “(1) **IN GENERAL.**—Notwithstanding sub-
24 sections (a)(13), (b), and (c) and section 47133, and
25 subject to paragraph (2), the sponsor of a public-use
26 airport shall not be considered to be in violation of

1 this subtitle, or to be found in violation of a grant
2 assurance made under this section, or under any
3 other provision of law, as a condition for the receipt
4 of Federal financial assistance for airport develop-
5 ment, solely because the sponsor has—

6 “(A) entered into an agreement, including
7 a revised agreement, with a local government
8 providing for the use of airport property for an
9 interim compatible recreational purpose at
10 below fair market value; or

11 “(B) permanently restricted the use of air-
12 port property to compatible recreational and
13 public park use without paying or otherwise ob-
14 taining payment of fair market value for the
15 property.

16 “(2) RESTRICTIONS.—

17 “(A) INTERIM COMPATIBLE REC-
18 REATIONAL PURPOSE.—Paragraph (1) shall
19 apply, with respect to a sponsor that has taken
20 the action described in subparagraph (A) of
21 such paragraph, only—

22 “(i) to an agreement regarding airport
23 property that was initially entered into be-
24 fore the publication of the Federal Aviation
25 Administration’s Policy and Procedures

1 Concerning the Use of Airport Revenue,
2 dated February 16, 1999;

3 “(ii) if the agreement between the
4 sponsor and the local government is subor-
5 dinate to any existing or future agreements
6 between the sponsor and the Secretary, in-
7 cluding agreements related to a grant as-
8 surance under this section;

9 “(iii) to airport property that was
10 purchased using funds from a Federal
11 grant for acquiring land issued prior to
12 January 1, 1989;

13 “(iv) if the airport sponsor has pro-
14 vided a written statement to the Adminis-
15 trator that the property made available for
16 a recreational purpose will not be needed
17 for any aeronautical purpose during the
18 next 10 years;

19 “(v) if the agreement includes a term
20 of not more than 2 years to prepare the
21 airport property for the interim compatible
22 recreational purpose and not more than 10
23 years of use for that purpose;

1 “(vi) if the recreational purpose will
2 not impact the aeronautical use of the air-
3 port;

4 “(vii) if the airport sponsor provides a
5 certification that the sponsor is not respon-
6 sible for preparation, startup, operations,
7 maintenance, or any other costs associated
8 with the recreational purpose; and

9 “(viii) if the recreational purpose is
10 consistent with Federal land use compat-
11 ibility criteria under section 47502.

12 “(B) RECREATIONAL USE.—Paragraph (1)
13 shall apply, with respect to a sponsor that has
14 taken the action described in subparagraph (B)
15 of such paragraph, only—

16 “(i) to airport property that was pur-
17 chased using funds from a Federal grant
18 for acquiring land issued prior to January
19 1, 1989;

20 “(ii) to airport property that has been
21 continuously leased or licensed through a
22 written agreement with a governmental en-
23 tity or non-profit entity for recreational or
24 public park uses since July 1, 2003;

1 “(iii) if the airport sponsor has pro-
2 vided a written statement to the Adminis-
3 trator that the recreational or public park
4 use does not impact the aeronautical use of
5 the airport and that the property to be
6 permanently restricted for recreational or
7 public park use is not needed for any aero-
8 nautical use at the time the written state-
9 ment is provided and is not expected to be
10 needed for any aeronautical use at any
11 time after such statement is provided;

12 “(iv) if the airport sponsor provides a
13 certification to the Administrator that the
14 sponsor is not responsible for operations,
15 maintenance, or any other costs associated
16 with the recreational or public park use;

17 “(v) if the recreational purpose is con-
18 sistent with Federal land use compatibility
19 criteria under section 47502; and

20 “(vi) if the airport sponsor will—

21 “(I) lease the property to a local
22 government entity or non-profit entity
23 to operate and maintain the property
24 at no cost to the airport sponsor; or

1 “(II) transfer title to the prop-
2 erty to a local government entity sub-
3 ject to a permanent deed restriction
4 ensuring compatible airport use under
5 regulations issued pursuant to section
6 47502.

7 “(3) REVENUE FROM CERTAIN SALES OF AIR-
8 PORT PROPERTY.—Notwithstanding any other provi-
9 sion of law, an airport sponsor leasing or selling a
10 portion of airport property as described in para-
11 graph (2)(B)(vi) may—

12 “(A) lease or sell such portion of airport
13 property for less than fair market value; and

14 “(B) subject to the requirements of sub-
15 section (b), retain the revenue from the lease or
16 sale of such portion of airport property for use
17 in accordance with section 47133.

18 “(4) SECRETARY REVIEW AND APPROVAL.—
19 Notwithstanding any other provision of law, and
20 subject to the sponsor providing a written statement
21 certifying such sponsor meets the requirements
22 under this subsection, no actions permitted under
23 this subsection shall require the review or approval
24 of the Secretary of Transportation.

1 “(5) STATUTORY CONSTRUCTION.—Nothing in
2 this subsection may be construed as permitting a di-
3 version of airport revenue for the capital or oper-
4 ating costs associated with the community use of
5 airport land.

6 “(6) AERONAUTICAL USE; AERONAUTICAL PUR-
7 POSE DEFINED.—In this subsection, the terms ‘aero-
8 nautical use’ and ‘aeronautical purpose’—

9 “(A) mean all activities that involve or are
10 directly related to the operation of aircraft, in-
11 cluding activities that make the operation of
12 aircraft possible and safe;

13 “(B) include services located at an airport
14 that are directly and substantially related to the
15 movement of passengers, baggage, mail, and
16 cargo; and

17 “(C) do not include any uses of an airport
18 that are not described in subparagraph (A) or
19 (B), including any aviation-related uses that do
20 not need to be located at an airport, such as
21 flight kitchens and airline reservation centers.”.

22 **SEC. 707. PRICE ADJUSTMENT PROVISIONS.**

23 Section 47108 of title 49, United States Code, is
24 amended—

1 “(3) PRICE ADJUSTMENT PROVISIONS.—

2 “(A) IN GENERAL.—The Secretary may in-
3 corporate a provision in a project grant agree-
4 ment under which the Secretary agrees to pay
5 more than the maximum amount otherwise
6 specified in the agreement if the Secretary finds
7 that commodity or labor prices have increased
8 since the agreement was made.

9 “(B) DECREASE IN COSTS.—A provision
10 incorporated in a project grant agreement
11 under this paragraph shall ensure that the Sec-
12 retary realizes any financial benefit associated
13 with a decrease in material or labor costs for
14 the project.”;

15 (3) by striking subsection (c); and

16 (4) by redesignating subsections (d) and (e) as
17 subsections (c) and (d), respectively.

18 **SEC. 708. UPDATING UNITED STATES GOVERNMENT’S**

19 **SHARE OF PROJECT COSTS.**

20 Section 47109 of title 49, United States Code, is
21 amended by adding at the end the following:

22 “(h) SPECIAL RULE FOR FISCAL YEARS 2025 AND
23 2026.—Notwithstanding subsection (a), the Government’s
24 share of allowable project costs for a grant made to a

1 nonhub or nonprimary airport in each of fiscal years 2025
2 and 2026 shall be 95 percent.”.

3 **SEC. 709. ALLOWABLE PROJECT COSTS AND LETTERS OF**
4 **INTENT.**

5 Section 47110 of title 49, United States Code, is
6 amended—

7 (1) in subsection (c)—

8 (A) in the matter preceding paragraph (1)
9 by striking “after May 13, 1946, and”; and

10 (B) in paragraph (1)—

11 (i) by inserting “or preparing for”
12 after “formulating”; and

13 (ii) by inserting “utility relocation,
14 work site preparation,” before “and admin-
15 istration”;

16 (2) in subsection (d)(1) by striking “section
17 47114(c)(1) or 47114(d)” and inserting “section
18 47114 or distributed from the small airport fund
19 under section 47116”;

20 (3) in subsection (e)(2)(C) by striking “com-
21 mercial service airport having at least 0.25 percent
22 of the boardings each year at all such airports” and
23 inserting “medium hub airport or large hub air-
24 port”;

1 (4) in subsection (h) by striking “section
2 47114(d)(3)(A)” and inserting “section
3 47114(e)(1)(D) or section 47114(d)(2)(A)”; and
4 (5) by striking subsection (i).

5 **SEC. 710. SMALL AIRPORT LETTERS OF INTENT.**

6 (a) IN GENERAL.—Section 47110 of title 49, United
7 States Code, is further amended by adding at the end the
8 following:

9 “(i) SMALL AIRPORT LETTERS OF INTENT.—

10 “(1) IN GENERAL.—The Secretary may issue a
11 letter of intent to a sponsor stating an intention to
12 obligate an amount from future budget authority for
13 an airport development project (including costs of
14 formulating the project) at a nonhub airport or an
15 airport that is not a primary airport.

16 “(2) CONTENTS.—In the letter issued under
17 paragraph (1), the Secretary shall establish a sched-
18 ule under which the Secretary will reimburse the
19 sponsor for the Government’s share of allowable
20 project costs, as amounts become available, if the
21 sponsor, after the Secretary issues the letter, carries
22 out the project without receiving amounts under this
23 subchapter.

1 “(3) LIMITATIONS.—The amount the Secretary
2 intends to obligate in a letter of intent issued under
3 this subsection shall not exceed the larger of—

4 “(A) the Government’s share of allowable
5 project costs; or

6 “(B) \$10,000,000.

7 “(4) FINANCING.—Allowable project costs
8 under paragraphs (1) and (2) may include costs as-
9 sociated with making payments for debt service on
10 indebtedness incurred to carry out the project.

11 “(5) REQUIREMENTS.—The Secretary shall
12 issue a letter of intent under paragraph (1) only if—

13 “(A) the sponsor notifies the Secretary, be-
14 fore the project begins, of the intent of the
15 sponsor to carry out the project and requests a
16 letter of intent; and

17 “(B) the sponsor agrees to comply with all
18 statutory and administrative requirements that
19 would apply to the project if it were carried out
20 with amounts made available under this sub-
21 chapter.

22 “(6) ASSESSMENT.—In reviewing a request for
23 a letter of intent under this subsection, the Sec-
24 retary shall consider the grant history of an airport,
25 the enplanements or operations of an airport, and

1 such other factors as the Secretary determines ap-
2 propriate.

3 “(7) PRIORITIZATION.—In issuing letters of in-
4 tent under this subsection, the Secretary shall—

5 “(A) prioritize projects that—

6 “(i) cannot reasonably be funded by
7 an airport sponsor using funds apportioned
8 under section 47114(c), 47114(d)(2)(A),
9 or 47114(d)(6), including funds appor-
10 tioned under such sections in multiple fis-
11 cal years pursuant to section 47117(b)(1);
12 and

13 “(ii) are necessary to the continued
14 safe operation or development of an air-
15 port; and

16 “(B) structure the reimbursement sched-
17 ules under such letters in a manner that mini-
18 mizes unnecessary or undesirable project seg-
19 mentation.

20 “(8) NO OBLIGATION OR COMMITMENT.—

21 “(A) IN GENERAL.—A letter of intent
22 issued under this subsection is not an obligation
23 of the Government under section 1501 of title
24 31, and the letter is not deemed to be an ad-
25 ministrative commitment for financing.

1 “(B) OBLIGATION OR COMMITMENT.—An
2 obligation or administrative commitment may
3 be made only as amounts are provided in au-
4 thorization and appropriation Acts.

5 “(9) LIMITATION ON STATUTORY CONSTRUC-
6 TION.—Nothing in this section shall be construed to
7 prohibit the obligation of amounts pursuant to a let-
8 ter of intent under this subsection in the same fiscal
9 year as the letter of intent is issued.”.

10 (b) CONFORMING AMENDMENTS.—

11 (1) LETTERS OF INTENT.—Section 47110(e)(7)
12 of title 49, United States Code, is amended by strik-
13 ing “under this section” and inserting “under this
14 subsection”.

15 (2) PRIORITY FOR LETTERS OF INTENT.—Sec-
16 tion 47115(h) of title 49, United States Code, is
17 amended by inserting “prior to fulfilling intentions
18 to obligate under section 47110(i)” after “section
19 47110(e)”.

1 **SEC. 711. PROHIBITION ON PROVISION OF AIRPORT IM-**
2 **PROVEMENT GRANT FUNDS TO CERTAIN EN-**
3 **TITIES THAT HAVE VIOLATED INTELLECTUAL**
4 **PROPERTY RIGHTS OF UNITED STATES ENTI-**
5 **TIES.**

6 (a) IN GENERAL.—Beginning on the date that is 30
7 days after the date of enactment of this Act, amounts pro-
8 vided as project grants under subchapter I of chapter 471
9 of title 49, United States Code, may not be used to enter
10 into a covered contract with any entity on the list required
11 under subsection (b).

12 (b) LIST REQUIRED.—

13 (1) IN GENERAL.—Not later than 30 days after
14 the date of enactment of this Act, and thereafter as
15 required under paragraph (2), the United States
16 Trade Representative, the Attorney General, and the
17 Administrator shall make available to the Adminis-
18 trator a publicly-available list of entities manufac-
19 turing airport passenger boarding infrastructure or
20 equipment that—

21 (A) are owned, directed by, or subsidized
22 in whole or in part by the People’s Republic of
23 China;

24 (B) have been determined by a Federal
25 court to have misappropriated intellectual prop-
26 erty or trade secrets from an entity organized

1 under the laws of the United States or any ju-
2 risdiction within the United States;

3 (C) own or control, are owned or controlled
4 by, are under common ownership or control
5 with, or are successors to an entity described in
6 subparagraph (A); or

7 (D) have entered into an agreement with
8 or accepted funding from, whether in the form
9 of minority investment interest or debt, have
10 entered into a partnership with, or have entered
11 into another contractual or other written ar-
12 rangement with an entity described in subpara-
13 graph (A).

14 (2) UPDATES TO LIST.—The United States
15 Trade Representative shall update the list required
16 under paragraph (1), based on information provided
17 by the Attorney General and the Administrator—

18 (A) not less frequently than every 90 days
19 during the 180-day period following the initial
20 publication of the list under paragraph (1); and

21 (B) not less frequently than annually
22 thereafter.

23 (c) DEFINITIONS.—In this section:

24 (1) IN GENERAL.—The definitions in section
25 47102 of title 49, United States Code, shall apply.

1 (2) COVERED CONTRACT.—The term “covered
2 contract” means a contract or other agreement for
3 the procurement of infrastructure or equipment for
4 a passenger boarding bridge at an airport.

5 **SEC. 712. APPORTIONMENTS.**

6 (a) PRIMARY, COMMERCIAL SERVICE, AND CARGO
7 AIRPORTS.—

8 (1) PRIMARY AND COMMERCIAL SERVICE AIR-
9 PORTS.—Section 47114(c)(1) of title 49, United
10 States Code, is amended to read as follows:

11 “(1) PRIMARY AND COMMERCIAL SERVICE AIR-
12 PORTS.—

13 “(A) PRIMARY AIRPORT APPORTION-
14 MENT.—The Secretary shall apportion to the
15 sponsor of each primary airport for each fiscal
16 year an amount equal to—

17 “(i) \$15.60 for each of the first
18 50,000 passenger boardings at the airport
19 during the prior calendar year;

20 “(ii) \$10.40 for each of the next
21 50,000 passenger boardings at the airport
22 during the prior calendar year;

23 “(iii) \$5.20 for each of the next
24 400,000 passenger boardings at the airport
25 during the prior calendar year;

1 port during the prior calendar year;
2 and

3 “(II) \$153.33 for each of the
4 next 7,499 passenger boardings at the
5 airport during the prior calendar year.

6 “(ii) APPLICABILITY.—Paragraphs (4)
7 and (5) of subsection (d) shall apply to
8 funds apportioned under this subpara-
9 graph.

10 “(E) PUBLIC AIRPORTS WITH MILITARY
11 USE.—Notwithstanding any other provision of
12 law, a public airport shall be considered a pri-
13 mary airport in each of fiscal years 2025
14 through 2028 for purposes of this chapter if
15 such airport was—

16 “(i) designated as a primary airport
17 in fiscal year 2017; and

18 “(ii) in use by an air reserve station
19 in the calendar year used to calculate ap-
20 portionments to airport sponsors in a fiscal
21 year.

22 “(F) SPECIAL RULE FOR FISCAL YEAR
23 2024.—Notwithstanding any other provision of
24 this paragraph or the absence of scheduled pas-
25 senger service at an airport, the Secretary shall

1 apportion in fiscal year 2024 to the sponsor of
2 an airport an amount based on the number of
3 passenger boardings at the airport during
4 whichever of the following years that would re-
5 sult in the highest apportioned amount under
6 this paragraph:

7 “(i) Calendar year 2018.

8 “(ii) Calendar year 2019.

9 “(iii) The prior full calendar year
10 prior to fiscal year 2024.”.

11 (2) CARGO AIRPORTS.—Section 47114(e)(2) of
12 title 49, United States Code, is amended—

13 (A) in subparagraph (A)—

14 (i) by striking “3.5” and inserting
15 “4”; and

16 (ii) by striking “100,000,000 pounds”
17 and inserting “25,000,000 pounds”;

18 (B) by striking subparagraph (C); and

19 (C) by redesignating subparagraphs (D)
20 and (E) as subparagraphs (C) and (D), respec-
21 tively.

22 (b) GENERAL AVIATION AIRPORTS.—Section
23 47114(d) of title 49, United States Code, is amended—

24 (1) in paragraph (3)—

1 (A) in the heading by striking “SPECIAL
2 RULE” and inserting “APPORTIONMENT”;

3 (B) by striking “excluding primary air-
4 ports but including reliever and nonprimary
5 commercial service airports” each place it ap-
6 pears and inserting “excluding commercial serv-
7 ice airports but including reliever airports”;

8 (C) in the matter preceding subparagraph
9 (A) by striking “20 percent” and inserting “25
10 percent”; and

11 (D) by striking subparagraphs (C) and (D)
12 and inserting the following:

13 “(C) An airport that has previously been
14 listed as unclassified under the national plan of
15 integrated airport systems that has reestab-
16 lished the classified status of such airport as of
17 the date of apportionment shall be eligible to
18 accrue apportionment funds pursuant to sub-
19 paragraph (A) so long as such airport retains
20 such classified status.”;

21 (2) in paragraph (4)—

22 (A) in the heading by striking “AIRPORTS
23 IN ALASKA, PUERTO RICO, AND HAWAII” and in-
24 serting “AIRPORTS IN NONCONTIGUOUS
25 STATES AND TERRITORIES”;

1 (B) by striking “An amount apportioned
2 under paragraph (2) or (3)” and inserting the
3 following:

4 “(A) ALASKA, PUERTO RICO, AND HA-
5 WAI.—An amount apportioned under this sub-
6 section”; and

7 (C) by adding at the end the following:

8 “(B) OTHER TERRITORIES.—An amount
9 apportioned under paragraph (2)(B)(i) may be
10 made available by the Secretary for any public-
11 use airport in Guam, American Samoa, the
12 Northern Mariana Islands, or the Virgin Is-
13 lands if the Secretary determines that there are
14 insufficient qualified grant applications for
15 projects at airports that are otherwise eligible
16 for funding under that paragraph. The Sec-
17 retary shall prioritize the use of such amounts
18 in the territory the amount was originally ap-
19 portioned in.”;

20 (3) in paragraph (5) by inserting “or subsection
21 (c)(1)(D)” after “under this subsection”;

22 (4) in paragraph (6)—

23 (A) by striking “provision of this sub-
24 section” and inserting “provision of this sec-
25 tion”; and

1 (B) by inserting “or subsection (c)(1)(D)”
2 after “under this subsection”;
3 (5) by striking paragraph (2); and
4 (6) by redesignating paragraphs (3) through
5 (7) as paragraphs (2) through (6), respectively.

6 (c) CONFORMING AMENDMENTS.—

7 (1) PROJECT GRANT APPLICATION AP-
8 PROVAL.—Section 47106(a)(7) of title 49, United
9 States Code, is amended by striking “section
10 47114(d)(3)(B)” and inserting “section
11 47114(d)(2)(B)”.

12 (2) AIR TRAFFIC CONTROL CONTRACT PRO-
13 GRAM.—Section 47124(b)(4) of title 49, United
14 States Code, is further amended—

15 (A) in subparagraph (A)(ii)—

16 (i) in subclause (I) by striking “sec-
17 tions 47114(c)(2) and 47114(d)” and in-
18 serting “subsections (c) and (d) of section
19 47114”;

20 (ii) in subclause (II) by striking “sec-
21 tions 47114(c)(2) and 47114(d)(3)(A)”
22 and inserting “sections 47114(c) and
23 47114(d)(2)(A)”;

24 (iii) in subclause (III) by striking
25 “sections 47114(c)(2) and

1 47114(d)(3)(A)” and inserting “sections
2 47114(c) and 47114(d)(2)(A)”;

3 (B) in subparagraph (B)(v) by striking
4 “section 47114(d)(2) or 47114(d)(3)(B)” and
5 inserting “section 47114(d)(2)(B)”.

6 **SEC. 713. PFC TURNBACK REDUCTION.**

7 (a) IN GENERAL.—Section 47114(f) of title 49,
8 United States Code, is amended—

9 (1) in paragraph (1)—

10 (A) by striking “sponsor of an airport hav-
11 ing at least .25 percent of the total number of
12 boardings each year in the United States and”
13 and inserting “sponsor of a medium or large
14 hub airport”;

15 (B) in subparagraph (A) by striking “50
16 percent” and inserting “40 percent” each place
17 it appears; and

18 (C) in subparagraph (B) by striking “75
19 percent” and inserting “60 percent” each place
20 it appears; and

21 (2) by striking paragraphs (2) and (3) and in-
22 serting the following:

23 “(2) EFFECTIVE DATE OF REDUCTION.—

24 “(A) NEW CHARGE COLLECTION.—A re-
25 duction in an apportionment under paragraph

1 (1) shall not take effect until the first fiscal
2 year following the year in which the collection
3 of the charge imposed under section 40117 has
4 begun.

5 “(B) NEW CATEGORIZATION.—A reduction
6 in an apportionment under paragraph (1) shall
7 only be applied to an airport if such airport has
8 been designated as a medium or large hub air-
9 port for 3 consecutive years.”.

10 (b) APPLICABILITY.—For an airport that increased
11 in categorization from a small hub to a medium hub in
12 any fiscal year beginning after the date of enactment of
13 the FAA Reauthorization Act of 2018 (Public Law 115–
14 254) and prior to the date of enactment of this Act, the
15 amendment to section 47114(f)(2) of title 49, United
16 States Code, under subsection (a) shall be applied as
17 though the airport increased in categorization from a
18 small hub to a medium hub in the calendar year prior to
19 the first fiscal year in which such amendment is applica-
20 ble.

21 **SEC. 714. AIRPORT SAFETY AND RESILIENT INFRASTRUC-**
22 **TURE DISCRETIONARY PROGRAM.**

23 (a) IN GENERAL.—Section 47115(j) of title 49,
24 United States Code, is amended—

1 (3) in paragraph (4)(A) by striking clauses (i)
2 through (vi) and inserting the following:

3 “(i) \$532,392,074 for fiscal year
4 2024.

5 “(ii) \$200,000,000 for fiscal year
6 2025.

7 “(iii) \$200,000,000 for fiscal year
8 2026.

9 “(iv) \$200,000,000 for fiscal year
10 2027.

11 “(v) \$200,000,000 for fiscal year
12 2028.”; and

13 (4) in paragraph (4)(B) by striking “2 fiscal
14 years” and inserting “3 fiscal years”.

15 (b) BRIEFING.—

16 (1) IN GENERAL.—Not later than 6 months
17 after the Secretary first awards a grant for fiscal
18 year 2025 under section 47115(j) of title 49, United
19 States Code, and annually thereafter through 2028,
20 the Secretary shall brief the appropriate committees
21 of Congress on the grant program established under
22 such section.

23 (2) CONTENTS.—In briefing the appropriate
24 committees of Congress under paragraph (1), the
25 Secretary shall include—

1 (A) a description of each project funded
2 under the grant program established under sec-
3 tion 47115(j), including the vulnerabilities such
4 program addresses;

5 (B) a description of projects completed
6 that received funding under such program, in-
7 cluding the total time between award and
8 project completion;

9 (C) a description of the consultation with
10 other agencies that the Secretary has under-
11 taken in carrying out such program;

12 (D) recommendations to improve the ad-
13 ministration of such program, including addi-
14 tional consultation with other agencies and
15 whether additional appropriation levels are ap-
16 propriate; and

17 (E) other items determined appropriate by
18 the Secretary.

19 **SEC. 715. SPECIAL CARRYOVER ASSUMPTION RULE.**

20 Section 47115 of title 49, United States Code, is
21 amended by adding at the end the following:

22 “(1) SPECIAL CARRYOVER ASSUMPTION RULE.—Not-
23 withstanding any other provision of law, in addition to
24 amounts made available under paragraphs (1) and (2) of
25 subsection (a), the Secretary may add to the discretionary

1 fund an amount equal to one-third of the apportionment
2 funds made available under section 47114 that were not
3 required during the previous fiscal year pursuant to sec-
4 tion 47117(b)(1) out of the anticipated amount of appor-
5 tionment funds made available under section 47114 that
6 will not be required during the current fiscal year pursu-
7 ant to section 47117(b)(1).”.

8 **SEC. 716. SMALL AIRPORT FUND.**

9 Section 47116 of title 49, United States Code, is
10 amended—

11 (1) in subsection (b) by striking paragraphs (1)
12 and (2) and inserting the following:

13 “(1) Not more than 25 percent for grants for
14 projects at small hub airports.

15 “(2) Not less than 25 percent for grants to
16 sponsors of public-use airports (except commercial
17 service airports).

18 “(3) Not less than 50 percent for grants to
19 sponsors of commercial service airports that are not
20 larger than a nonhub airport.”;

21 (2) in subsection (d)—

22 (A) by striking paragraph (2); and

23 (B) by redesignating paragraph (3) as
24 paragraph (2); and

1 (3) by striking subsections (e) and (f) and in-
2 serting the following:

3 “(e) GENERAL AVIATION TRANSIENT APRONS.—In
4 distributing amounts from the fund described in sub-
5 section (a) to sponsors described in subsection (b)(2) and
6 (b)(3), 5 percent of each amount shall be used for projects
7 to construct or rehabilitate aprons intended to be used for
8 itinerant general aviation aircraft parking.”.

9 **SEC. 717. REVISION OF DISCRETIONARY CATEGORIES.**

10 Section 47117 of title 49, United States Code, is
11 amended—

12 (1) in subsection (b)(2)—

13 (A) in subparagraph (A)(i) by striking “or
14 (3)(A), whichever is applicable”; and

15 (B) in subparagraph (B)—

16 (i) by striking “section
17 47114(d)(3)(A)” and inserting “section
18 47114(d)(2)(A)”; and

19 (ii) by striking “section
20 47114(d)(3)(B)” and inserting “section
21 47114(d)(2)(B)”; and

22 (2) in subsection (c)(2) by striking
23 “47114(d)(3)(A)” and inserting “47114(d)(2)(A)”; and

24 (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”; and
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), (P), (Q), and (W) of sec-
22 tion 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 inserting “The Secretary
2 shall provide not less than two-thirds
3 of amounts under this subparagraph
4 and paragraph (3) for grants to spon-
5 sors of small hub, medium hub, and
6 large hub airports.” after “being met
7 in that fiscal year.”; 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 2026, 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 apportionment funds made
17 available under section 47114 that are not required
18 during the fiscal year pursuant to subsection (b)(1)
19 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.”.

1 **SEC. 718. DISCRETIONARY FUND FOR TERMINAL DEVELOP-**
2 **MENT COSTS.**

3 (a) **TERMINAL PROJECTS AT TRANSITIONING AIR-**
4 **PORTS.**—Section 47119(c) of title 49, United States Code,
5 is amended—

6 (1) in paragraph (4) by striking “or” after the
7 semicolon;

8 (2) in paragraph (5)—

9 (A) by striking “section 47114(d)(3)(A)”
10 and inserting “sections 47114(c) and
11 47114(d)(2)(A)”; and

12 (B) by striking the period at the end and
13 inserting “; or”; and

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

15 “(6) not more than \$20,000,000 of the amount
16 that may be distributed for the fiscal year from the
17 discretionary fund established under section 47115,
18 to the sponsor of a nonprimary airport to pay costs
19 allowable under subsection (a) for terminal develop-
20 ment projects, if the Secretary determines (which
21 may be based on actual and projected enplanement
22 trends, as well as completion of an air service devel-
23 opment study, demonstrated commitment by airlines
24 to provide commercial service accommodating at
25 least 10,000 annual enplanements, the documented
26 commitment of a sponsor to providing the remaining

1 funding to complete the proposed project, and a fa-
2 vorable environmental finding (including all required
3 permits) in support of the proposed project) that the
4 status of the nonprimary airport is reasonably ex-
5 pected to change to primary status based on
6 enplanements for the third calendar year after the
7 issuance of the discretionary grant.”.

8 (b) LIMITATION.—Section 47119(f) of title 49,
9 United States Code, is amended by striking
10 “\$20,000,000” and inserting “\$30,000,000”.

11 **SEC. 719. PROTECTING GENERAL AVIATION AIRPORTS**
12 **FROM CLOSURE.**

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

16 “(c) WAIVING RESTRICTIONS.—

17 “(1) IN GENERAL.—Subject to paragraph (2),
18 the Secretary may grant to an airport, city, or coun-
19 ty a waiver of any of the terms, conditions, reserva-
20 tions, or restrictions contained in a deed under
21 which the United States conveyed to the airport,
22 city, or county an interest in real property for air-
23 port purposes pursuant to section 16 of the Federal
24 Airport Act (60 Stat. 179), section 23 of the Airport

1 and Airway Development Act of 1970 (84 Stat.
2 232), or this section.

3 “(2) CONDITIONS.—Any waiver granted by the
4 Secretary pursuant to paragraph (1) shall be subject
5 to the following conditions:

6 “(A) The applicable airport, city, county,
7 or other political subdivision shall agree that in
8 conveying any interest in the real property
9 which the United States conveyed to the air-
10 port, city, or county, the airport, city, or county
11 will receive consideration for such interest that
12 is equal to its current fair market value.

13 “(B) Any consideration received by the air-
14 port, city, or county under subparagraph (A)
15 shall be used exclusively for the development,
16 improvement, operation, or maintenance of a
17 public airport by the airport, city, or county.

18 “(C) Such waiver—

19 “(i) will not significantly impair the
20 aeronautical purpose of an airport;

21 “(ii) will not result in the permanent
22 closure of an airport (unless the Secretary
23 determines that the waiver will directly fa-
24 cilitate the construction of a replacement
25 airport); or

1 “(iii) is necessary to protect or ad-
2 vance the civil aviation interests of the
3 United States.

4 “(D) Any other conditions required by the
5 Secretary.

6 “(3) ANNUAL REPORTING.—The Secretary shall
7 include a list and description of each waiver granted
8 pursuant to paragraph (1) in the plan required
9 under section 47103.”.

10 (b) SURPLUS PROPERTY.—

11 (1) IN GENERAL.—Section 47151 of title 49,
12 United States Code, is amended by striking sub-
13 section (d) and inserting the following:

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

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

22 “(2) will not result in the permanent closure of
23 an airport (unless the Secretary determines that the
24 waiver will directly facilitate the construction of a
25 replacement airport); or

1 “(3) is necessary to protect or advance the civil
2 aviation interests of the United States.”.

3 (2) WAIVING AND ADDING TERMS.—Section
4 47153 of title 49, United States Code, is amended
5 by striking subsection (c) and inserting the fol-
6 lowing:

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

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

14 “(2) the Secretary determines that such waiv-
15 er—

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

18 “(B) will not result in the permanent clo-
19 sure of an airport (unless the Secretary deter-
20 mines that the waiver will directly facilitate the
21 construction of a replacement airport); or

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

24 (c) REPEALS.—

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

6 (2) RELEASE FROM RESTRICTIONS.—Section
7 817 of the FAA Modernization and Reform Act of
8 2012 (49 U.S.C. 47125 note), and the item relating
9 to such section in the table of contents under section
10 1(b) of such Act, are repealed.

11 **SEC. 720. STATE BLOCK GRANT PROGRAM.**

12 (a) TRAINING.—Section 47128 of title 49, United
13 States Code, is amended by adding at the end the fol-
14 lowing:

15 “(e) TRAINING FOR PARTICIPATING STATES.—

16 “(1) IN GENERAL.—The Secretary shall provide
17 to each State participating in the block grant pro-
18 gram under this section training or updated training
19 materials for the administrative responsibilities as-
20 sumed by the State under such program at no cost
21 to the State.

22 “(2) TIMING.—The training or updated train-
23 ing materials provided under paragraph (1) shall be
24 provided at least once during each 2-year period and

1 at any time there is a material change in the pro-
2 gram.”.

3 (b) ADMINISTRATION.—Section 47128 of title 49,
4 United States Code, is further amended by adding at the
5 end the following:

6 “(f) ROLES AND RESPONSIBILITIES OF PARTICI-
7 PATING STATES.—

8 “(1) AIRPORTS.—Unless a State participating
9 in the block grant program under this section ex-
10 pressly agrees in a memorandum of agreement, the
11 Secretary shall not require the State to manage
12 functions and responsibilities for airport actions or
13 projects that do not relate to such program.

14 “(2) PROGRAM DOCUMENTATION.—

15 “(A) IN GENERAL.—Any grant agreement
16 providing funds to be administered under such
17 program shall be consistent with the most re-
18 cently executed memorandum of agreement be-
19 tween the State and the Federal Aviation Ad-
20 ministration.

21 “(B) PARITY.—The Administrator of the
22 Federal Aviation Administration shall provide
23 parity to participating States and shall only re-
24 quire the same type of information and level of
25 detail for any program agreements and docu-

1 mentation that the Administrator would per-
2 form with respect to such action if the State did
3 not participate in the program.

4 “(3) RESPONSIBILITIES.—Unless the State ex-
5 pressly agrees to retain responsibility, the Adminis-
6 trator shall retain responsibility for the following:

7 “(A) Grant compliance investigations, de-
8 terminations, and enforcement.

9 “(B) Obstruction evaluation and airport
10 airspace analysis, determinations, and enforce-
11 ment off airport property.

12 “(C) Non-rulemaking analysis, determina-
13 tions, and enforcement for proposed improve-
14 ments on airport properties not associated with
15 this subchapter, or off airport property.

16 “(D) Land use determinations, compat-
17 ibility planning, and airport layout plan review
18 and approval (consistent with section 47107(x))
19 for projects not funded by amounts available
20 under this subchapter.

21 “(E) Nonaeronautical and special event
22 recommendations and approvals.

23 “(F) Instrument approach procedure eval-
24 uations and determinations.

1 “(G) Environmental review for projects not
2 funded by amounts available under this sub-
3 chapter.

4 “(H) Review and approval of land leases,
5 land releases, changes in on-airport land-use
6 designation, and through-the-fence agree-
7 ments.”.

8 (c) IIJA STATE BLOCK GRANT PROGRAM ADMINIS-
9 TRATIVE FUNDING.—

10 (1) IN GENERAL.—Not later than 180 days
11 after the date of enactment of this Act, the Sec-
12 retary shall distribute administrative funding to as-
13 sist States participating in the State block grant
14 program under section 47128 of title 49, United
15 States Code, with program implementation of air-
16 port infrastructure projects under the Infrastructure
17 Investment and Jobs Act (Public Law 117–58).

18 (2) FUNDING SOURCE.—In distributing admin-
19 istrative funds to States under this subsection, the
20 Secretary shall distribute such funds from the funds
21 made available in the Infrastructure Investment and
22 Jobs Act (Public Law 117–58) for personnel, con-
23 tracting, and other costs to administer and oversee
24 grants of the Airport Infrastructure Grants, Con-

1 tract Tower Competitive Grant Program, and Air-
2 port Terminal Program.

3 (3) ADMINISTRATIVE FUNDS.—With respect to
4 administrative funds made available for fiscal years
5 2022 through 2026—

6 (A) the amount of administrative funds
7 available for distribution under paragraph (2)
8 shall be an amount equal to a percentage deter-
9 mined by the Secretary, but not less than 2
10 percent, of the annual allocations provided
11 under the heading “AIRPORT INFRASTRUC-
12 TURE GRANTS” under the heading “FED-
13 ERAL AVIATION ADMINISTRATION” in
14 title VIII of division J of the Infrastructure In-
15 vestment and Jobs Act (Public Law 117–58) to
16 non-primary airports participating in the
17 State’s block grant program each fiscal year of
18 the Airport Infrastructure Grant program;

19 (B) administrative funds distributed under
20 paragraph (2) shall be used by such States to—

21 (i) administer and oversee, as outlined
22 in a memorandum of agreement or other
23 agreement between the FAA and the State,
24 all airport grant program funds provided
25 under the Infrastructure Investment and

1 Jobs Act (Public Law 117–58) to non-pri-
2 mary airports participating in the State’s
3 block grant program, whether through di-
4 rect allocation or through competitive se-
5 lection; and

6 (ii) carry out the public purposes of
7 supporting eligible and justified airport de-
8 velopment and infrastructure projects as
9 provided in the Infrastructure Investment
10 and Jobs Act (Public Law 117–58); and

11 (C) except as provided in paragraph (4),
12 such administrative funds shall be distributed
13 to such States through a cooperative agreement
14 executed between the State and the FAA not
15 later than December 1 of each fiscal year in
16 which the Infrastructure Investment and Jobs
17 Act (Public Law 117–58) provides airport grant
18 program funds.

19 (4) INITIAL DISTRIBUTION.—With respect to
20 administrative funds made available for fiscal years
21 2022 through 2024, funds available as of the date
22 of enactment of this Act shall be distributed to
23 States through a cooperative agreement executed be-
24 tween the State and the FAA not later than 30 days
25 after such date of enactment.

1 (d) REPORT.—The Comptroller General shall issue to
2 the appropriate committees of Congress a report on the
3 Office of Airports of the FAA and the airport improve-
4 ment program under subchapter I of chapter 471 and
5 chapter 475 of title 49, United States Code, and include
6 in such report a description of—

7 (1) the responsibilities of States participating in
8 the block grant program under section 47128 of title
9 49, United States Code; and

10 (2) the impact of title VIII of division J of the
11 Infrastructure Investment and Jobs Act (Public Law
12 117–58) and other Federal administrative funding
13 sources on the ability of such States to disburse and
14 administer airport improvement program funds.

15 **SEC. 721. INNOVATIVE FINANCING TECHNIQUES.**

16 Section 47135 of title 49, United States Code, is
17 amended—

18 (1) by striking subsections (a) and (b) and in-
19 serting the following:

20 “(a) AUTHORITY.—

21 “(1) IN GENERAL.—The Secretary of Transpor-
22 tation may approve an application by an airport
23 sponsor to use grants received under this subchapter
24 for innovative financing techniques related to an air-

1 port development project that is located at an air-
2 port that is not a large hub airport.

3 “(2) APPROVAL.—The Secretary may approve
4 not more than 30 applications described under para-
5 graph (1) in a fiscal year.

6 “(b) PURPOSES.—The purpose of grants made under
7 this section shall be to—

8 “(1) provide information on the benefits and
9 difficulties of using innovative financing techniques
10 for airport development projects;

11 “(2) lower the total cost of an airport develop-
12 ment project; or

13 “(3) expedite the delivery or completion of an
14 airport development project without reducing safety
15 or causing environmental harm.”; and

16 (2) in subsection (c)(2)—

17 (A) in subparagraph (C) by striking “and”
18 at the end;

19 (B) in subparagraph (D) by striking the
20 period at the end and inserting “; and”; and

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

22 “(E) any other techniques that the Sec-
23 retary determines are consistent with the pur-
24 poses of this section.”.

1 **SEC. 722. LONG-TERM MANAGEMENT PLANS.**

2 Section 47136(c) of title 49, United States Code is
3 amended—

4 (1) by striking “applicants that will” and in-
5 serting the following: “applicants that—

6 “(1) will”;

7 (2) by striking the period at the end and insert-
8 ing “; and”; and

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

10 “(2) provide a long-term management plan for
11 eligible vehicles and equipment that includes the ex-
12 isting and future infrastructure requirements of the
13 airport related to such vehicles and equipment.”.

14 **SEC. 723. ALTERNATIVE PROJECT DELIVERY.**

15 (a) IN GENERAL.—Section 47142 of title 49, United
16 States Code, is amended—

17 (1) in the section heading by striking “**De-**
18 **sign-build contracting**” and inserting “**Alter-**
19 **native project delivery**”;

20 (2) in subsection (a)—

21 (A) in the matter preceding paragraph

22 (1)—

23 (i) by striking “Administrator of the
24 Federal Aviation Administration” and in-
25 serting “Secretary of Transportation”; and

1 (ii) by striking “award a design-build”
2 and inserting “award a covered project de-
3 livery”;

4 (B) in paragraph (2) by striking “design-
5 build” and inserting “covered project delivery”;
6 and

7 (C) in paragraph (4) by striking “design-
8 build contract will” and inserting “covered
9 project delivery contract is projected to”; and
10 (3) by striking subsection (c) and inserting the
11 following:

12 “(c) PILOT PROGRAM.—

13 “(1) PILOT PROGRAM.—Not later than 270
14 days after the date of enactment of this section, the
15 Secretary shall establish a pilot program under
16 which the Administrator may award grants for inte-
17 grated project delivery contracts, as described in
18 subsection (d)(2), to carry out up to 5 building con-
19 struction projects at airports in the United States
20 with a grant awarded under section 47104.

21 “(2) APPLICATION.—

22 “(A) ELIGIBILITY.—A sponsor of an air-
23 port may submit to the Secretary an applica-
24 tion, in such time and manner and containing
25 such information as the Secretary may require,

1 to carry out a building construction project
2 under the pilot program that would otherwise
3 be eligible for assistance under this chapter.

4 “(B) APPROVAL.—The Secretary may ap-
5 prove the application of a sponsor of an airport
6 submitted under paragraph (1) to authorize
7 such sponsor to award an integrated project de-
8 livery contract using a selection process per-
9 mitted under applicable State or local law if—

10 “(i) the Secretary approves the appli-
11 cation using criteria established by the
12 Secretary;

13 “(ii) the integrated project delivery
14 contract is in a form that is approved by
15 the Secretary;

16 “(iii) the Secretary is satisfied that
17 the contract will be executed pursuant to
18 competitive procedures and contains a
19 schematic design and any other material
20 that the Secretary determines sufficient to
21 approve the grant;

22 “(iv) the Secretary is satisfied that
23 the use of an integrated project delivery
24 contract will be cost effective and expedite
25 the project;

1 “(v) the Secretary is satisfied that
2 there will be no conflict of interest; and

3 “(vi) the Secretary is satisfied that
4 the contract selection process will be open,
5 fair, and objective and that not less than
6 2 sets of proposals will be submitted for
7 each team entity under the selection pro-
8 cess.

9 “(3) REIMBURSEMENT OF COSTS.—

10 “(A) IN GENERAL.—The Secretary may re-
11 imburse a sponsor of an airport for any design
12 or construction costs incurred before a grant is
13 made pursuant to this section if—

14 “(i) the project funding is approved
15 by the Secretary in advance;

16 “(ii) the project is carried out in ac-
17 cordance with all administrative and statu-
18 tory requirements under this chapter; and

19 “(iii) the project is carried out under
20 this chapter after a grant agreement has
21 been executed.

22 “(B) ACCOUNTING.—Reimbursement of
23 costs shall be based on transparent cost ac-
24 counting or open book cost accounting.

1 “(d) COVERED PROJECT DELIVERY CONTRACT DE-
2 FINED.—In this section, the term ‘covered project delivery
3 contract’ means—

4 “(1) an agreement that provides for both design
5 and construction of a project by a contractor
6 through alternative project delivery methods, includ-
7 ing construction manager-at-risk and progressive de-
8 sign build; or

9 “(2) a single contract for the delivery of a
10 whole project that—

11 “(A) includes, at a minimum, the sponsor,
12 builder, and architect-engineer as parties that
13 are subject to the terms of the contract;

14 “(B) aligns the interests of all the parties
15 to the contract with respect to the project costs
16 and project outcomes; and

17 “(C) includes processes to ensure trans-
18 parency and collaboration among all parties to
19 the contract relating to project costs and
20 project outcomes.”.

21 (b) BRIEFING.—Not later than 2 years after the Sec-
22 retary establishes the pilot program under section
23 47142(c) of title 49, United States Code (as amended by
24 subsection (a)), the Secretary shall brief the appropriate
25 committees of Congress on whether integrated project de-

1 livery or other covered project delivery contracts author-
2 ized under such section resulted in any project efficiencies.

3 (c) CLERICAL AMENDMENT.—The analysis for chap-
4 ter 471 of title 49, United States Code, is amended by
5 striking the item relating to section 47142 and inserting
6 the following:

“47142. Alternative project delivery.”.

7 **SEC. 724. NONMOVEMENT AREA SURVEILLANCE SURFACE**
8 **DISPLAY SYSTEMS PILOT PROGRAM.**

9 Section 47143(c) of title 49, United States Code, is
10 amended by striking “May 11, 2024” and inserting “Octo-
11 ber 1, 2028”.

12 **SEC. 725. AIRPORT ACCESSIBILITY.**

13 (a) IN GENERAL.—Subchapter I of chapter 471 of
14 title 49, United States Code, is amended by adding at the
15 end the following:

16 **“§ 47145. Pilot program for airport accessibility**

17 “(a) IN GENERAL.—The Secretary of Transportation
18 shall establish and carry out a pilot program to award
19 grants to sponsors to carry out capital projects to upgrade
20 the accessibility of commercial service airports for individ-
21 uals with disabilities by increasing the number of commer-
22 cial service airports, airport terminals, or airport facilities
23 that meet or exceed the standards and regulations under
24 the Americans with Disabilities Act of 1990 (42 U.S.C.

1 12131 et seq.) and the Rehabilitation Act of 1973 (29
2 U.S.C. 701 note).

3 “(b) USE OF FUNDS.—

4 “(1) IN GENERAL.—Subject to paragraph (2), a
5 sponsor shall use a grant awarded under this sec-
6 tion—

7 “(A) for a project to repair, improve, or re-
8 locate the infrastructure of an airport, airport
9 terminal, or airport facility to increase accessi-
10 bility for individuals with disabilities, or as part
11 of a plan to increase accessibility for individuals
12 with disabilities;

13 “(B) to develop or modify a plan (as de-
14 scribed in subsection (e)) for a project that in-
15 creases accessibility for individuals with disabil-
16 ities, including—

17 “(i) assessments of accessibility or as-
18 sessments of planned modifications to an
19 airport, airport terminal, or airport facility
20 for passenger use, performed by the dis-
21 ability advisory committee of the recipient
22 airport (if applicable), the protection and
23 advocacy system for individuals with dis-
24 abilities in the applicable State, a center
25 for independent living, or a disability orga-

1 nization, including an advocacy or non-
2 profit organization that represents or pro-
3 vides services to individuals with disabil-
4 ities; or

5 “(ii) coordination by the disability ad-
6 visory committee of the recipient airport
7 with a protection and advocacy system,
8 center for independent living, or such dis-
9 ability organization; or

10 “(C) to carry out any other project that
11 meets or exceeds the standards and regulations
12 described in subsection (a).

13 “(2) LIMITATION.—Eligible costs for a project
14 funded with a grant awarded under this section shall
15 be limited to the costs associated with carrying out
16 the purpose authorized under subsection (a).

17 “(c) ELIGIBILITY.—A sponsor may use a grant under
18 this section to upgrade a commercial service airport that
19 is accessible to and usable by individuals with disabil-
20 ities—

21 “(1) consistent with the current (as of the date
22 of the upgrade) standards and regulations described
23 in subsection (a); and

24 “(2) even if the related service, program, or ac-
25 tivity, when viewed in the entirety of the service, pro-

1 gram, or activity, is readily accessible and usable as
2 so described.

3 “(d) SELECTION CRITERIA.—In making grants to
4 sponsors under this section, the Secretary shall give pri-
5 ority to sponsors that are proposing—

6 “(1) a capital project to upgrade the accessi-
7 bility of a commercial service airport that is not ac-
8 cessible to and usable by individuals with disabilities
9 consistent with standards and regulations described
10 in subsection (a); or

11 “(2) to meet or exceed the Airports Council
12 International accreditation under the Accessibility
13 Enhancement Accreditation, through the incorpora-
14 tion of universal design principles.

15 “(e) ACCESSIBILITY COMMITMENT.—A sponsor that
16 receives a grant under this section shall adopt a plan
17 under which the sponsor commits to pursuing airport ac-
18 cessibility projects that—

19 “(1) enhance the passenger experience and
20 maximize accessibility of commercial service airports,
21 airport terminals, or airport facilities for individuals
22 with disabilities, including by—

23 “(A) upgrading bathrooms, counters, or
24 pumping rooms;

1 “(B) increasing audio and visual accessi-
2 bility on information boards, security gates, or
3 paging systems;

4 “(C) updating airport terminals to increase
5 the availability of accessible seating and power
6 outlets for durable medical equipment (such as
7 powered wheelchairs);

8 “(D) updating airport websites and other
9 information communication technology to be ac-
10 cessible for individuals with disabilities; or

11 “(E) increasing the number of elevators,
12 including elevators that move power wheelchairs
13 to an aircraft;

14 “(2) improve the operations of, provide effi-
15 ciencies of service to, and enhance the use of com-
16 mercial service airports for individuals with disabil-
17 ities;

18 “(3) establish a disability advisory committee if
19 the airport is a small, medium, or large hub airport;
20 and

21 “(4) make improvements in personnel, infra-
22 structure, and technology that can assist passenger
23 self-identification regarding disability and needing
24 assistance.

1 “(f) COORDINATION WITH DISABILITY ADVOCACY
2 ENTITIES.—In administering grants under this section,
3 the Secretary shall encourage—

4 “(1) engagement with disability advocacy enti-
5 ties (such as the disability advisory committee of the
6 sponsor) and a protection and advocacy system for
7 individuals with disabilities in the applicable State,
8 a center for independent living, or a disability orga-
9 nization, including an advocacy or nonprofit organi-
10 zation that represents or provides services to individ-
11 uals with disabilities; and

12 “(2) assessments of accessibility or assessments
13 of planned modifications to commercial service air-
14 ports to the extent merited by the scope of the cap-
15 ital project of the sponsor proposed to be assisted
16 under this section, taking into account any such as-
17 sessment already conducted by the Federal Aviation
18 Administration.

19 “(g) FEDERAL SHARE OF COSTS.—The Govern-
20 ment’s share of allowable project costs for a project car-
21 ried out with a grant under this section shall be the Gov-
22 ernment’s share of allowable project costs specified under
23 section 47109.

24 “(h) DEFINITIONS.—In this section:

1 “(1) CENTER FOR INDEPENDENT LIVING.—The
2 term ‘center for independent living’ has the meaning
3 given such term in section 702 of the Rehabilitation
4 Act of 1973 (29 U.S.C. 796a).

5 “(2) DISABILITY ADVISORY COMMITTEE.—The
6 term ‘disability advisory committee’ means a body of
7 stakeholders (including airport staff, airline rep-
8 resentatives, and individuals with disabilities) that
9 provide to airports and appropriate transportation
10 authorities input from individuals with disabilities,
11 including identifying opportunities for removing bar-
12 riers, expanding accessibility features, and improving
13 accessibility for individuals with disabilities at air-
14 ports.

15 “(3) PROTECTION AND ADVOCACY SYSTEM.—
16 The term ‘protection and advocacy system’ means a
17 system established in accordance with section 143 of
18 the Developmental Disabilities Assistance and Bill of
19 Rights Act of 2000 (42 U.S.C. 15043).

20 “(i) FUNDING.—Notwithstanding any other provision
21 of this chapter, for each of fiscal years 2025 through
22 2028, the Secretary may use up to \$20,000,000 of the
23 amounts that would otherwise be used to make grants
24 from the discretionary fund under section 47115 for each
25 such fiscal year to carry out this section.”.

1 (b) CONFORMING AMENDMENT.—The analysis for
2 subchapter I of chapter 471 of title 49, United States
3 Code, is amended by inserting after the item relating to
4 section 47144 the following:

“47145. Pilot program for airport accessibility.”.

5 **SEC. 726. GENERAL AVIATION AIRPORT RUNWAY EXTEN-**
6 **SION PILOT PROGRAM.**

7 (a) IN GENERAL.—Subchapter I of chapter 471 of
8 title 49, United States Code, is further amended by adding
9 at the end the following:

10 **“§ 47146. General aviation program runway extension**
11 **pilot program**

12 “(a) ESTABLISHMENT.—The Secretary of Transpor-
13 tation shall establish and carry out a pilot program to pro-
14 vide grants to general aviation airports to increase the us-
15 able runway length capability at such airports in order
16 to—

17 “(1) expand access to such airports for larger
18 aircraft; and

19 “(2) support the development and economic via-
20 bility of such airports.

21 “(b) GRANTS.—

22 “(1) IN GENERAL.—For the purpose of car-
23 rying out the pilot program established in subsection
24 (a), the Secretary shall make grants to not more

1 than 2 sponsors of general aviation airports per fis-
2 cal year.

3 “(2) USE OF FUNDS.—A sponsor of a general
4 aviation airport shall use a grant awarded under this
5 section to plan, design, or construct a project to ex-
6 tend an existing primary runway by not greater than
7 1,000 feet in order to accommodate large turboprop
8 or turbojet aircraft that cannot be accommodated
9 with the existing runway length.

10 “(3) ELIGIBILITY.—To be eligible to receive a
11 grant under this section, a sponsor of a general avia-
12 tion airport shall submit an application to the Sec-
13 retary at such time, in such form, and containing
14 such information as the Secretary may require.

15 “(4) SELECTION.—In selecting an applicant for
16 a grant under this section, the Secretary shall
17 prioritize projects that demonstrate that the existing
18 runway length at the airport is—

19 “(A) inadequate to support the near-term
20 operations of 1 or more business entities oper-
21 ating at the airport as of the date of submission
22 of such application;

23 “(B) a direct aircraft operational impedi-
24 ment to airport economic viability, job creation

1 or retention, or local economic development;
2 and

3 “(C) not located within 20 miles of another
4 National Plan of Integrated Airport Systems
5 airport with comparable runway length.

6 “(c) PROJECT JUSTIFICATION.—A project that dem-
7 onstrates the criteria described in subsection (b) shall be
8 considered a justified cost with respect to the pilot pro-
9 gram, notwithstanding—

10 “(1) any benefit-cost analysis required under
11 section 47115(d); or

12 “(2) a project justification determination de-
13 scribed in section 3 of chapter 3 of FAA Order
14 5100.38D, Airport Improvement Program Handbook
15 (dated September 30, 2014) (or any successor docu-
16 ment).

17 “(d) FEDERAL SHARE.—The Government’s share of
18 allowable project costs for a project carried out with a
19 grant under this section shall be the Government’s share
20 of allowable project costs specified under section 47109.

21 “(e) REPORT TO CONGRESS.—Not later than 5 years
22 after the establishment of the pilot program under sub-
23 section (a), the Secretary shall submit to the Committee
24 on Commerce, Science, and Transportation of the Senate
25 and the Committee on Transportation and Infrastructure

1 of the House of Representatives a report that evaluates
2 the pilot program, including—

3 “(1) information regarding the level of appli-
4 cant interest in grants for increasing runway length;

5 “(2) the number of large aircraft that accessed
6 each general aviation airport that received a grant
7 under the pilot program in comparison to the num-
8 ber of such aircraft that accessed the airport prior
9 to the date of enactment of the FAA Reauthoriza-
10 tion Act of 2024, based on data provided to the Sec-
11 retary by the airport sponsor not later than 6
12 months before the submission date described in this
13 subsection; and

14 “(3) a description, provided to the Secretary by
15 the airport sponsor not later than 6 months before
16 the submission date described in this subsection, of
17 the economic development opportunities supported
18 by increasing the runway length at general aviation
19 airports.

20 “(f) FUNDING.—For each of fiscal years 2025
21 through 2028, the Secretary may use funds under section
22 47116(b)(2) to carry out this section.”.

23 (b) CLERICAL AMENDMENT.—The analysis for sub-
24 chapter I of chapter 471 of title 49, United States Code,

1 is further amended by inserting after the item relating to
2 section 47145 the following:

“47146. General aviation airport runway extension pilot program.”.

3 **SEC. 727. REPEAL OF OBSOLETE CRIMINAL PROVISIONS.**

4 Section 47306 of title 49, United States Code, and
5 the item relating to such section in the analysis for chap-
6 ter 473 of such title, are repealed.

7 **SEC. 728. TRANSFERS OF AIR TRAFFIC SYSTEMS ACQUIRED**
8 **WITH AIP FUNDING.**

9 (a) IN GENERAL.—Section 44502(e) of title 49,
10 United States Code, is amended—

11 (1) in paragraph (1) by striking “An airport”
12 and inserting “Subject to paragraph (4), an airport
13 in a non-contiguous State”;

14 (2) in paragraph (3)—

15 (A) in subparagraph (B) by striking “or”
16 at the end;

17 (B) in subparagraph (C) by striking the
18 period at the end and inserting “; or”; and

19 (C) by adding at the end the following new
20 subparagraph:

21 “(D) a Medium Intensity Approach Light-
22 ing System with Runway Alignment Indicator
23 Lights.”; and

24 (3) by adding at the end the following new
25 paragraph:

1 “(4) EXCEPTION.—The requirement under
2 paragraph (1) that an eligible air traffic system or
3 equipment be purchased in part using a Government
4 airport aid program, airport development aid pro-
5 gram, or airport improvement project grant shall not
6 apply if the air traffic system or equipment is in-
7 stalled at an airport that is categorized as a basic
8 or local general aviation airport under the most re-
9 cently published national plan of integrated airport
10 systems under section 47103.”.

11 (b) EFFECTIVE DATE.—The amendments made by
12 this section shall take effect beginning on October 1, 2024.

13 **SEC. 729. NATIONAL PRIORITY SYSTEM FORMULAS.**

14 (a) IN GENERAL.—Not later than 1 year after the
15 date of enactment of this Act, the Secretary shall review
16 and update the National Priority System prioritization
17 formulas contained in FAA Order 5090.5 to account for
18 the amendments to chapter 471 of title 49, United States
19 Code, made by this Act.

20 (b) REQUIRED CONSULTATION.—In revising the for-
21 mulas under subsection (a), the Secretary shall consult
22 with representatives of the following:

23 (1) Primary airports, including large, medium,
24 small, and nonhub airports.

1 (2) Non-primary airports, including general
2 aviation airports.

3 (3) Airport trade associations, including trade
4 associations representing airport executives.

5 (4) State aviation officials, including associa-
6 tions representing such officials.

7 (5) Air carriers, including mainline, regional,
8 and low-cost air carriers.

9 (6) Associations representing air carriers.

10 (c) PRIORITY PROJECTS.—In revising the formulas
11 under subsection (a), the Secretary shall assign the high-
12 est priority to projects that increase or maintain the safe-
13 ty, efficiency, and capacity of the aviation system.

14 **SEC. 730. MINORITY AND DISADVANTAGED BUSINESS PAR-**
15 **TICIPATION.**

16 (a) FINDINGS.—Congress finds the following:

17 (1) While significant progress has occurred due
18 to the establishment of the airport disadvantaged
19 business enterprise program and the airport conces-
20 sions disadvantaged business enterprise program
21 under sections 47113 and 47107(e) of title 49,
22 United States Code, respectively, discrimination and
23 related barriers continue to pose significant obstacles
24 for minority- and women-owned businesses seeking

1 to do business in airport-related markets across the
2 Nation.

3 (2) Congress has received and reviewed testi-
4 mony and documentation of race and gender dis-
5 crimination from numerous sources, including con-
6 gressional hearings and roundtables, scientific re-
7 ports, reports issued by public and private agencies,
8 news stories, reports of discrimination by organiza-
9 tions and individuals, and discrimination lawsuits.
10 Such testimony and documentation show that race-
11 and gender-neutral efforts alone are insufficient to
12 address the problem.

13 (3) The testimony and documentation described
14 in paragraph (2) demonstrate that race and gender
15 discrimination pose a barrier to full and fair partici-
16 pation in airport-related businesses of women busi-
17 ness owners and minority business owners in the ra-
18 cial groups detailed in parts 23 and 26 of title 49,
19 Code of Federal Regulations, and has impacted firm
20 development and other aspects of airport-related
21 business in the public and private markets.

22 (4) The testimony and documentation described
23 in paragraph (2) provide a strong basis that there
24 is a compelling need for the continuation of the air-
25 port disadvantaged business enterprise program and

1 the airport concessions disadvantaged business en-
2 terprise program to address race and gender dis-
3 crimination in airport-related business.

4 (b) SUPPORTIVE SERVICES.—Section 47113 of title
5 49, United States Code, is amended by adding at the end
6 the following:

7 “(f) SUPPORTIVE SERVICES.—

8 “(1) IN GENERAL.—The Secretary, in coordina-
9 tion with the Administrator of the Federal Aviation
10 Administration, may, at the request of an airport
11 sponsor, provide assistance under a grant issued
12 under this subchapter to develop, conduct, and ad-
13 minister training programs and assistance programs
14 in connection with any airport improvement project
15 subject to part 26 of title 49, Code of Federal Regu-
16 lations, for small business concerns referred to in
17 subsection (b) to achieve proficiency to compete, on
18 an equal basis for contracts and subcontracts related
19 to such projects.

20 “(2) ELIGIBLE ENTITIES.—An entity eligible to
21 receive assistance under this section is—

22 “(A) a State;

23 “(B) a political subdivision of a State or
24 local government;

25 “(C) a Tribal government;

1 “(D) an airport sponsor;

2 “(E) a metropolitan planning organization;

3 “(F) a group of entities described in sub-
4 paragraphs (A) through (E); or

5 “(G) any other organization considered ap-
6 propriate by the Secretary.”.

7 **SEC. 731. EXTENSION OF PROVISION RELATING TO AIR-**
8 **PORT ACCESS ROADS IN REMOTE LOCA-**
9 **TIONS.**

10 Section 162 of the FAA Reauthorization Act of 2018
11 (49 U.S.C. 47102 note) is amended, in the matter pre-
12 ceding paragraph (1), by striking “2018” and all that fol-
13 lows through “2024” and inserting “2024 through 2028”.

14 **SEC. 732. POPULOUS COUNTIES WITHOUT AIRPORTS.**

15 Notwithstanding any other provision of law, the Sec-
16 retary may not deny inclusion in the national plan of inte-
17 grated airport systems maintained under section 47103 of
18 title 49, United States Code, to an airport or proposed
19 airport if the airport or proposed airport—

20 (1) is located in the most populous county (as
21 such term is defined in section 2 of title 1, United
22 States Code) of a State that does not have an air-
23 port listed in the national plan;

24 (2) has an airport sponsor that was established
25 before January 1, 2017;

1 (3) is located more than 15 miles away from
2 another airport listed in the national plan;

3 (4) demonstrates how the airport will meet the
4 operational activity required, through a forecast vali-
5 dated by the Secretary, within the first 10 years of
6 operation;

7 (5) meets FAA airport design standards;

8 (6) submits a benefit-cost analysis;

9 (7) presents a detailed financial plan to accom-
10 plish construction and ongoing maintenance; and

11 (8) has the documented support of the State
12 government for the entry of the airport or proposed
13 airport into the national plan.

14 **SEC. 733. AIP HANDBOOK UPDATE.**

15 (a) IN GENERAL.—Not later than 3 years after the
16 date of enactment of this Act, the Administrator shall re-
17 vise the Airport Improvement Program Handbook (FAA
18 Order 5100.38D) (in this section referred to as the “AIP
19 Handbook”) to account for legislative changes to the air-
20 port improvement program under subchapter I of chapter
21 471 and chapter 475 of title 49, United States Code, and
22 to make such other changes as the Administrator deter-
23 mines necessary.

24 (b) REQUIREMENTS RELATING TO ALASKA.—In re-
25 vising the AIP Handbook under subsection (a) (and in any

1 subsequent revision), the Administrator, in consultation
2 with the Governor of Alaska, shall identify and incorporate
3 reasonable exceptions to the general requirements of the
4 AIP Handbook to meet the unique circumstances, and ad-
5 vance the safety needs, of airports in Alaska, including
6 with respect to the following:

7 (1) Snow Removal Equipment Building size and
8 configuration.

9 (2) Expansion of lease areas.

10 (3) Shared governmental use of airport equip-
11 ment and facilities in remote locations.

12 (4) Ensuring the resurfacing or reconstruction
13 of legacy runways to support—

14 (A) aircraft necessary to support critical
15 health needs of a community;

16 (B) remote fuel deliveries; and

17 (C) firefighting response.

18 (5) The use of runway end identifier lights at
19 airports in Alaska.

20 (c) ADDITIONAL REQUIREMENT.—In revising the
21 AIP Handbook under subsection (a), the Administrator
22 shall include updates to reflect whether a light emitting
23 diode system is an appropriate replacement for any exist-
24 ing halogen system.

25 (d) PUBLIC COMMENT.—

1 (1) IN GENERAL.—Not later than 2 years after
2 the date of enactment of this Act, the Administrator
3 shall publish a draft revision of the AIP Handbook
4 and make such draft available for public comment
5 for a period of not less than 90 days.

6 (2) REVIEW.—The Administrator shall—

7 (A) review all comments submitted during
8 the public comment period described under
9 paragraph (1);

10 (B) as the Administrator considers appro-
11 priate, incorporate changes based on such com-
12 ments into the final revision of the Handbook;
13 and

14 (C) provide a response to all significant
15 comments.

16 (e) INTERIM IMPLEMENTATION OF CHANGES.—

17 (1) IN GENERAL.—Except as provided in para-
18 graph (2), not later than 1 year after the date of en-
19 actment of this Act, the Administrator shall issue
20 program guidance letters to provide for the interim
21 implementation of amendments made by this Act to
22 the Airport Improvement Program.

23 (2) ALASKA EXCEPTIONS.—Not later than 60
24 days after the date on which the Administrator iden-
25 tified reasonable exceptions under subsection (b), the

1 Administrator, in consultation with the Regional Ad-
2 ministrator of the FAA Alaskan Region, shall issue
3 program guidance letters to provide for the interim
4 application of such exceptions.

5 **SEC. 734. GAO AUDIT OF AIRPORT FINANCIAL REPORTING**
6 **PROGRAM.**

7 (a) **AUDIT.**—Not later than 18 months after the date
8 of enactment of this Act, the Comptroller General shall
9 initiate an audit of the airport financial reporting program
10 of the FAA and provide recommendations to the Adminis-
11 trator on improvements to such program.

12 (b) **REQUIREMENTS.**—In conducting the audit re-
13 quired under subsection (a), the Comptroller General
14 shall, at a minimum—

15 (1) review relevant FAA guidance to airports,
16 including the version of Advisory Circular 150/5100–
17 19, titled “Operating and Financial Summary”, that
18 is in effect on the date of enactment of this Act;

19 (2) evaluate the information requested or re-
20 quired by the Administrator from airports for com-
21 pleteness and usefulness by the FAA and the public;

22 (3) assess the costs associated with collecting,
23 reporting, and maintaining such information for air-
24 ports and the FAA;

25 (4) determine if such information provided is—

1 (A) updated on a regular basis to make
2 such information useful; and

3 (B) audited and verified in an appropriate
4 manner;

5 (5) assess if the Administrator has addressed
6 the issues the Administrator discovered during the
7 apportionment and disbursement of relief funds to
8 airports under the Coronavirus Aid, Relief, and Eco-
9 nomic Security Act (Public Law 116–136) using in-
10 accurate and aged airport financial data; and

11 (6) determine whether the airport financial re-
12 porting program as structured as of the date of en-
13 actment of this Act provides value to the FAA, the
14 aviation industry, or the public.

15 (c) REPORT TO CONGRESS.—Not later than 3
16 months after the completion of the audit required under
17 subsection (a), the Comptroller General shall submit to the
18 appropriate committees of Congress a report containing
19 the findings of such audit and any recommendations pro-
20 vided to the Administrator to improve or alter the airport
21 financial reporting program.

22 **SEC. 735. GAO STUDY OF ONSITE AIRPORT GENERATION.**

23 (a) STUDY.—Not later than 1 year after the date of
24 enactment of this Act, the Comptroller General shall ini-
25 tiate a study on the feasibility of installation and adoption

1 of certain power generation property at airports which re-
2 ceive funding from the Federal Government.

3 (b) CONTENT.—In carrying out the study required
4 under subsection (a), the Comptroller General shall exam-
5 ine—

6 (1) any safety impacts of the installation and
7 operation of such power generation property, either
8 in aggregate or around certain locations or struc-
9 tures at the airport;

10 (2) regulatory barriers to adoption;

11 (3) benefits to adoption;

12 (4) previous examples of adoptions;

13 (5) impacts on other entities; and

14 (6) previous examples of adoption and factors
15 pertaining to previous examples of adoption, includ-
16 ing—

17 (A) novel uses beyond supplemental power
18 generation, such as expanding nonresidential
19 property around airports to minimize noise,
20 power generation resilience, and market forces;

21 (B) challenges identified in the installation
22 process;

23 (C) upfront and long-term costs, both fore-
24 seen and unforeseen;

1 (D) funding sources used to pay for up-
2 front costs; and

3 (E) long-term savings.

4 (c) REPORT.—Not later than 2 years after the initi-
5 ation of the study under subsection (a), the Comptroller
6 General shall submit to the appropriate committees of
7 Congress a report containing the results of the study and
8 any recommendations based on such results.

9 (d) POWER GENERATION PROPERTY DEFINED.—In
10 this section, the term “power generation property” means
11 equipment defined in section 48(a)(3)(A) of the Internal
12 Revenue Code of 1986.

13 **SEC. 736. TRANSPORTATION DEMAND MANAGEMENT AT**
14 **AIRPORTS.**

15 (a) IN GENERAL.—Not later than 2 years after the
16 date of enactment of this Act, the Comptroller General
17 shall conduct a study to examine the efficacy of transpor-
18 tation demand management strategies at United States
19 airports.

20 (b) CONSIDERATIONS.—In conducting the study
21 under subsection (a), the Comptroller General shall exam-
22 ine, at a minimum—

23 (1) whether transportation demand manage-
24 ment strategies should be considered by airports

1 when making infrastructure planning and construc-
2 tion decisions;

3 (2) the impact of transportation demand man-
4 agement strategies on existing multimodal options to
5 and from airports in the United States; and

6 (3) best practices for developing transportation
7 demand management strategies that can be used to
8 improve access to airports for passengers and air-
9 port and airline personnel.

10 (c) REPORT.—Upon completion of the study con-
11 ducted under subsection (a), the Comptroller General shall
12 submit to the appropriate committees of Congress a report
13 on such study.

14 (d) TRANSPORTATION DEMAND MANAGEMENT
15 STRATEGY DEFINED.—In this section, the term “trans-
16 portation demand management strategy” means the use
17 of planning, programs, policy, marketing, communica-
18 tions, incentives, pricing, data, and technology to optimize
19 travel modes, routes used, departure times, and number
20 of trips.

21 **SEC. 737. COASTAL AIRPORTS ASSESSMENT.**

22 (a) IN GENERAL.—Not later than 2 years after the
23 date of enactment of this Act, the Administrator, in co-
24 ordination with the Chief of Engineers and Commanding
25 General of the United States Army Corps of Engineers,

1 and the Administrator of the National Oceanic and At-
2 mospheric Administration, shall initiate an assessment on
3 the resiliency of airports in coastal or flood-prone areas
4 of the United States.

5 (b) CONTENTS.—The assessment required under sub-
6 section (a) shall—

7 (1) examine the impact of hazardous weather
8 and other environmental factors that pose risks to
9 airports in coastal or flood-prone areas; and

10 (2) identify and evaluate initiatives and best
11 practices to prevent and mitigate the impacts of fac-
12 tors described in paragraph (1) on airports in coast-
13 al or flood-prone areas.

14 (c) REPORT.—Upon completion of the assessment,
15 the Administrator shall submit to the appropriate commit-
16 tees of Congress and the Committee on Science, Space,
17 and Technology of the House of Representatives a report
18 on—

19 (1) the results of the assessment required under
20 subsection (a); and

21 (2) recommendations for legislative or adminis-
22 trative action to improve the resiliency of airports in
23 coastal or flood-prone areas in the United States.

1 **SEC. 738. AIRPORT INVESTMENT PARTNERSHIP PROGRAM.**

2 Section 47134(b) of title 49, United States Code, is
3 amended by adding at the end the following:

4 “(4) BENEFIT-COST ANALYSIS.—

5 “(A) IN GENERAL.—Prior to approving an
6 application submitted under subsection (a), the
7 Secretary may require a benefit-cost analysis.

8 “(B) FINDING.—If a benefit-cost analysis
9 is required, the Secretary shall issue a prelimi-
10 nary and conditional finding, which shall—

11 “(i) be issued not later than 60 days
12 after the date on which the sponsor sub-
13 mits all information required by the Sec-
14 retary;

15 “(ii) be based upon a collaborative re-
16 view process that includes the sponsor or a
17 representative of the sponsor;

18 “(iii) not constitute the issuance of a
19 Federal grant or obligation to issue a
20 grant under this chapter or other provision
21 of law; and

22 “(iv) not constitute any other obliga-
23 tion on the part of the Federal Govern-
24 ment until the conditions specified in the
25 final benefit-cost analysis are met.”.

1 **SEC. 739. SPECIAL RULE FOR RECLASSIFICATION OF CER-**
2 **TAIN UNCLASSIFIED AIRPORTS.**

3 (a) REQUEST FOR RECLASSIFICATION.—

4 (1) IN GENERAL.—Not later than September
5 30, 2024, a privately owned reliever airport (as such
6 term is defined in section 47102 of title 49, United
7 States Code) that is identified as unclassified in the
8 National Plan of Integrated Airport Systems of the
9 FAA titled “National Plan of Integrated Airport
10 Systems (NPIAS) 2023–2027”, published on Sep-
11 tember 30, 2022 may submit to the Secretary a re-
12 quest to reclassify the airport according to the cri-
13 teria used to classify a publicly owned airport.

14 (2) REQUIRED INFORMATION.—In submitting a
15 request under paragraph (1), a privately owned re-
16 liever airport shall include the following information:

17 (A) A sworn statement and accompanying
18 documentation that demonstrates how the air-
19 port would satisfy the requirements of FAA
20 Order 5090.5, titled “Formulation of the
21 NPIAS and ACIP” (or any successor guid-
22 ance), to be classified as “Local” or “Basic” if
23 the airport was publicly owned.

24 (B) A report that—

25 (i) identifies the role of the airport to
26 the aviation system; and

1 (ii) describes the long-term fiscal via-
2 bility of the airport based on demonstrated
3 aeronautical activity and associated reve-
4 nues relative to ongoing operating and
5 maintenance costs.

6 (b) ELIGIBILITY REVIEW.—

7 (1) IN GENERAL.—Not later than 60 days after
8 receiving a request from a privately owned reliever
9 airport under subsection (a), the Secretary shall per-
10 form an eligibility review with respect to the airport,
11 including an assessment of the safety, security, ca-
12 pacity, access, compliance with Federal grant assur-
13 ances, and protection of natural resources of the air-
14 port and the quality of the environment, as pre-
15 scribed by the Secretary.

16 (2) PUBLIC SPONSOR.—In performing the eligi-
17 bility review under paragraph (1), the Secretary—

18 (A) may require the airport requesting re-
19 classification to provide information regarding
20 the outlook (whether positive or negative) for
21 obtaining a public sponsor; and

22 (B) may not require the airport to obtain
23 a public sponsor.

24 (c) RECLASSIFICATION BY SECRETARY.—

1 (1) IN GENERAL.—Not later than 60 days after
2 receiving a request from a privately owned reliever
3 airport under subsection (a)(1), the Secretary shall
4 grant such request if the following criteria are met:

5 (A) The request includes the required in-
6 formation under subsection (a)(2).

7 (B) The privately owned reliever airport, to
8 the satisfaction of the Secretary—

9 (i) passes the eligibility review per-
10 formed under subsection (b); or

11 (ii) submits a corrective action plan in
12 accordance with paragraph (2).

13 (2) CORRECTIVE ACTION PLAN.—With respect
14 to a privately owned reliever airport that does not,
15 to the satisfaction of the Secretary, pass the eligi-
16 bility review performed under subsection (b), the
17 Secretary shall provide notice of disapproval to such
18 airport not later than 60 days after receiving the re-
19 quest under subsection (a)(1), and such airport may
20 resubmit to the Secretary a reclassification request
21 along with a corrective action plan that—

22 (A) resolves any shortcomings identified in
23 such eligibility review; and

24 (B) proves that any necessary corrective
25 action has been completed by the airport.

1 (d) **EFFECTIVE DATE.**—The reclassification of any
2 privately owned reliever airport under this section shall
3 take effect not later than—

4 (1) October 1, 2025, for any request granted
5 under subsection (c)(1); and

6 (2) October 1, 2026, for any request granted
7 after the submission of a corrective action plan
8 under subsection (c)(2).

9 **SEC. 740. PERMANENT SOLAR POWERED TAXIWAY EDGE**
10 **LIGHTING SYSTEMS.**

11 Not later than 2 years after the date of enactment
12 of this Act, the Administrator shall produce an engineer-
13 ing brief that describes the acceptable use of permanent
14 solar powered taxiway edge lighting systems at regional,
15 local, and basic general aviation airports (as categorized
16 in the most recent National Plan of Integrated Airport
17 Systems of the FAA titled “National Plan of Integrated
18 Airport Systems (NPIAS) 2023–2027”, published on Sep-
19 tember 30, 2022).

20 **SEC. 741. SECONDARY RUNWAYS.**

21 In approving grants for projects with funds made
22 available pursuant to title VIII of division J of the Infra-
23 structure Investment and Jobs Act (Public Law 117–58)
24 under the heading “Federal Aviation Administration—
25 Airport Infrastructure Grants”, the Administrator shall

1 consider permitting a nonhub or small hub airport to use
2 such funds to extend secondary runways, notwithstanding
3 the level of operational activity at such airport.

4 **SEC. 742. INCREASING ENERGY EFFICIENCY OF AIRPORTS**
5 **AND MEETING CURRENT AND FUTURE EN-**
6 **ERGY POWER DEMANDS.**

7 (a) IN GENERAL.—Section 47140 of title 49, United
8 States Code, is amended to read as follows:

9 **“§ 47140. Meeting current and future energy power**
10 **demand**

11 “(a) IN GENERAL.—The Secretary of Transportation
12 shall establish a program under which the Secretary
13 shall—

14 “(1) encourage the sponsor of each public-use
15 airport to—

16 “(A) conduct airport planning that as-
17 sesses the airport’s—

18 “(i) current and future energy power
19 requirements, including—

20 “(I) heating and cooling;

21 “(II) on-road airport vehicles and
22 ground support equipment;

23 “(III) gate electrification;

24 “(IV) electric aircraft charging;

25 and

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1 “(V) vehicles and equipment used
2 to transport passengers and employees
3 between the airport and—

4 “(aa) nearby facilities owned
5 or controlled by the airport or
6 which otherwise directly support
7 the functions or services provided
8 by the airport; or

9 “(bb) an intermodal surface
10 transportation facility adjacent to
11 the airport; and

12 “(ii) existing energy infrastructure
13 condition, location, and capacity, including
14 base load and backup power, to meet the
15 current and future electrical power demand
16 as identified in this subparagraph; and

17 “(B) conduct airport development to im-
18 prove energy efficiency, increase peak load sav-
19 ings at the airport, and meet future electrical
20 power demands as identified in subparagraph
21 (A); and

22 “(2) reimburse the airport sponsor for the costs
23 incurred in conducting the assessment under para-
24 graph (1)(A).

1 “(b) GRANTS.—The Secretary shall make grants to
2 airport sponsors from amounts made available under sec-
3 tion 48103 to assist such sponsors that have completed
4 the assessment described in subsection (a)(1)—

5 “(1) to acquire or construct equipment that will
6 improve energy efficiency at the airport; and

7 “(2) to pursue an airport development project
8 described in subsection (a)(1)(B).

9 “(c) APPLICATION.—To be eligible for a grant under
10 paragraph (1), the sponsor of a public-use airport shall
11 submit an application, including a certification that no
12 safety projects are being deferred by requesting a grant
13 under this section, to the Secretary at such time, in such
14 manner, and containing such information as the Secretary
15 may require.”.

16 (b) CLERICAL AMENDMENT.—The analysis for chap-
17 ter 471 of title 49, United States Code, is amended by
18 striking the item relating to section 47140 and inserting
19 the following:

“47140. Meeting current and future energy power demand.”.

20 **SEC. 743. REVIEW OF AIRPORT LAYOUT PLANS.**

21 (a) IN GENERAL.—Section 163 of the FAA Reau-
22 thorization Act of 2018 (49 U.S.C. 47107 note) is amend-
23 ed—

24 (1) by striking subsection (a) and inserting the
25 following:

1 “(a) [Reserved].”; and

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

4 “(b) [Reserved].”.

5 (b) AIRPORT LAYOUT PLAN APPROVAL AUTHOR-
6 ITY.—Section 47107 of title 49, United States Code, is
7 amended—

8 (1) in subsection (a)(16)—

9 (A) by striking subparagraph (B) and in-
10 sserting the following:

11 “(B) subject to subsection (x), the Sec-
12 retary will review and approve or disapprove the
13 plan and any revision or modification of the
14 plan before the plan, revision, or modification
15 takes effect;”; and

16 (B) in subparagraph (C)(i) by striking
17 “subparagraph (B)” and inserting “subsection
18 (x)”; and

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

20 “(x) SCOPE OF AIRPORT LAYOUT PLAN REVIEW AND
21 APPROVAL AUTHORITY OF SECRETARY.—

22 “(1) AUTHORITY OVER PROJECTS ON LAND AC-
23 QUIRED WITHOUT FEDERAL ASSISTANCE.—For pur-
24 poses of subsection (a)(16)(B), with respect to any
25 project proposed on land acquired by an airport

1 owner or operator without Federal assistance, the
2 Secretary may review and approve or disapprove
3 only the portions of the plan (or any subsequent re-
4 vision to the plan) that—

5 “(A) materially impact the safe and effi-
6 cient operation of aircraft at, to, or from the
7 airport;

8 “(B) adversely affect the safety of people
9 or property on the ground as a result of aircraft
10 operations; or

11 “(C) adversely affect the value of prior
12 Federal investments to a significant extent.

13 “(2) LIMITATION ON NON-AERONAUTICAL RE-
14 VIEW.—

15 “(A) IN GENERAL.—The Secretary may
16 not require an airport to seek approval for (in-
17 cluding in the submission of an airport layout
18 plan), or directly or indirectly regulate or place
19 conditions on (including through any grant as-
20 surance), any project that is not subject to
21 paragraph (1).

22 “(B) REVIEW AND APPROVAL AUTHOR-
23 ITY.—If only a portion of a project proposed by
24 an airport owner or operator is subject to the
25 review and approval of the Secretary under sub-

1 section (a)(16)(B), the Secretary shall not ex-
2 tend review and approval authority to other
3 non-aeronautical portions of the project.

4 “(3) NOTICE.—

5 “(A) IN GENERAL.—An airport owner or
6 operator shall submit to the Secretary a notice
7 of intent to proceed with a proposed project (or
8 a portion thereof) that is outside of the review
9 and approval authority of the Secretary, as de-
10 scribed in this subsection, if the project was not
11 on the most recently submitted airport layout
12 plan of the airport.

13 “(B) FAILURE TO OBJECT.—If not later
14 than 45 days after receiving the notice of intent
15 described in subparagraph (A), the Secretary
16 fails to object to such notice, the proposed
17 project (or portion thereof) shall be deemed as
18 being outside the scope of the review and ap-
19 proval authority of the Secretary under sub-
20 section (a)(16)(B).”.

21 **SEC. 744. PROTECTION OF SAFE AND EFFICIENT USE OF**
22 **AIRSPACE AT AIRPORTS.**

23 (a) AIRSPACE REVIEW PROCESS REQUIREMENTS.—
24 The Administrator shall consider the following additional
25 factors in the evaluation of cumulative impacts when mak-

1 ing a determination of hazard or no hazard, or objection
2 or no objection, as applicable, under part 77 of title 14,
3 Code of Federal Regulations, regarding proposed con-
4 struction or alteration within 3 miles of the runway ends
5 and runway centerlines (as depicted in the FAA-approved
6 Airport Layout Plan of the airport) on any land not owned
7 by any such airport:

8 (1) The accumulation and spacing of structures
9 or other obstructions that might constrain radar or
10 communication capabilities, thereby reducing the ca-
11 pacity of an airport, flight procedure minimums or
12 availability, or aircraft takeoff or landing capabili-
13 ties.

14 (2) Safety risks of lasers, lights, or light
15 sources, inclusive of lighted billboards and screens,
16 affixed to structures, that may pose hazards to air
17 navigation.

18 (3) Water features or hazardous wildlife
19 attractants, as defined by the Administrator.

20 (4) Impacts to visual flight rule traffic patterns
21 for both fixed and rotary wing aircraft, inclusive of
22 special visual flight rule procedures established by
23 Letters of Agreement between air traffic facilities,
24 the airport, and flight operators.

1 (5) Impacts to FAA-funded airport improve-
2 ment projects, improvements depicted on or de-
3 scribed in FAA-approved Airport Layout Plans and
4 master plans, and preservation of the navigable air-
5 space necessary for achieving the objectives and uti-
6 lization of the projects and plans.

7 (b) REQUIRED INFORMATION.—A notice submitted
8 under part 77 of title 14, Code of Federal Regulations,
9 shall include the following:

10 (1) Actual designs of an entire project and
11 property, without regard to whether a proposed con-
12 struction or alteration within 3 miles of the end of
13 a runway of an airport and runway centerlines as
14 depicted in the FAA-approved Airport Layout Plan
15 of the airport is limited to a singular location on a
16 property.

17 (2) If there are any changes to such designs or
18 addition of equipment, such as cranes used to con-
19 struct a building, after submission of such a notice,
20 all information included with the notice submitted
21 before such change or addition shall be resubmitted,
22 along with information regarding the change or ad-
23 dition.

24 (c) EXPIRATION.—

1 (1) IN GENERAL.—Unless extended, revised, or
2 terminated, each determination of no hazard issued
3 by the Administrator under part 77 of title 14, Code
4 of Federal Regulations, shall expire 18 months after
5 the effective date of the determination, or on the
6 date the proposed construction or alteration is aban-
7 doned, whichever is earlier.

8 (2) AFTER EXPIRATION.—Determinations
9 under paragraph (1) are no longer valid with regard
10 to whether a proposed construction or alteration
11 would be a hazard to air navigation after such deter-
12 mination has expired.

13 (d) AUTHORITY TO CONSOLIDATE OEI SURFACE
14 CRITERIA.—The Administrator may develop a single set
15 of One Engine Inoperative surface criteria that is specific
16 to an airport. The Administrator shall consult with the
17 airport operator and flight operators that use such airport,
18 on the development of such surface criteria.

19 (e) DEVELOPMENT OF POLICIES TO PROTECT OEI
20 SURFACES.—Not later than 6 months after the date of
21 enactment of this Act, the Administrator shall brief the
22 appropriate committees of Congress regarding the status
23 of the efforts of the FAA to protect One Engine Inoper-
24 ative surfaces from encroachment at United States certifi-
25 cated and federally obligated airports, including the cur-

1 rent status of efforts to incorporate such protections into
2 FAA Obstruction Evaluation/Airport Airspace Analysis
3 processes.

4 (f) **AUTHORITY TO CONSULT WITH OTHER AGEN-**
5 **CIES.**—The Administrator may consult with other Fed-
6 eral, State, or local agencies as necessary to carry out the
7 requirements of this section.

8 (g) **APPLICABILITY.**—This section shall only apply to
9 an airport in a county adjacent to 2 States with con-
10 verging intersecting cross runway operations within 12
11 nautical miles of an Air Force base.

12 **SEC. 745. ELECTRIC AIRCRAFT INFRASTRUCTURE PILOT**
13 **PROGRAM.**

14 (a) **IN GENERAL.**—The Secretary may establish a
15 pilot program under which airport sponsors may use funds
16 made available under chapter 471 or section 48103 of title
17 49, United States Code, for use at up to 10 airports to
18 carry out—

19 (1) activities associated with the acquisition, by
20 purchase or lease, operation, and installation of
21 equipment to support the operations of electric air-
22 craft, including interoperable electric vehicle charg-
23 ing equipment; and

24 (2) the construction or modification of infra-
25 structure to facilitate the delivery of power or serv-

1 ices necessary for the use of electric aircraft, includ-
2 ing—

3 (A) on airport utility upgrades; and

4 (B) associated design costs.

5 (b) ELIGIBILITY.—A public-use airport is eligible for
6 participation in the pilot program under this section if the
7 Secretary finds that funds made available under sub-
8 section (a) would support—

9 (1) electric aircraft operators at such airport, or
10 using such airport; or

11 (2) electric aircraft operators planning to oper-
12 ate at such airport with an associated agreement in
13 place.

14 (c) SUNSET.—The pilot program established under
15 subsection (a) shall terminate on October 1, 2028.

16 **SEC. 746. CURB MANAGEMENT PRACTICES.**

17 Nothing in this Act shall be construed to prevent air-
18 ports from—

19 (1) engaging in curb management practices, in-
20 cluding determining and assigning curb designations
21 and regulations;

22 (2) installing and maintaining upon any of the
23 roadways or parts of roadways as many curb zones
24 as necessary to aid in the regulation, control, and in-
25 spection of passenger loading and unloading; or

1 (3) enforcing curb zones using sensor, camera,
2 automated license plate recognition, and software
3 technologies and issuing citations by mail to the reg-
4 istered owner of the vehicle.

5 **SEC. 747. NOTICE OF FUNDING OPPORTUNITY.**

6 Notwithstanding part 200 of title 2, Code of Federal
7 Regulations, or any other provision of law, funds made
8 available as part of the Airport Improvement Program
9 under subchapter I of chapter 471 or chapter 475 of title
10 49, United States Code, shall not be subject to any public
11 notice of funding opportunity requirement.

12 **SEC. 748. RUNWAY SAFETY PROJECTS.**

13 In awarding grants under section 47115 of title 49,
14 United States Code, for runway safety projects, the Ad-
15 ministrators shall, to the maximum extent practicable—

16 (1) reduce unnecessary or undesirable project
17 segmentation; and

18 (2) complete the entire project in an expeditious
19 manner.

20 **SEC. 749. AIRPORT DIAGRAM TERMINOLOGY.**

21 (a) IN GENERAL.—The Administrator shall update
22 Airport Diagram Order JO 7910.4 and any related advi-
23 sory circulars, policy, and guidance to ensure the clear and
24 consistent use of terms to delineate the types of parking
25 available to general aviation pilots.

1 (b) COLLABORATION.—In carrying out subsection
2 (a), the Administrator shall collaborate with industry
3 stakeholders, commercial service airports, and general
4 aviation airports in—

5 (1) facilitating basic standardization of general
6 aviation parking terms;

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

9 (3) providing clarity for chart users.

10 (c) IAC SPECIFICATIONS.—The Administrator shall
11 encourage the Interagency Air Committee to incorporate
12 the terms developed pursuant to subsection (a) in publica-
13 tions produced by the Committee.

14 **SEC. 750. GAO STUDY ON FEE TRANSPARENCY BY FIXED**
15 **BASED OPERATORS.**

16 (a) IN GENERAL.—The Comptroller General shall
17 conduct a study reviewing the efforts of fixed based opera-
18 tors to meet their commitments to improve the online
19 transparency of prices and fees for all aircraft and enhanc-
20 ing the customer experience for general and business avia-
21 tion users.

22 (b) CONTENTS.—In conducting the study described
23 in subsection (a), the Comptroller General, at a minimum,
24 should evaluate the fixed based operator industry commit-

1 ment to “Know Before You Go” best business practices
2 including—

3 (1) fixed based operators provisions for all gen-
4 eral aviation and business aircraft types regarding a
5 description of available services and a listing of ap-
6 plicable retail fuel prices, fees, and charges;

7 (2) the accessibility of fees and charges de-
8 scribed in paragraph (1) to aircraft operators on-line
9 and in a user-friendly manner and with sufficient
10 clarity that a pilot operating a particular aircraft
11 type can determine what will be charged;

12 (3) efforts by fixed based operators to invite
13 and encourage customers to contact them so that
14 operators can ask questions, know any options, and
15 make informed decisions; and

16 (4) any practices imposed by an airport oper-
17 ator that prevent fixed based operators from fully
18 disclosing fees and charges.

19 (c) REPORT REQUIRED.—Not later than 18 months
20 after the date of enactment of this Act, the Comptroller
21 General shall submit to the appropriate committees of
22 Congress a report containing the results of the review re-
23 quired under this section.

1 **SEC. 751. MINORITY AND DISADVANTAGED BUSINESS PAR-**
2 **TICIPATION.**

3 Section 157(b)(2) of the FAA Reauthorization Act of
4 2018 (49 U.S.C. 47113 note) is amended by adding at
5 the end the following:

6 “(D) PUBLISHING DATA.—The Secretary
7 of Transportation shall report on a publicly ac-
8 cessible website the uniform report of DBE
9 awards/commitments and payments specified in
10 part 26 of title 49, Code of Federal Regula-
11 tions, and the uniform report of ACDBE Par-
12 ticipation for non-car rental and car rental con-
13 cessions, for each airport sponsor beginning
14 with fiscal year 2025.”.

15 **SEC. 752. PROHIBITION ON CERTAIN RUNWAY LENGTH RE-**
16 **QUIREMENTS.**

17 Notwithstanding any other provision of law, the Sec-
18 retary may not require an airport to shorten the length
19 or width of the runway, apron, or taxiway of the airport
20 as a condition for the receipt of federal financial assistance
21 if the airport directly supports a base of the United States
22 Air Force or the Air National Guard at the airport, re-
23 gardless of the stationing of military aircraft.

24 **SEC. 753. REPORT ON INDO-PACIFIC AIRPORTS.**

25 The Administrator, in consultation with the Secretary
26 of State, shall submit to Congress a report on airports

1 of strategic importance in the Indo-Pacific region that in-
2 cludes each of the following:

3 (1) An identification of airports and air routes
4 critical to national security, defense operations,
5 emergency response, and continuity of government
6 activities.

7 (2) An assessment of the economic impact and
8 contribution of airports and air routes to national
9 and regional economies.

10 (3) An evaluation of the connectivity and acces-
11 sibility of airports and air routes, including their im-
12 portance in supporting domestic and international
13 travel, trade, and tourism.

14 (4) An analysis of infrastructure and techno-
15 logical requirements necessary to maintain and en-
16 hance the strategic importance of identified airports
17 and air routes.

18 (5) An identification of potential vulnerabilities,
19 risks, and challenges faced by airports and air
20 routes of strategic importance, including cybersecu-
21 rity threats and physical infrastructure
22 vulnerabilities.

23 (6) Any recommendations for improving the se-
24 curity, resilience, and efficiency of the identified air-

1 ports and air routes, including potential infrastruc-
2 ture investments and policy changes.

3 **SEC. 754. GAO STUDY ON IMPLEMENTATION OF GRANTS AT**
4 **CERTAIN AIRPORTS.**

5 The Comptroller General shall conduct a study on the
6 implementation of grants provided to airports located in
7 the Republic of the Marshall Islands, Federated States of
8 Micronesia, and Republic of Palau under section 47115(i)
9 of title 49, United States Code and submit to the appro-
10 priate committees of Congress a report on the results of
11 such study.

12 **SEC. 755. GAO STUDY ON TRANSIT ACCESS.**

13 (a) IN GENERAL.—Not later than 18 months after
14 the date of enactment of this Act, the Comptroller General
15 shall conduct a study on transit access to airports and
16 submit to the appropriate committees of Congress a report
17 on the results of such study.

18 (b) CONTENTS.—In carrying out the study under
19 subsection (a), the Comptroller General shall review public
20 transportation access to commercial service airports
21 throughout the United States, including accessibility and
22 other potential barriers for individuals.

23 **SEC. 756. BANNING MUNICIPAL AIRPORT.**

24 (a) IN GENERAL.—Not later than 90 days after the
25 date of enactment of this Act, the Comptroller General

1 shall initiate a study on the Banning Municipal Airport
2 to identify—

3 (1) aviation traffic at the Airport in each of the
4 10 years preceding the study, and estimated future
5 traffic each year in the 10 years following the study;

6 (2) associated annual revenues and costs in
7 each year to service aviation traffic during the 10
8 years preceding the study, and to continue to service
9 the airport for another 10 years;

10 (3) use of the facility for fighting wildfires and
11 the degree of the utility of the facility to the local
12 county fire department or other emergency first re-
13 sponders;

14 (4) status of the current infrastructure and
15 planned improvements of the airport as of the date
16 of the study, if any, and during the 5 years following
17 the study and the associated costs of such improve-
18 ments;

19 (5) perspectives of and impact on the Morongo
20 Band of Indians resulting from operation of the air-
21 port near Tribal lands; and

22 (6) Federal funds that would be required to
23 modernize the infrastructure of the airport to assure
24 no annual operating financial losses for the 10 years
25 following the study.

1 (b) REPORT TO CONGRESS.—Not later than 1 year
2 after the date of enactment of this Act, the Comptroller
3 General shall submit to the appropriate committees of
4 Congress a report on the results of the study.

5 **SEC. 757. DISPUTED CHANGES OF SPONSORSHIP AT FEDER-**
6 **ALLY OBLIGATED, PUBLICLY OWNED AIR-**
7 **PORT.**

8 (a) APPROVAL AUTHORITY.—

9 (1) IN GENERAL.—Subject to paragraph (2), in
10 the case of a disputed change of airport sponsorship,
11 the Administrator shall have the sole legal authority
12 to approve any change in the sponsorship of, or
13 operational responsibility for, the airport from the
14 airport sponsor of record to another public or pri-
15 vate entity.

16 (2) EXCLUSION.—This section shall not apply
17 to a change of sponsorship or ownership of a pri-
18 vately-owned airport, a transfer under the Airport
19 Investment Partnership Program, a change when
20 the Federal Government exercises a right of re-
21 verter, or a change that is not disputed.

22 (b) CONDITIONS FOR APPROVAL.—

23 (1) IN GENERAL.—Subject to paragraphs (2)
24 and (3), the Administrator shall not approve any

1 State or local requirements applicable to
2 any such action; and

3 (ii) review and comment on such ac-
4 tion.

5 (B) FAILURE TO SEEK TECHNICAL ASSIST-
6 ANCE.—The Administrator may deny a change
7 in the ownership, sponsorship, or governance of,
8 or operational responsibility for, a federally ob-
9 ligated, publicly owned airport if a State or
10 local legislative body or public agency does not
11 seek technical assistance under subparagraph
12 (A) with respect to such change.

13 (c) FINAL DECISION AUTHORITY.—In addition to the
14 conditions outlined in subsection (b), the Administrator
15 shall independently determine whether the proposed spon-
16 sor or operator is able to satisfy Federal requirements for
17 airport sponsorship or operation and shall ensure, by re-
18 quiring whatever terms and conditions the Administrator
19 determines necessary, that any change in the ownership,
20 sponsorship, or governance of, or operational responsibility
21 for, a federally obligated, publicly owned airport is con-
22 sistent with existing Federal law, regulations, existing
23 grant assurances, and Federal land conveyance obliga-
24 tions.

1 (d) DEFINITION OF DISPUTED CHANGE OF AIRPORT
2 SPONSORSHIP.—In this section, the term “disputed
3 change of airport sponsorship” means any action that
4 seeks to change the ownership, sponsorship, or governance
5 of, or operational responsibility for, a federally obligated,
6 publicly owned airport, including any such change directed
7 by judicial action or State or local legislative action, where
8 the airport sponsor of record initially does not consent to
9 such change.

10 **SEC. 758. PROCUREMENT REGULATIONS APPLICABLE TO**
11 **FAA MULTIMODAL PROJECTS.**

12 (a) IN GENERAL.—Any multimodal airport develop-
13 ment project that uses grant funding from funds made
14 available to the Administrator to carry out subchapter I
15 of chapter 471 of title 49, United States Code, or airport
16 infrastructure projects under the Infrastructure Invest-
17 ment and Jobs Act (Public Law 117–58) shall abide by
18 the procurement regulations applicable to—

19 (1) the FAA; and

20 (2) subject to subsection (b), the component of
21 the project relating to transit, highway, or rail, re-
22 spectively.

23 (b) MULTIPLE COMPONENT PROJECTS.—In the case
24 of a multimodal airport development project described in
25 subsection (a) that involves more than 1 component de-

1 scribed in paragraph (2) of such subsection, such project
2 shall only be required to apply the procurement regula-
3 tions applicable to the component where the greatest
4 amount of Federal financial assistance will be expended.

5 **SEC. 759. BUCKEYE 940 RELEASE OF DEED RESTRICTIONS.**

6 (a) PURPOSE.—The purpose of this section is to au-
7 thorize the Secretary to issue a Deed of Release from all
8 terms, conditions, reservations, restrictions, and obliga-
9 tions contained in the Quitclaim Deed and to permit the
10 State of Arizona to deposit all proceeds of the disposition
11 of Buckeye 940 in the appropriate fund for the benefit
12 of the beneficiaries of the Arizona State Land Trust.

13 (b) RELEASE OF ANY AND ALL INTEREST IN BUCK-
14 EYE 940.—

15 (1) IN GENERAL.—Notwithstanding any other
16 provision of law, the United States, acting through
17 the Secretary, shall issue to the State of Arizona a
18 Deed of Release to release all terms, conditions, res-
19 ervations, restrictions, and obligations contained in
20 the Quitclaim Deed, including any and all rever-
21 sionary interest of the United States in Buckeye
22 940.

23 (2) TERMS AND CONDITIONS.—The Deed of
24 Release described in paragraph (1) shall be subject
25 to such additional terms and conditions, consistent

1 with such paragraph, as the Secretary considers ap-
2 propriate to protect the interests of the United
3 States.

4 (3) NO RESTRICTION ON USE OF PROCEEDS.—
5 Notwithstanding any other provision of law, the
6 State of Arizona may dispose of Buckeye 940 and
7 any proceeds thereof, including proceeds already col-
8 lected by the State and held in a suspense account,
9 without regard to any restriction imposed by the
10 Quitclaim Deed or by section 155.7 of title 14, Code
11 of Federal Regulations.

12 (4) MINERAL RESERVATION.—The Deed of Re-
13 lease described in paragraph (1) shall include the re-
14 lease of all interests of the United States to the min-
15 eral rights on Buckeye 940 included in the Quit-
16 claim Deed.

17 (c) DEFINITIONS.—In this section:

18 (1) BUCKEYE 940.—The term “Buckeye 940”
19 means all of section 12, T.1 N., R.3 W. and all of
20 adjoining fractional section 7, T.1 N., R.2 W., Gila
21 and Salt River Meridian, Arizona, which property
22 was the subject of the Quitclaim Deed between the
23 United States and the State of Arizona, dated July
24 11, 1949, and which is currently owned by the State

1 of Arizona and held in trust for the beneficiaries of
2 the Arizona State Land Trust.

3 (2) QUITCLAIM DEED.—The term “Quitclaim
4 Deed” means the Quitclaim Deed between the
5 United States and the State of Arizona, dated July
6 11, 1949.

7 **SEC. 760. WASHINGTON, DC METROPOLITAN AREA SPECIAL**
8 **FLIGHT RULES AREA.**

9 (a) SUBMISSION OF STUDY TO CONGRESS.—Not
10 later than 1 year after the date of enactment of this Act,
11 the Administrator, in consultation with the Secretary of
12 Homeland Security and the Secretary of Defense, shall
13 submit to the Committee on Commerce, Science, and
14 Transportation and the Committee on Homeland Security
15 and Governmental Affairs of the Senate and the Com-
16 mittee on Transportation and Infrastructure and the
17 Committee on Homeland Security of the House of Rep-
18 resentatives a study on the Special Flight Rules Area and
19 the Flight Restricted Zone under subpart V of part 93
20 of title 14, Code of Federal Regulations.

21 (b) CONTENTS OF STUDY.—In carrying out the study
22 under subsection (a), the Administrator shall assess spe-
23 cific proposed changes to the Special Flight Rules Area
24 and the Flight Restricted Zone that will decrease oper-
25 ational impacts and improve general aviation access to air-

1 ports in the National Capital Region that are currently
2 impacted by the Special Flight Rules Area and the Flight
3 Restricted Zone.

4 (c) BRIEFING.—Not later than 180 days after the
5 date of enactment of this Act, the Administrator shall pro-
6 vide to the committees of Congress described in subsection
7 (a) a briefing on the feasibility (including any associated
8 costs) of—

9 (1) installing equipment that allows a pilot to
10 communicate with air traffic control using a very
11 high frequency radio for the purposes of receiving an
12 instrument flight rules clearance, activating a DC
13 FRZ flight plan, or activating a DC SFRA flight
14 plan (as applicable) at—

15 (A) non-towered airports in the Flight Re-
16 stricted Zone; and

17 (B) airports in the Special Flight Rules
18 Area that do not have the communications
19 equipment described in this paragraph;

20 (2) allowing a pilot approved by the Transpor-
21 tation Security Administration in accordance with
22 section 1562.3 of title 49, Code of Federal Regula-
23 tions, to electronically file a DC FRZ flight plan or
24 instrument flight rules flight plan that departs from,

1 or arrives at, an airport in the Flight Restricted
2 Zone; and

3 (3) allowing a pilot to electronically file a stand-
4 ard very high frequency radio flight plan that de-
5 parts from, or arrives at, an airport in the Special
6 Flight Rules Area or Flight Restricted Zone.

7 (d) DEFINITIONS.—In this section:

8 (1) DC FRZ FLIGHT PLAN; DC SFRA FLIGHT
9 PLAN.—The terms “DC FRZ flight plan” and “DC
10 SFRA flight plan” have the meanings given such
11 terms in section 93.335 of title 14, Code of Federal
12 Regulations.

13 (2) STANDARD VFR FLIGHT PLAN.—The term
14 “standard VFR flight plan” means a VFR flight
15 plan (as such term is described in section 91.153 of
16 title 14, Code of Federal Regulations) that includes
17 search and rescue services.

18 **SEC. 761. STUDY ON AIR CARGO OPERATIONS IN PUERTO**

19 **RICO.**

20 (a) IN GENERAL.—No later than 1 year after the
21 date of enactment of this Act, the Comptroller General
22 shall conduct a study on air cargo operations in Puerto
23 Rico.

1 (b) CONTENTS.—In conducting the study required
2 under subsection (a), the Comptroller General shall ad-
3 dress the following:

4 (1) The economic impact of waivers authorized
5 by the Secretary related to air cargo operations in
6 Puerto Rico.

7 (2) Recommendations for security measures
8 that may be necessary to support increased air cargo
9 operations in Puerto Rico.

10 (3) Potential need for additional staff to safely
11 accommodate additional air cargo operations.

12 (4) Airport infrastructure improvements that
13 may be needed in the 3 international airports lo-
14 cated in Puerto Rico to support increased air cargo
15 operations.

16 (5) Alternatives to increase private stakeholder
17 engagement and use of the 3 international airports
18 in Puerto Rico to attract increased air cargo oper-
19 ations.

20 (6) Possible national benefits of increasing air
21 cargo operations in Puerto Rico.

22 (c) REPORT.—Not later than 12 months after the
23 date of enactment of this Act, the Comptroller General
24 shall submit to the appropriate committees of Congress

1 a report on the results of the study described in subsection
2 (a).

3 **SEC. 762. PROGRESS REPORTS ON THE NATIONAL TRANSI-**
4 **TION PLAN RELATED TO A FLUORINE-FREE**
5 **FIREFIGHTING FOAM.**

6 (a) IN GENERAL.—Not later than 180 days after the
7 date of enactment of this Act, and every 180 days there-
8 after until the progress report termination date described
9 in subsection (c), the Administrator, in consultation with
10 the Administrator of the Environmental Protection Agen-
11 cy and the Secretary of Defense, shall submit to the ap-
12 propriate committees of Congress a progress report on the
13 development and implementation of a national transition
14 plan related to a fluorine-free firefighting foam that meets
15 the performance standards referenced in chapter 6 of the
16 advisory circular of the FAA titled “Aircraft Fire Extin-
17 guishing Agents”, issued on July 8, 2004 (Advisory Cir-
18 cular 150/5210–6D) and is acceptable under section
19 139.319(l) of title 14, Code of Federal Regulations, for
20 use at part 139 airports.

21 (b) REQUIRED INFORMATION.—Each progress report
22 under subsection (a) shall include the following:

23 (1) An assessment of the progress made by the
24 FAA with respect to providing part 139 airports
25 with—

1 (A) guidance from the Environmental Pro-
2 tection Agency on acceptable environmental lim-
3 its relating to fluorine-free firefighting foam;

4 (B) guidance from the Department of De-
5 fense on the transition of the Department of
6 Defense to a fluorine-free firefighting foam;

7 (C) best practices for the decontamination
8 of existing aircraft rescue and firefighting vehi-
9 cles, systems, and other equipment used to de-
10 ploy firefighting foam at part 139 airports; and

11 (D) timelines for the release of policy and
12 guidance relating to the development of imple-
13 mentation plans for part 139 airports to obtain
14 approved military specification products and
15 firefighting personnel training.

16 (2) A comprehensive list of the amount of aque-
17 ous film-forming firefighting foam at each part 139
18 airport as of the date of the submission of the
19 progress report, including the amount of such fire-
20 fighting foam held in firefighting equipment and the
21 number of gallons regularly kept in reserve at each
22 such airport.

23 (3) An assessment of the progress made by the
24 FAA with respect to providing airports that are not
25 part 139 airports and local authorities with respon-

1 sibility for inspection and oversight with guidance
2 described in subparagraphs (A) and (B) of para-
3 graph (1) as such guidance relates to the use of flu-
4 orine-free firefighting foam at such airports.

5 (4) Any other information that the Adminis-
6 trator determines is appropriate.

7 (c) PROGRESS REPORT TERMINATION DATE.—The
8 progress report termination date described in this sub-
9 section is the date on which the Administrator notifies the
10 appropriate committees of Congress that development and
11 implementation of the national transition plan described
12 in subsection (a) is complete.

13 (d) PART 139 AIRPORT DEFINED.—In this section,
14 the term “part 139 airport” means an airport certified
15 under part 139 of title 14, Code of Federal Regulations.

16 **SEC. 763. REPORT ON AIRPORT NOTIFICATIONS.**

17 Not later than 2 years after the date of enactment
18 of this Act, the Administrator shall submit to the appro-
19 priate committees of Congress a report on the activities
20 of the FAA with respect to—

21 (1) collecting more accurate data in notices of
22 construction, alteration, activation, and deactivation
23 of airports as required under part 157 of title 14,
24 Code of Federal Regulations; and

1 (2) making the database under part 157 of title
2 14, Code of Federal Regulations, more accurate and
3 useful for aircraft operators, particularly for heli-
4 copter and rotary wing type aircraft operators.

5 **SEC. 764. STUDY ON COMPETITION AND AIRPORT ACCESS.**

6 Not later than 180 days after the date of enactment
7 of this Act, the Secretary shall brief the appropriate com-
8 mittees of Congress on—

9 (1) specific actions the Secretary and the Ad-
10 ministrator, using existing legal authority, can take
11 to expand access for lower cost passenger air car-
12 riers to capacity constrained airports in the United
13 States, including New York John F. Kennedy Inter-
14 national Airport, LaGuardia Airport, and Newark
15 Liberty International Airport; and

16 (2) any additional legal authority the Secretary
17 and the Administrator require in order to make ad-
18 ditional slots at New York John F. Kennedy Inter-
19 national Airport and LaGuardia Airport and runway
20 timings at Newark Liberty International Airport
21 available to lower cost passenger air carriers.

22 **SEC. 765. REGIONAL AIRPORT CAPACITY STUDY.**

23 (a) IN GENERAL.—Not later than 1 year after the
24 date of enactment of this Act, the Administrator shall ini-
25 tiate a study on the following:

1 (1) Existing FAA policy and guidance that gov-
2 ern the siting of new airports or the transition of
3 general aviation airports to commercial service.

4 (2) Ways that existing regulations and policies
5 could be streamlined to facilitate the development of
6 new airport capacity, particularly in high-demand air
7 travel regions looking to invest in new airport capac-
8 ity.

9 (3) Whether Federal funding sources (existing
10 as of the date of enactment of this Act) that are au-
11 thorized by the Secretary could be used for such
12 purposes.

13 (4) Whether such Federal funding sources meet
14 the needs of the national airspace system for adding
15 new airport capacity outside of the commercial serv-
16 ice airports in operation as of the date of enactment
17 of this Act.

18 (5) If such Federal funding sources are deter-
19 mined by the Administrator to be insufficient for the
20 purposes described in this subsection, an estimate of
21 the funding gap.

22 (b) REPORT.—Not later than 30 months after the
23 date of enactment of this Act, the Administrator shall sub-
24 mit to the appropriate committees of Congress a report
25 on the results of the study conducted under subsection (a),

1 together with recommendations for such legislative or ad-
2 ministrative action as the Administrator determines ap-
3 propriate.

4 (c) GUIDANCE.—Not later than 3 years after the date
5 of enactment of this Act, the Administrator shall, if appro-
6 priate, revise FAA guidance to incorporate the findings
7 of the study conducted under subsection (a) to assist air-
8 ports and State and local departments of transportation
9 in increasing airport capacity to meet regional air travel
10 demand.

11 **SEC. 766. STUDY ON AUTONOMOUS AND ELECTRIC-POW-**
12 **ERED TRACK SYSTEMS.**

13 (a) STUDY.—The Administrator may conduct a study
14 to determine the feasibility and economic viability of au-
15 tonomous or electric-powered track systems that—

16 (1) are located underneath the pavement at an
17 airport; and

18 (2) allow a transport category aircraft to taxi
19 without the use of the main engines of the aircraft.

20 (b) BRIEFING.—If the Administrator conducts a
21 study under subsection (a), the Administrator shall pro-
22 vide a briefing to the appropriate committees of Congress
23 on the results of such study.

1 **SEC. 767. PFAS-RELATED RESOURCES FOR AIRPORTS.**

2 (a) PFAS REPLACEMENT PROGRAM FOR AIR-
3 PORTS.—Not later than 90 days after the date of enact-
4 ment of this Act, the Secretary, in consultation with the
5 Administrator of the Environmental Protection Agency,
6 shall establish a program to reimburse sponsors of eligible
7 airports for the reasonable and appropriate costs incurred
8 after September 12, 2023, and associated with any of the
9 following:

10 (1) The one-time initial acquisition by the spon-
11 sor of an eligible airport of an approved fluorine-free
12 firefighting agent under Military Specification MIL-
13 PRE-32725, dated January 12, 2023, in a quantity
14 of—

15 (A) the capacity of all required aircraft
16 rescue and firefighting equipment listed in the
17 most recent FAA-approved Airport Certification
18 Manual, regardless of how the equipment was
19 initially acquired; and

20 (B) twice the quantity carried onboard
21 each required truck available in the fire station
22 for the eligible airport.

23 (2) The disposal of perfluoroalkyl or
24 polyfluoroalkyl products, including fluorinated aque-
25 ous film-forming agents, to the extent such disposal
26 is necessary to facilitate the transition to such ap-

1 proved fluorine-free firefighting agent, including
2 aqueous film-forming agents currently in firefighting
3 equipment and vehicles and any wastewater gen-
4 erated during the cleaning of firefighting equipment
5 and vehicles.

6 (3) The cleaning or disposal of existing equip-
7 ment or components thereof, to the extent such
8 cleaning or disposal is necessary to facilitate the
9 transition to such approved fluorine-free firefighting
10 agent.

11 (4) The acquisition of any equipment, or com-
12 ponents thereof, necessary to facilitate the transition
13 to such approved fluorine-free firefighting agent.

14 (5) The replacement of any aircraft rescue and
15 firefighting equipment determined necessary to be
16 replaced by the Secretary.

17 (b) DISTRIBUTION OF FUNDS.—

18 (1) GRANTS TO REPLACE AIRCRAFT RESCUE
19 AND FIREFIGHTING VEHICLES.—

20 (A) IN GENERAL.—Of the amounts made
21 available to carry out the PFAS replacement
22 program, the Secretary shall reserve up to
23 \$30,000,000 to make grants to each eligible
24 airport that is designated under part 139 as an
25 Index A airport and does not have existing ca-

1 pabilities to produce fluorine-free firefighting
2 foam for the replacement of aircraft rescue and
3 firefighting vehicles.

4 (B) AMOUNT.—The maximum amount of a
5 grant made under subparagraph (A) may not
6 exceed \$2,000,000.

7 (2) REMAINING AMOUNTS.—

8 (A) DETERMINATION OF NEED.—With re-
9 spect to the amount of firefighting foam con-
10 centrate required for foam production commen-
11 surate with applicable aircraft rescue and fire-
12 fighting equipment required in accordance with
13 the most recent FAA-approved Airport Certifi-
14 cation Manual, the Secretary shall determine—

15 (i) for each eligible airport, the total
16 amount of such concentrate required for all
17 of the federally required aircraft rescue
18 and firefighting vehicles that meet index
19 requirements under part 139, in gallons;
20 and

21 (ii) for all eligible airports, the total
22 amount of firefighting foam concentrate, in
23 gallons.

24 (B) DETERMINATION OF GRANT
25 AMOUNTS.—The Secretary shall make a grant

1 to the sponsor of each eligible airport in an
2 amount equal to the product of—

3 (i) the amount of funds made avail-
4 able to carry out this section that remain
5 available after the Secretary reserves the
6 amount described in paragraph (1); and

7 (ii) the ratio of the amount deter-
8 mined under subparagraph (A)(i) for such
9 eligible airport to the amount determined
10 under subparagraph (A)(ii).

11 (c) PROGRAM REQUIREMENTS.—

12 (1) IN GENERAL.—The Secretary shall deter-
13 mine the eligibility of costs payable under the PFAS
14 replacement program by taking into account all en-
15 gineering, technical, and environmental protocols
16 and generally accepted industry standards that are
17 developed or established for approved fluorine-free
18 firefighting foams.

19 (2) COMPLIANCE WITH APPLICABLE LAW.—To
20 be eligible for reimbursement under the program es-
21 tablished under subsection (a), the sponsor of an eli-
22 gible airport shall carry out all actions related to the
23 acquisition, disposal, and transition to approved flu-
24 orine-free firefighting foams, including the cleaning
25 and disposal of equipment, in full compliance with

1 all applicable Federal laws in effect at the time of
2 obligation of a grant under this section.

3 (3) FEDERAL SHARE.—The Federal share of al-
4 lowable costs under the PFAS replacement program
5 shall be 100 percent.

6 (d) AUTHORIZATION OF APPROPRIATIONS.—

7 (1) IN GENERAL.—There is authorized to be
8 appropriated not more than \$350,000,000 to carry
9 out the PFAS replacement program.

10 (2) REQUIREMENTS.—Amounts made available
11 to carry out the PFAS replacement program shall—

12 (A) remain available for expenditure for a
13 period of 5 fiscal years; and

14 (B) be available in addition to any other
15 funding available for similar purposes under
16 any other Federal, State, local, or Tribal pro-
17 gram.

18 (e) DEFINITIONS.—In this section:

19 (1) ELIGIBLE AIRPORT.—The term “eligible
20 airport” means an airport holding an Airport Oper-
21 ating Certificate issued under part 139.

22 (2) PART 139.—The term “part 139” means
23 part 139 of title 14, Code of Federal Regulations.

1 (3) PFAS REPLACEMENT PROGRAM.—The term
2 “PFAS replacement program” means the program
3 established under subsection (a).

4 **SEC. 768. LIMITATION ON CERTAIN ROLLING STOCK PRO-**
5 **CUREMENTS.**

6 (a) IN GENERAL.—Section 50101 of title 49, United
7 States Code, is amended—

8 (1) by striking “(except section 47127)” each
9 place it appears; and

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

11 “(d) LIMITATION ON CERTAIN ROLLING STOCK PRO-
12 CUREMENTS.—

13 “(1) IN GENERAL.—Financial assistance made
14 available under the provisions described in sub-
15 section (a) shall not be used in awarding a contract
16 or subcontract to an entity on or after the date of
17 enactment of this subsection for the procurement of
18 rolling stock for use in an airport-related project if
19 the manufacturer of the rolling stock—

20 “(A) is incorporated in or has manufac-
21 turing facilities in the United States; and

22 “(B) is owned or controlled by, is a sub-
23 sidiary of, or is otherwise related legally or fi-
24 nancially to a corporation based in a country
25 that—

1 “(i) is identified as a nonmarket econ-
2 omy country (as defined in section 771(18)
3 of the Tariff Act of 1930 (19 U.S.C.
4 1677(18))) as of the date of enactment of
5 this subsection;

6 “(ii) was identified by the United
7 States Trade Representative in the most
8 recent report required by section 182 of
9 the Trade Act of 1974 (19 U.S.C. 2242)
10 as a foreign country included on the pri-
11 ority watch list defined in subsection (g)(3)
12 of that section; and

13 “(iii) is subject to monitoring by the
14 Trade Representative under section 306 of
15 the Trade Act of 1974 (19 U.S.C. 2416).

16 “(2) EXCEPTION.—

17 “(A) IN GENERAL.—For purposes of para-
18 graph (1), the term ‘otherwise related legally or
19 financially’ does not include—

20 “(i) a minority relationship or invest-
21 ment; or

22 “(ii) relationship with or investment
23 in a subsidiary, joint venture, or other en-
24 tity based in a country described in para-
25 graph (1)(B) that does not export rolling

1 stock or components of rolling stock for
2 use in the United States.

3 “(B) CORPORATION BASED IN PEOPLE’S
4 REPUBLIC OF CHINA.—Notwithstanding sub-
5 paragraph (A)(i), for purposes of paragraph
6 (1), the term ‘otherwise related legally or finan-
7 cially’ includes a minority relationship or invest-
8 ment if the relationship or investment involves
9 a corporation based in the People’s Republic of
10 China.

11 “(3) INTERNATIONAL AGREEMENTS.—This sub-
12 section shall be applied in a manner consistent with
13 the obligations of the United States under inter-
14 national agreements.

15 “(4) WAIVER.—

16 “(A) IN GENERAL.—The Secretary may
17 waive the limitation described in paragraph (1)
18 using the criteria described in subsection (b).

19 “(B) NOTIFICATION.—Not later than 10
20 days after issuing a waiver under subparagraph
21 (A), the Secretary shall notify the Committee
22 on Transportation and Infrastructure of the
23 House of Representatives and the Committee
24 on Commerce, Science, and Transportation of
25 the Senate.”.

1 (b) CONFORMING AMENDMENTS.—

2 (1) RESTRICTING CONTRACT AWARDS BECAUSE
3 OF DISCRIMINATION AGAINST UNITED STATES
4 GOODS OR SERVICES.—Section 50102 of title 49,
5 United States Code, is amended by striking “(except
6 section 47127)”.

7 (2) RESTRICTION ON AIRPORT PROJECTS USING
8 PRODUCTS OR SERVICES OF FOREIGN COUNTRIES
9 DENYING FAIR MARKET OPPORTUNITIES.—Section
10 50104(b) of title 49, United States Code, is amend-
11 ed by striking “(except section 47127)”.

12 (3) FRAUDULENT USE OF MADE IN AMERICA
13 LABEL.—Section 50105 of title 49, United States
14 Code, is amended by striking “(except section
15 47127)”.

16 **SEC. 769. MAINTAINING SAFE FIRE AND RESCUE STAFFING**
17 **LEVELS.**

18 (a) UPDATE TO REGULATION.—The Administrator
19 shall update the regulations contained in section 139.319
20 of title 14, Code of Federal Regulations, to ensure that
21 paragraph (4) of such section provides that at least 1 indi-
22 vidual maintains certification at the emergency medical
23 technician basic level, or higher, at a small, medium, or
24 large hub airport.

1 (b) STAFFING REVIEW.—Not later than 2 years after
2 the date of enactment of this Act, the Administrator shall
3 conduct a review of airport environments and related regu-
4 lations to evaluate sufficient staffing levels necessary for
5 firefighting, rescue, and emergency medical services and
6 response at airports certified under part 139 of title 14,
7 Code of Federal Regulations.

8 (c) REPORT.—Not later than 1 year after completing
9 the review under subsection (b), the Administrator shall
10 submit to the appropriate committees of Congress a report
11 containing the results of the review.

12 **SEC. 770. GRANT ASSURANCES.**

13 (a) GENERAL WRITTEN ASSURANCES.—Section
14 47107(a) of title 49, United States Code, is amended—

15 (1) in paragraph (20) by striking “and” at the
16 end;

17 (2) in paragraph (21) by striking the period at
18 the end and inserting “; and”; and

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

20 “(22) the airport owner or operator may not re-
21 strict or prohibit the sale or self-fueling of any 100-
22 octane low lead aviation gasoline for purchase or use
23 by operators of general aviation aircraft if such avia-
24 tion gasoline was available at such airport at any

1 time during calendar year 2022, until the earlier
2 of—

3 “(A) December 31, 2030; or

4 “(B) the date on which the airport or any
5 retail fuel seller at such airport makes available
6 an unleaded aviation gasoline that—

7 “(i) has been authorized for use by
8 the Administrator of the Federal Aviation
9 Administration as a replacement for 100-
10 octane low lead aviation gasoline for use in
11 nearly all piston-engine aircraft and engine
12 models; and

13 “(ii) meets either an industry con-
14 sensus standard or other standard that fa-
15 cilitates the safe use, production, and dis-
16 tribution of such unleaded aviation gaso-
17 line, as determined appropriate by the Ad-
18 ministrator.”.

19 (b) CIVIL PENALTIES FOR GRANT ASSURANCES VIO-
20 LATIONS.—Section 46301(a) of title 49, United States
21 Code, is further amended—

22 (1) in paragraph (1)(A) by inserting “section
23 47107(a)(22) (including any assurance made under
24 such section),” after “chapter 451,”; and

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

1 “(8) FAILURE TO CONTINUE OFFERING AVIATION
2 FUEL.—Notwithstanding paragraph (1), the maximum
3 civil penalty for a violation of section 47107(a)(22) (in-
4 cluding any assurance made under such section) com-
5 mitted by a person, including if the person is an individual
6 or a small business concern, shall be \$5,000 for each day
7 that the person is in violation of that section.”.

8 **SEC. 771. AVIATION FUEL IN ALASKA.**

9 (a) IN GENERAL.—

10 (1) PROHIBITION ON RESTRICTION OF FUEL
11 USAGE OR AVAILABILITY.—The Administrator of the
12 Federal Aviation Administration and the Adminis-
13 trator of the Environmental Protection Agency shall
14 not restrict the continued use or availability of 100-
15 octane low lead aviation gasoline in the State of
16 Alaska until the earlier of—

17 (A) December 31, 2032; or

18 (B) 6 months after the date on which the
19 Administrator of the Federal Aviation Adminis-
20 tration finds that an unleaded aviation fuel is
21 widely commercially available at airports
22 throughout the State of Alaska that—

23 (i) has been authorized for use by the
24 Administrator of the Federal Aviation Ad-

1 ministration as a replacement for 100-oc-
2 tane low lead aviation gasoline; and

3 (ii) meets either an industry con-
4 sensus standard or other standard that fa-
5 cilitates and ensures the safe use, produc-
6 tion, and distribution of such unleaded
7 aviation fuel.

8 (2) SAVINGS CLAUSE.—Nothing in this section
9 shall limit the authority of the Administrator of the
10 Federal Aviation Administration or the Adminis-
11 trator of the Environmental Protection Agency to
12 address the endangerment to public health and wel-
13 fare posed by lead emissions—

14 (A) in the United States outside of the
15 State of Alaska; or

16 (B) within the State of Alaska after the
17 date specified in paragraph (1).

18 (b) GAO REPORT ON TRANSITIONING TO UNLEADED
19 AVIATION FUEL IN THE STATE OF ALASKA.—

20 (1) EVALUATION.—The Comptroller General of
21 the United States shall conduct an evaluation of the
22 following:

23 (A) The aircraft, routes, and supply chains
24 in the State of Alaska utilizing leaded aviation
25 gasoline, including identification of remote and

1 rural communities that rely upon leaded avia-
2 tion gasoline.

3 (B) The estimated costs and benefits of
4 transitioning aircraft and the supply chain in
5 the State of Alaska to aviation fuel that meets
6 the requirements described in clauses (i) and
7 (ii) of section 47107(a)(22)(B) of title 49,
8 United States Code, as added by section 770,
9 including direct costs of new aircraft and equip-
10 ment and indirect costs, including transpor-
11 tation from refineries to markets, foreign im-
12 ports, and changes in leaded aviation gasoline
13 prices as a result of reduced supply.

14 (C) The programs of the Environmental
15 Protection Agency, the Federal Aviation Admin-
16 istration, and other government agencies that
17 can be utilized to assist individuals, commu-
18 nities, industries, and the State of Alaska with
19 the costs described in subparagraph (B).

20 (D) A reasonable time frame to permit any
21 limitation on 100-octane low-lead aviation gaso-
22 line in the State of Alaska.

23 (E) Other logistical considerations associ-
24 ated with the transition described in subpara-
25 graph (B).

1 (2) REPORT.—Not later than 3 years after the
2 date of enactment of this section, the Comptroller
3 General shall submit a report containing the results
4 of the evaluation conducted under paragraph (1)
5 to—

6 (A) the Committee on Commerce, Science,
7 and Transportation of the Senate;

8 (B) the Committee on Environment and
9 Public Works of the Senate;

10 (C) the Committee on Transportation and
11 Infrastructure of the House of Representatives;
12 and

13 (D) the Committee on Energy and Com-
14 merce of the House of Representatives.

15 **SEC. 772. APPLICATION OF AMENDMENTS.**

16 The amendments to the Airport Improvement Pro-
17 gram apportionment and discretionary formulas under
18 chapter 471 of title 49, United States Code, made by this
19 Act (except as they relate to the extension of provisions
20 or authorities expiring on May 10, 2024, or May 11,
21 2024) shall not apply in a fiscal year beginning before the
22 date of enactment of this Act.

1 **Subtitle B—Passenger Facility**
2 **Charges**

3 **SEC. 775. ADDITIONAL PERMITTED USES OF PASSENGER**
4 **FACILITY CHARGE REVENUE.**

5 Section 40117(a)(3) of title 49, United States Code,
6 is amended by adding at the end the following:

7 “(H) A project at a small hub airport for
8 a noise barrier where the day–night average
9 sound level from commercial, general aviation,
10 or cargo operations is expected to exceed 55
11 decibels as a result of new airport development.

12 “(I) A project for the replacement of exist-
13 ing workspace elements (including any associ-
14 ated in-kind facility or equipment within or im-
15 mediately adjacent to a terminal development or
16 renovation project at such airport) related to
17 the relocation of a Federal agency on airport
18 grounds due to such terminal development or
19 renovation project for which development costs
20 are eligible costs under this section.”.

21 **SEC. 776. PASSENGER FACILITY CHARGE STREAMLINING.**

22 (a) IN GENERAL.—Section 40117 of title 49, United
23 States Code, is amended—

24 (1) in subsection (b)—

25 (A) in paragraph (1)—

1 (i) by striking “The Secretary” and
2 inserting “Except as provided under sub-
3 section (l), the Secretary”; and

4 (ii) by striking “\$1, \$2, or \$3” and
5 inserting “\$1, \$2, \$3, \$4, or \$4.50”;

6 (B) by striking paragraph (4);

7 (C) by redesignating paragraphs (5)
8 through (7) as paragraphs (4) through (6), re-
9 spectively;

10 (D) in paragraph (5), as so redesignated—

11 (i) by striking “paragraphs (1) and
12 (4)” and inserting “paragraph (1)”; and

13 (ii) by striking “paragraph (1) or (4)”
14 and inserting “paragraph (1)”; and

15 (E) in paragraph (6)(A), as so redesi-
16 gnated—

17 (i) by striking “paragraphs (1), (4),
18 and (6)” and inserting “paragraphs (1)
19 and (5)”; and

20 (ii) by striking “paragraph (1) or (4)”
21 and inserting “paragraph (1)”; and

22 (2) in subsection (e)(1)—

23 (A) in subparagraph (A) by inserting “or
24 a passenger facility charge imposition is author-

1 ized under subsection (l)” after “of this sec-
2 tion”; and

3 (B) in subparagraph (B) by inserting “rea-
4 sonable” after “subject to”; and

5 (3) in subsection (l)—

6 (A) in the subsection heading, by striking
7 **“Pilot Program for Passenger Facility**
8 **Charge Authorizations”** and inserting
9 “PASSENGER FACILITY CHARGE STREAM-
10 LINING”;

11 (B) by striking paragraph (1) and insert-
12 ing the following:

13 “(1) IN GENERAL.—

14 “(A) REGULATIONS.—The Secretary shall
15 prescribe regulations to streamline the process
16 for authorizing eligible agencies for airports to
17 impose passenger facility charges.

18 “(B) PASSENGER FACILITY CHARGE.—An
19 eligible agency may impose a passenger facility
20 charge of \$1, \$2, \$3, \$4, or \$4.50 in accord-
21 ance with the provisions of this subsection in-
22 stead of using the procedures otherwise pro-
23 vided in this section.”;

24 (C) by striking paragraph (4) and insert-
25 ing the following:

1 “(4) ACKNOWLEDGMENT OF RECEIPT AND IN-
2 DICATION OF OBJECTION.—

3 “(A) IN GENERAL.—The Secretary shall
4 acknowledge receipt of the notice and indicate
5 any objection to the imposition of a passenger
6 facility charge under this subsection for any
7 project identified in the notice within 60 days
8 after receipt of the eligible agency’s notice.

9 “(B) PROHIBITED OBJECTION.—The Sec-
10 retary may not object to an eligible airport-re-
11 lated project that received Federal financial as-
12 sistance for airport development, terminal devel-
13 opment, airport planning, or for the purposes of
14 noise compatibility, if the Federal financial as-
15 sistance and passenger facility charge collection
16 (including interest and other returns on the rev-
17 enue) do not exceed the total cost of the
18 project.

19 “(C) ALLOWED OBJECTION.—The Sec-
20 retary may only object to the imposition of a
21 passenger facility charge under this subsection
22 for a project that—

23 “(i) establishes significant policy
24 precedent;

25 “(ii) raises significant legal issues;

1 “(iii) garners significant controversy,
2 as evidenced by significant opposition to
3 the proposed action by the applicant or
4 other airport authorities, airport users,
5 governmental agencies, elected officials, or
6 communities;

7 “(iv) raises significant revenue diver-
8 sion, airport noise, or access issues, includ-
9 ing compliance with section 47111(e) or
10 subchapter II of chapter 475;

11 “(v) includes multimodal components;
12 or

13 “(vi) serves no aeronautical purpose.”;

14 (D) by striking paragraph (6); and

15 (E) by redesignating paragraph (7) as
16 paragraph (6).

17 (b) RULEMAKING.—Not later than 120 days after the
18 date of enactment of this Act, the Administrator shall ini-
19 tiate a rulemaking to implement the amendments made
20 by subsection (a).

21 (c) INTERIM GUIDANCE.—The interim guidance es-
22 tablished in the memorandum of the FAA titled “PFC 73-
23 20. Streamlined Procedures for Passenger Facility Charge
24 (PFC) Authorizations at Small-, Medium-, and Large-
25 Hub Airports”, issued on January 22, 2020, including any

1 modification to such guidance necessary to conform with
2 the amendments made by subsection (a), shall remain in
3 effect until the effective date of the final rule issued under
4 subsection (b).

5 **Subtitle C—Noise And Environ-**
6 **mental Programs And Stream-**
7 **lining**

8 **SEC. 781. STREAMLINING CONSULTATION PROCESS.**

9 Section 47101(h) of title 49, United States Code, is
10 amended by striking “shall” and inserting “may”.

11 **SEC. 782. REPEAL OF BURDENSOME EMISSIONS CREDIT RE-**
12 **QUIREMENTS.**

13 Section 47139 of title 49, United States Code, is
14 amended—

15 (1) in subsection (a)—

16 (A) in the matter preceding paragraph

17 (1)—

18 (i) by striking “airport sponsors re-
19 ceive” and inserting “airport sponsors may
20 receive”;

21 (ii) by striking “carrying out projects”
22 and inserting “carrying out projects, in-
23 cluding projects”; and

24 (iii) by striking “conditions” and in-
25 serting “considerations”; and

1 (B) in paragraph (2)—

2 (i) by striking “airport sponsor” and
3 inserting “airport sponsor, including for an
4 airport outside of a nonattainment area or
5 maintenance area,”;

6 (ii) by striking “only”;

7 (iii) by striking “or as offsets” and in-
8 serting “, as offsets”; and

9 (iv) by striking the period at the end
10 and inserting “, or as part of a State im-
11 plementation plan.”;

12 (2) by striking subsection (b); and

13 (3) by redesignating subsection (c) as sub-
14 section (b).

15 **SEC. 783. EXPEDITED ENVIRONMENTAL REVIEW AND ONE**
16 **FEDERAL DECISION.**

17 Section 47171 of title 49, United States Code, is
18 amended—

19 (1) in subsection (a)—

20 (A) in the matter preceding paragraph

21 (1)—

22 (i) by striking “develop and”; and

23 (ii) by striking “projects at congested
24 airports” and all that follows through
25 “aviation security projects” and inserting

1 “projects, terminal development projects,
2 general aviation airport construction or im-
3 provement projects, and aviation safety
4 projects”; and

5 (B) in paragraph (1) by striking “better”
6 and inserting “streamlined”;

7 (2) by striking subsection (b) and inserting the
8 following:

9 “(b) AVIATION PROJECTS SUBJECT TO A STREAM-
10 LINED ENVIRONMENTAL REVIEW PROCESS.—

11 “(1) IN GENERAL.—Any airport capacity en-
12 hancement project, terminal development project, or
13 general aviation airport construction or improvement
14 project shall be subject to the coordinated and expe-
15 dited environmental review process requirements set
16 forth in this section.

17 “(2) PROJECT DESIGNATION CRITERIA.—

18 “(A) IN GENERAL.—The Secretary may
19 designate an aviation safety project for priority
20 environmental review.

21 “(B) REQUIREMENTS.—A designated
22 project shall be subject to the coordinated and
23 expedited environmental review process require-
24 ments set forth in this section.

25 “(C) GUIDELINES.—

1 “(i) IN GENERAL.—The Secretary
2 shall establish guidelines for the designa-
3 tion of an aviation safety project or avia-
4 tion security project for priority environ-
5 mental review.

6 “(ii) CONSIDERATION.—Guidelines es-
7 tablished under clause (i) shall provide for
8 consideration of—

9 “(I) the importance or urgency of
10 the project;

11 “(II) the potential for under-
12 taking the environmental review under
13 existing emergency procedures under
14 the National Environmental Policy
15 Act of 1969 (42 U.S.C. 4321 et seq.);

16 “(III) the need for cooperation
17 and concurrent reviews by other Fed-
18 eral or State agencies; and

19 “(IV) the prospect for undue
20 delay if the project is not designated
21 for priority review.”;

22 (3) 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 (4) 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 (5) 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 (6) 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 Secretary shall define
18 the purpose and need of a project not later than 45
19 days after—

20 “(A) the submission of the appropriately
21 completed proposed purpose and need descrip-
22 tion of the airport sponsor; and

23 “(B) any appropriately completed proposed
24 revision to a development project that affects
25 the purpose and need description previously

1 prepared or accepted by the Federal Aviation
2 Administration.

3 “(3) ASSISTANCE.—The Secretary shall provide
4 all airport sponsors with technical assistance in
5 drafting purpose and need statements and necessary
6 supporting documentation for projects involving
7 Federal approvals from more than 1 Federal agen-
8 cy.”;

9 (7) in subsection (k)—

10 (A) by striking “an airport capacity en-
11 hancement project at a congested airport or a
12 project designated under subsection (b)(3)” and
13 inserting “a project described or designated
14 under subsection (b)”;

15 (B) by striking “project shall consider”
16 and inserting the following: “project shall—
17 “(1) consider”;

18 (C) by striking the period at the end and
19 inserting “; and”; and

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

21 “(2) limit the comments of the agency to—

22 “(A) subject matter areas within the spe-
23 cial expertise of the agency; and

24 “(B) changes necessary to ensure the
25 agency is carrying out the obligations of that

1 agency under the National Environmental Pol-
2 icy Act of 1969 (42 U.S.C. 4321 et seq.) and
3 other applicable law.”;

4 (8) in subsection (l) by striking the period at
5 the end and inserting “and section 1503 of title 40,
6 Code of Federal Regulations.”; and

7 (9) by striking subsection (m) and inserting the
8 following:

9 “(m) COORDINATION AND SCHEDULE.—

10 “(1) COORDINATION PLAN.—

11 “(A) IN GENERAL.—Not later than 90
12 days after the date of publication of a notice of
13 intent to prepare an environmental impact
14 statement or the initiation of an environmental
15 assessment, the Secretary of Transportation
16 shall establish a plan for coordinating public
17 and agency participation in and comment on
18 the environmental review process for a project
19 described or designated under subsection (b).
20 The coordination plan may be incorporated into
21 a memorandum of understanding.

22 “(B) CLOUD-BASED, INTERACTIVE DIGITAL
23 PLATFORMS.—The Secretary is encouraged to
24 utilize cloud-based, interactive digital platforms
25 to meet community engagement and agency co-

1 ordination requirements under subparagraph
2 (A).

3 “(C) SCHEDULE.—

4 “(i) IN GENERAL.—The Secretary
5 shall establish as part of such coordination
6 plan, after consultation with and the con-
7 currence of each participating agency for
8 the project and with the State in which the
9 project is located (and, if the State is not
10 the project sponsor, with the project spon-
11 sor), a schedule for—

12 “(I) interim milestones and dead-
13 lines for agency activities necessary to
14 complete the environmental review;
15 and

16 “(II) completion of the environ-
17 mental review process for the project.

18 “(ii) FACTORS FOR CONSIDER-
19 ATION.—In establishing the schedule under
20 clause (i), the Secretary shall consider fac-
21 tors such as—

22 “(I) the responsibilities of par-
23 ticipating agencies under applicable
24 laws;

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1 “(II) resources available to the
2 cooperating agencies;

3 “(III) overall size and complexity
4 of the project;

5 “(IV) the overall time required
6 by an agency to conduct an environ-
7 mental review and make decisions
8 under applicable Federal law relating
9 to a project (including the issuance or
10 denial of a permit or license) and the
11 cost of the project; and

12 “(V) the sensitivity of the natural
13 and historic resources that could be
14 affected by the project.

15 “(iii) MAXIMUM PROJECT SCHED-
16 ULE.—To the maximum extent practicable
17 and consistent with applicable Federal law,
18 the Secretary shall develop, in concurrence
19 with the project sponsor, a maximum
20 schedule for the project described or des-
21 ignated under subsection (b) that is not
22 more than 2 years for the completion of
23 the environmental review process for such
24 projects, as measured from, as applicable,
25 the date of publication of a notice of intent

1 to prepare an environmental impact state-
2 ment to the record of decision.

3 “(iv) DISPUTE RESOLUTION.—

4 “(I) IN GENERAL.—Any issue or
5 dispute that arises between the Sec-
6 retary and participating agencies (or
7 amongst participating agencies) dur-
8 ing the environmental review process
9 shall be addressed expeditiously to
10 avoid delay.

11 “(II) RESPONSIBILITIES.—The
12 Secretary and participating agencies
13 shall—

14 “(aa) implement the require-
15 ments of this section consistent
16 with any dispute resolution proc-
17 ess established in an applicable
18 law, regulation, or legally binding
19 agreement to the maximum ex-
20 tent permitted by law; and

21 “(bb) seek to resolve issues
22 or disputes at the earliest pos-
23 sible time at the project level
24 through agency employees who

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1 have day-to-day involvement in
2 the project.

3 “(III) SECRETARY RESPONSIBIL-
4 ITIES.—

5 “(aa) IN GENERAL.—The
6 Secretary shall make information
7 available to each cooperating and
8 participating agency and project
9 sponsor as early as practicable in
10 the environmental review regard-
11 ing the environmental, historic,
12 and socioeconomic resources lo-
13 cated within the project area and
14 the general locations of the alter-
15 natives under consideration.

16 “(bb) SOURCES OF INFOR-
17 MATION.—The information de-
18 scribed in item (aa) may be
19 based on existing data sources,
20 including geographic information
21 systems mapping.

22 “(IV) COOPERATING AND PAR-
23 TICIPATING AGENCY RESPONSIBIL-
24 ITIES.—Each cooperating and partici-
25 pating agency shall—

1 “(aa) identify, as early as
2 practicable, any issues of concern
3 regarding any potential environ-
4 mental impacts of the project, in-
5 cluding any issues that could
6 substantially delay or prevent an
7 agency from completing any envi-
8 ronmental review or authoriza-
9 tion required for the project; and

10 “(bb) communicate any
11 issues described in item (aa) to
12 the project sponsor.

13 “(V) ELEVATION FOR MISSED
14 MILESTONE.—If a dispute between
15 the Secretary and participating agen-
16 cies (or amongst participating agen-
17 cies) causes a milestone to be missed
18 or extended, or the Secretary antici-
19 pates that a permitting timetable
20 milestone will be missed or will need
21 to be extended, the dispute shall be
22 elevated to an official designated by
23 the relevant agency for resolution.
24 The elevation of a dispute shall take
25 place as soon as practicable after the

1 Secretary becomes aware of the dis-
2 pute or potential missed milestone.

3 “(VI) EXCEPTION.—Disputes
4 that do not impact the ability of an
5 agency to meet a milestone may be
6 elevated as appropriate.

7 “(VII) FURTHER EVALUATION.—
8 If a resolution has not been reached
9 at the end of the 30-day period after
10 a relevant milestone date or extension
11 date after a dispute has been elevated
12 to the designated official, the relevant
13 agencies shall elevate the dispute to
14 senior agency leadership for resolu-
15 tion.

16 “(D) CONSISTENCY WITH OTHER TIME PE-
17 RIODS.—A schedule under subparagraph (C)
18 shall be consistent with any other relevant time
19 periods established under Federal law.

20 “(E) MODIFICATION.—

21 “(i) IN GENERAL.—Except as pro-
22 vided in clause (ii), the Secretary may
23 lengthen or shorten a schedule established
24 under subparagraph (C) for good cause.
25 The Secretary may consider a decision by

1 the project sponsor to change, modify, ex-
2 pand, or reduce the scope of a project as
3 good cause for purposes of this clause.

4 “(ii) LIMITATIONS.—

5 “(I) LENGTHENED SCHEDULE.—

6 The Secretary may lengthen a sched-
7 ule under clause (i) for a cooperating
8 Federal agency by not more than 1
9 year after the latest deadline estab-
10 lished for the project described or des-
11 igned under subsection (b) by the
12 Secretary.

13 “(II) SHORTENED SCHEDULE.—

14 The Secretary may not shorten a
15 schedule under clause (i) if doing so
16 would impair the ability of a cooper-
17 ating Federal agency to conduct nec-
18 essary analyses or otherwise carry out
19 relevant obligations of the Federal
20 agency for the project.

21 “(F) FAILURE TO MEET DEADLINE.—If a
22 cooperating Federal agency fails to meet a
23 deadline established under subparagraph
24 (D)(ii)(I)—

1 “(i) the cooperating Federal agency
2 shall, not later than 10 days after failing
3 to meet the deadline, submit to the Sec-
4 retary a report that describes the reasons
5 why the deadline was not met; and

6 “(ii) the Secretary shall—

7 “(I) submit to the Committee on
8 Transportation and Infrastructure of
9 the House of Representatives and the
10 Committee on Commerce, Science,
11 and Transportation of the Senate a
12 copy of the report under clause (i);
13 and

14 “(II) make the report under
15 clause (i) publicly available on a
16 website of the Department of Trans-
17 portation.

18 “(G) DISSEMINATION.—A copy of a sched-
19 ule under subparagraph (C), and of any modi-
20 fications to the schedule under subparagraph
21 (E), shall be—

22 “(i) provided to all participating agen-
23 cies and to the State department of trans-
24 portation of the State in which the project
25 is located (and, if the State is not the

1 project sponsor, to the project sponsor);

2 and

3 “(ii) made available to the public.

4 “(2) COMMENT DEADLINES.—The Secretary
5 shall establish the following deadlines for comment
6 during the environmental review process for a
7 project:

8 “(A) For comments by agencies and the
9 public on a draft environmental impact state-
10 ment, a period of not more than 60 days after
11 publication in the Federal Register of notice of
12 the date of public availability of such statement,
13 unless—

14 “(i) a different deadline is established
15 by agreement of the lead agency, the
16 project sponsor, and all participating agen-
17 cies; or

18 “(ii) the deadline is extended by the
19 lead agency for good cause.

20 “(B) For all other comment periods estab-
21 lished by the lead agency for agency or public
22 comments in the environmental review process,
23 a period of not more than 45 days from avail-
24 ability of the materials on which comment is re-
25 quested, unless—

1 “(B) every 60 days thereafter until such
2 date as all decisions of the Federal agency re-
3 lating to the project have been made by the
4 Federal agency, an additional notice that de-
5 scribes the number of decisions of the Federal
6 agency that remain outstanding as of the date
7 of the additional notice.

8 “(4) INVOLVEMENT OF THE PUBLIC.—Nothing
9 in this subsection shall reduce any time period pro-
10 vided for public comment in the environmental re-
11 view process under existing Federal law, including a
12 regulation.

13 “(n) CONCURRENT REVIEWS AND SINGLE NEPA
14 DOCUMENT.—

15 “(1) CONCURRENT REVIEWS.—Each partici-
16 pating agency and cooperating agency under the ex-
17 pedited and coordinated environmental review proc-
18 ess established under this section shall—

19 “(A) carry out the obligations of such
20 agency under other applicable law concurrently,
21 and in conjunction, with the review required
22 under the National Environmental Policy Act of
23 1969 (42 U.S.C. 4321 et seq.), unless doing so
24 would impair the ability of such agency to con-

1 duct needed analysis or otherwise carry out
2 such obligations; and

3 “(B) formulate and implement administra-
4 tive, policy, and procedural mechanisms to en-
5 able the agency to ensure completion of the en-
6 vironmental review process in a timely, coordi-
7 nated, and environmentally responsible manner.

8 “(2) SINGLE NEPA DOCUMENT.—

9 “(A) IN GENERAL.—To the maximum ex-
10 tent practicable and consistent with Federal
11 law, all Federal permits and reviews for a
12 project shall rely on a single environmental doc-
13 ument prepared under the National Environ-
14 mental Policy Act of 1969 (42 U.S.C. 4321 et
15 seq.) under the leadership of the Secretary.

16 “(B) USE OF DOCUMENT.—

17 “(i) IN GENERAL.—To the maximum
18 extent practicable, the Secretary shall de-
19 velop an environmental document sufficient
20 to satisfy the requirements for any Federal
21 approval or other Federal action required
22 for the project, including permits issued by
23 other Federal agencies.

24 “(ii) COOPERATION OF PARTICI-
25 PATING AGENCIES.—In carrying out this

1 subparagraph, other participating agencies
2 shall cooperate with the lead agency and
3 provide timely information.

4 “(C) TREATMENT AS PARTICIPATING AND
5 COOPERATING AGENCIES.—A Federal agency
6 required to make an approval or take an action
7 for a project, as described in this paragraph,
8 shall work with the Secretary to ensure that the
9 agency making the approval or taking the ac-
10 tion is treated as being both a participating and
11 cooperating agency for the project.

12 “(D) EXCEPTIONS.—The Secretary may
13 waive the application of subparagraph (A) with
14 respect to a project if—

15 “(i) the project sponsor requests that
16 agencies issue separate environmental doc-
17 uments;

18 “(ii) the obligations of a cooperating
19 agency or participating agency under the
20 National Environmental Policy Act of
21 1969 (42 U.S.C. 4321 et seq.) have al-
22 ready been satisfied with respect to the
23 project; or

24 “(iii) the Secretary determines that
25 reliance on a single environmental docu-

1 ment (as described in subparagraph (A))
2 would not facilitate timely completion of
3 the environmental review process for the
4 project.

5 “(3) PARTICIPATING AGENCY RESPONSIBIL-
6 ITIES.—An agency participating in the expedited
7 and coordinated environmental review process under
8 this section shall—

9 “(A) provide comments, responses, studies,
10 or methodologies on areas within the special ex-
11 pertise or jurisdiction of the agency; and

12 “(B) use the process to address any envi-
13 ronmental issues of concern to the agency.

14 “(o) ENVIRONMENTAL IMPACT STATEMENT.—

15 “(1) IN GENERAL.—In preparing a final envi-
16 ronmental impact statement under the National En-
17 vironmental Policy Act of 1969 (42 U.S.C. 4321 et
18 seq.) for a project described or designated under
19 subsection (b), if the Secretary modifies the state-
20 ment in response to comments that are minor and
21 are confined to factual corrections or explanations of
22 why the comments do not warrant additional agency
23 response, the Secretary may write on errata sheets
24 attached to the statement instead of rewriting the

1 draft statement, subject to the condition that the er-
2 rata sheets—

3 “(A) cite the sources, authorities, and rea-
4 sons that support the position of the agency;
5 and

6 “(B) if appropriate, indicate the cir-
7 cumstances that would trigger agency re-
8 appraisal or further response.

9 “(2) SINGLE DOCUMENT.—To the maximum
10 extent practicable, for a project subject to a coordi-
11 nated review process under this section, the Sec-
12 retary shall expeditiously develop a single document
13 that consists of a final environmental impact state-
14 ment and a record of decision, unless—

15 “(A) the final environmental impact state-
16 ment or record of decision makes substantial
17 changes to the project that are relevant to envi-
18 ronmental or safety concerns; or

19 “(B) there is a significant new cir-
20 cumstance or information relevant to environ-
21 mental concerns that bears on the proposed ac-
22 tion or the environmental impacts of the pro-
23 posed action.

24 “(3) LENGTH OF ENVIRONMENTAL DOCU-
25 MENT.—

1 “(A) IN GENERAL.—Except as provided in
2 subparagraph (B), an environmental impact
3 statement shall not exceed 150 pages, not in-
4 cluding any citations or appendices.

5 “(B) EXTRAORDINARY COMPLEXITY.—An
6 environmental impact statement for a proposed
7 agency action of extraordinary complexity shall
8 not exceed 300 pages, not including any cita-
9 tions or appendices.

10 “(p) INTEGRATION OF PLANNING AND ENVIRON-
11 MENTAL REVIEW.—

12 “(1) IN GENERAL.—Subject to paragraph (5)
13 and to the maximum extent practicable and appro-
14 priate, the following agencies may adopt or incor-
15 porate by reference, and use a planning product in
16 proceedings relating to, any class of action in the en-
17 vironmental review process of a project described or
18 designated under subsection (b):

19 “(A) The lead agency for a project, with
20 respect to an environmental impact statement,
21 environmental assessment, categorical exclusion,
22 or other document prepared under the National
23 Environmental Policy Act of 1969 (42 U.S.C.
24 4321 et seq.).

1 “(B) A cooperating agency with responsi-
2 bility under Federal law with respect to the
3 process for and completion of any environ-
4 mental permit, approval, review, or study re-
5 quired for a project under any Federal law
6 other than the National Environmental Policy
7 Act of 1969 (42 U.S.C. 4321 et seq.), if con-
8 sistent with such Act.

9 “(2) IDENTIFICATION.—If a lead or cooperating
10 agency makes a determination to adopt or incor-
11 porate by reference and use a planning product
12 under paragraph (1), such agency shall identify the
13 agencies that participated in the development of the
14 planning products.

15 “(3) ADOPTION OR INCORPORATION BY REF-
16 ERENCE OF PLANNING PRODUCTS.—Such agency
17 may—

18 “(A) adopt or incorporate by reference an
19 entire planning product under paragraph (1); or

20 “(B) select portions of a planning project
21 under paragraph (1) for adoption or incorpora-
22 tion by reference.

23 “(4) TIMING.—The adoption or incorporation
24 by reference of a planning product under paragraph
25 (1) may—

1 “(A) be made at the time the lead and co-
2 operating agencies decide the appropriate scope
3 of environmental review for the project; or

4 “(B) occur later in the environmental re-
5 view process, as appropriate.

6 “(5) CONDITIONS.—Such agency in the envi-
7 ronmental review process may adopt or incorporate
8 by reference a planning product under this section
9 if such agency determines, with the concurrence of
10 the lead agency, if appropriate, and, if the planning
11 product is necessary for a cooperating agency to
12 issue a permit, review, or approval for the project,
13 with the concurrence of the cooperating agency, if
14 appropriate, that the following conditions have been
15 met:

16 “(A) The planning product was developed
17 through a planning process conducted pursuant
18 to applicable Federal law.

19 “(B) The planning product was developed
20 in consultation with appropriate Federal and
21 State resource agencies and Indian Tribes.

22 “(C) The planning process included broad
23 multidisciplinary consideration of systems-level
24 or corridor-wide transportation needs and po-

1 tential effects, including effects on the human
2 and natural environment.

3 “(D) The planning process included public
4 notice that the planning products produced in
5 the planning process may be adopted during
6 any subsequent environmental review process in
7 accordance with this section.

8 “(E) During the environmental review
9 process, the such agency has—

10 “(i) made the planning documents
11 available for public review and comment by
12 members of the general public and Fed-
13 eral, State, local, and Tribal governments
14 that may have an interest in the proposed
15 project;

16 “(ii) provided notice of the intention
17 of the such agency to adopt or incorporate
18 by reference the planning product; and

19 “(iii) considered any resulting com-
20 ments.

21 “(F) There is no significant new informa-
22 tion or new circumstance that has a reasonable
23 likelihood of affecting the continued validity or
24 appropriateness of the planning product or por-
25 tions thereof.

1 “(G) The planning product has a rational
2 basis and is based on reliable and reasonably
3 current data and reasonable and scientifically
4 acceptable methodologies.

5 “(H) The planning product is documented
6 in sufficient detail to support the decision or
7 the results of the analysis and to meet require-
8 ments for use of the information in the environ-
9 mental review process.

10 “(I) The planning product is appropriate
11 for adoption or incorporation by reference and
12 use in the environmental review process for the
13 project and is incorporated in accordance with,
14 and is sufficient to meet the requirements of,
15 the National Environmental Policy Act of 1969
16 (42 U.S.C. 4321 et seq.) and section 1502.21
17 of title 40, Code of Federal Regulations.

18 “(6) EFFECT OF ADOPTION OR INCORPORATION
19 BY REFERENCE.—Any planning product or portions
20 thereof adopted or incorporated by reference by such
21 agency in accordance with this subsection may be—

22 “(A) incorporated directly into an environ-
23 mental review process document or other envi-
24 ronmental document; and

1 “(i) begins on the date on which the
2 Secretary makes a determination to pre-
3 pare an environmental assessment; and

4 “(ii) ends on the date on which the
5 Secretary issues a finding of no significant
6 impact or determines that preparation of
7 an environmental impact statement is nec-
8 essary.

9 “(3) INFORMATION DESCRIBED.—The informa-
10 tion referred to in paragraph (1) is, with respect to
11 the Federal Aviation Administration—

12 “(A) the number of proposed actions for
13 which a categorical exclusion was applied by the
14 Secretary during the reporting period;

15 “(B) the number of proposed actions for
16 which a documented categorical exclusion was
17 applied by the Secretary during the reporting
18 period;

19 “(C) the number of proposed actions pend-
20 ing on the date on which the report is sub-
21 mitted for which the issuance of a documented
22 categorical exclusion by the Secretary is pend-
23 ing;

1 “(D) the number of proposed actions for
2 which an environmental assessment was issued
3 by the Secretary during the reporting period;

4 “(E) the length of time the Administration
5 took to complete each environmental assessment
6 described in subparagraph (D);

7 “(F) the number of proposed actions pend-
8 ing on the date on which the report is sub-
9 mitted for which an environmental assessment
10 is being drafted by the Secretary;

11 “(G) the number of proposed actions for
12 which a final environmental impact statement
13 was completed by the Secretary during the re-
14 porting period;

15 “(H) the length of time that the Secretary
16 took to complete each environmental impact
17 statement described in subparagraph (G);

18 “(I) the number of proposed actions pend-
19 ing on the date on which the report is sub-
20 mitted for which an environmental impact
21 statement is being drafted; and

22 “(J) for the proposed actions reported
23 under subparagraphs (F) and (I), the percent-
24 age of such proposed actions for which—

1 “(i) project funding has been identi-
2 fied; and

3 “(ii) all other Federal, State, and
4 local activities that are required to allow
5 the proposed action to proceed are com-
6 pleted.

7 “(4) DEFINITIONS.—In this section:

8 “(A) ENVIRONMENTAL ASSESSMENT.—The
9 term ‘environmental assessment’ has the mean-
10 ing given such term in section 1508.1 of title
11 40, Code of Federal Regulations (or a successor
12 regulation).

13 “(B) ENVIRONMENTAL IMPACT STATE-
14 MENT.—The term ‘environmental impact state-
15 ment’ means a detailed statement required
16 under section 102(2)(C) of the National Envi-
17 ronmental Policy Act of 1969 (42 U.S.C.
18 4332(2)(C)).

19 “(C) NEPA PROCESS.—The term ‘NEPA
20 process’ means the entirety of the development
21 and documentation of the analysis required
22 under the National Environmental Policy Act of
23 1969 (42 U.S.C. 4321 et seq.), including the
24 assessment and analysis of any impacts, alter-
25 natives, and mitigation of a proposed action,

1 and any interagency participation and public in-
2 volvement required to be carried out before the
3 Secretary undertakes a proposed action.

4 “(D) PROPOSED ACTION.—The term ‘pro-
5 posed action’ means an action (within the
6 meaning of the National Environmental Policy
7 Act of 1969 (42 U.S.C. 4321 et seq.)) under
8 this title that the Secretary proposes to carry
9 out.

10 “(E) REPORTING PERIOD.—The term ‘re-
11 porting period’ means the fiscal year prior to
12 the fiscal year in which a report is issued under
13 subsection (a).”

14 **SEC. 784. SUBCHAPTER III DEFINITIONS.**

15 Section 47175 of title 49, United States Code, is
16 amended—

17 (1) in paragraph (3)(A) by striking “and” at
18 the end and inserting “or”;

19 (2) in paragraph (4)—

20 (A) in subparagraph (A) by striking “and”
21 at the end; and

22 (B) in subparagraph (B)—

23 (i) by striking “(B)”; and

1 (ii) by redesignating clauses (i) and
2 (ii) as subparagraphs (B) and (C), respec-
3 tively;

4 (3) by striking paragraph (5);

5 (4) by redesignating paragraphs (3), (1), (4),
6 (2), (6), and (8) as paragraphs (1), (2), (3), (4),
7 (5), and (6), respectively; and

8 (5) by adding at the end the following:

9 “(8) **TERMINAL DEVELOPMENT.**—The term
10 ‘terminal development’ has the meaning given such
11 term in section 47102.”.

12 **SEC. 785. PILOT PROGRAM EXTENSION.**

13 Section 190 of the FAA Reauthorization Act of 2018
14 (49 U.S.C. 47104 note) is amended—

15 (1) in subsection (a) by inserting “in each fiscal
16 year” after “6 projects”; and

17 (2) in subsection (i) by striking “5 years” and
18 all that follows through the period at the end and
19 inserting “on October 1, 2028.”.

20 **SEC. 786. PART 150 NOISE STANDARDS UPDATE.**

21 (a) **IN GENERAL.**—Not later than 1 year after the
22 date of enactment of this Act, the Administrator shall re-
23 view and revise, as appropriate, part 150 of title 14, Code
24 of Federal Regulations, to reflect all relevant laws and reg-

1 ulations, including part 161 of title 14, Code of Federal
2 Regulations.

3 (b) OUTREACH.—As part of the review conducted
4 under subsection (a), the Administrator shall clarify exist-
5 ing and future noise policies and standards and seek feed-
6 back from airports, airport users, and individuals living
7 in the vicinity of airports and in airport adjacent commu-
8 nities before implementing any changes to any noise poli-
9 cies or standards.

10 (c) BRIEFING.—Not later than 90 days after the date
11 of enactment of this Act, and every 6 months thereafter,
12 the Administrator shall brief the appropriate committees
13 of Congress regarding the review conducted under sub-
14 section (a).

15 (d) SUNSET.—The requirement under subsection (c)
16 shall terminate on the earlier of—

17 (1) October 1, 2028; or

18 (2) the date on which 1 briefing is provided
19 under subsection (c) after the changes in subsection
20 (a) are implemented.

21 **SEC. 787. REDUCING COMMUNITY AIRCRAFT NOISE EXPO-**
22 **SURE.**

23 In implementing or revising a flight procedure, the
24 Administrator shall seek to take the following actions (to
25 the extent that such actions do not negatively affect avia-

1 tion safety or efficiency) to reduce undesirable aircraft
2 noise:

3 (1) Implement flight procedures that can miti-
4 gate the impact of aircraft noise, based on a con-
5 sensus community recommendation.

6 (2) Work with airport sponsors and potentially
7 impacted neighboring communities in establishing or
8 modifying aircraft arrival and departure routes.

9 (3) In collaboration with local governments, dis-
10 courage local encroachment of residential or other
11 buildings near airports that could create future air-
12 craft noise complaints or impact airport operations
13 or aviation safety.

14 **SEC. 788. CATEGORICAL EXCLUSIONS.**

15 (a) CATEGORICAL EXCLUSION FOR PROJECTS OF
16 LIMITED FEDERAL ASSISTANCE.—An action by the Ad-
17 ministrator to approve, permit, finance, or otherwise au-
18 thorize any airport project that is undertaken by the spon-
19 sor, owner, or operator of a public-use airport shall be pre-
20 sumed to be covered by a categorical exclusion under FAA
21 Order 1050.1F (or any successor document), if such
22 project—

23 (1) receives less than \$6,000,000 (as adjusted
24 annually by the Administrator to reflect any in-
25 creases in the Consumer Price Index prepared by

1 the Department of Labor) of Federal funds or funds
2 from charges collected under section 40117 of title
3 49, United States Code; or

4 (2) has a total estimated cost of not more than
5 \$35,000,000 (as adjusted annually by the Adminis-
6 trator to reflect any increases in the Consumer Price
7 Index prepared by the Department of Labor) and
8 Federal funds comprising less than 15 percent of the
9 total estimated project cost.

10 (b) CATEGORICAL EXCLUSION IN EMERGENCIES.—

11 An action by the Administrator to approve, permit, fi-
12 nance, or otherwise authorize an airport project that is
13 undertaken by the sponsor, owner, or operator of a public-
14 use airport shall be presumed to be covered by a categor-
15 ical exclusion under FAA Order 1050.1F (or any suc-
16 cessor document), if such project is—

17 (1) for the repair or reconstruction of any air-
18 port facility, runway, taxiway, or similar structure
19 that is in operation or under construction when
20 damaged by an emergency declared by the Governor
21 of the State with concurrence of the Administrator
22 or for a disaster or emergency declared by the Presi-
23 dent pursuant to the Robert T. Stafford Disaster
24 Relief and Emergency Assistance Act (42 U.S.C.
25 5121 et seq.);

1 (2) in the same location with the same capacity,
2 dimensions, and design as the original airport facil-
3 ity, runway, taxiway, or similar structure as before
4 the declaration described in this section; and

5 (3) commenced within a 2-year period begin-
6 ning on the date of a declaration described in this
7 section.

8 (c) EXTRAORDINARY CIRCUMSTANCES.—The pre-
9 sumption that an action is covered by a categorical exclu-
10 sion under subsections (a) and (b) shall not apply if the
11 Administrator determines that extraordinary cir-
12 cumstances exist with respect to such action.

13 (d) RULE OF CONSTRUCTION.—Nothing in this sec-
14 tion shall be construed to impact any aviation safety au-
15 thority of the Administrator.

16 (e) DEFINITIONS.—In this section:

17 (1) CATEGORICAL EXCLUSION.—The term “cat-
18 egorical exclusion” has the meaning given such term
19 in section 1508.1(d) of title 40, Code of Federal
20 Regulations.

21 (2) PUBLIC-USE AIRPORT; SPONSOR.—The
22 terms “public-use airport” and “sponsor” have the
23 meanings given such terms in section 47102 of title
24 49, United States Code.

1 **SEC. 789. UPDATING PRESUMED TO CONFORM LIMITS.**

2 Not later than 24 months after the date of enactment
3 of this Act, the Administrator shall take such actions as
4 are necessary to update the FAA's list of actions that are
5 presumed to conform to a State implementation plan pur-
6 suant to section 93.153(f) of title 40, Code of Federal
7 Regulations, to include projects relating to the construc-
8 tion of aircraft hangars.

9 **SEC. 790. RECOMMENDATIONS ON REDUCING ROTORCRAFT**
10 **NOISE IN DISTRICT OF COLUMBIA.**

11 (a) STUDY.—The Comptroller General shall conduct
12 a study on reducing rotorcraft noise in the District of Co-
13 lumbia.

14 (b) CONTENTS.—In carrying out the study under
15 subsection (a), the Comptroller General shall consider—

16 (1) the extent to which military operators con-
17 sider operating over unpopulated areas outside of
18 the District of Columbia for training missions;

19 (2) the extent to which vehicles or aircraft other
20 than conventional rotorcraft (such as unmanned air-
21 craft) could be used for emergency and law enforce-
22 ment response; and

23 (3) the extent to which relevant operators and
24 entities have assessed and addressed, as appropriate,
25 the noise impacts of various factors of operating
26 rotorcraft, including, at a minimum—

- 1 (A) altitude;
- 2 (B) the number of flights;
- 3 (C) flight paths;
- 4 (D) time of day of flights;
- 5 (E) types of aircraft;
- 6 (F) operating procedures; and
- 7 (G) pilot training.

8 (c) REPORT.—Not later than 1 year after the date
9 of enactment of this Act, the Comptroller General shall
10 brief the appropriate committees of Congress on prelimi-
11 nary observations, with a report to follow at a date agreed
12 upon at the time of the briefing, 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. 791. UFP STUDY.**

4 (a) IN GENERAL.—Not later than 180 days after the
5 date of enactment of this Act, the Administrator shall seek
6 to enter into an agreement with the National Academies
7 under which the National Research Council shall carry out
8 a study examining airborne ultrafine particles and the ef-
9 fect of such particles on airport-adjacent communities.

10 (b) SCOPE OF STUDY.—In carrying out the study
11 under subsection (a), the National Research Council
12 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 the potential
17 effect of such UFPs on airport-adjacent commu-
18 nities, including—

19 (A) characteristics of UFPs present in the
20 air;

21 (B) spatial and temporal distributions of
22 UFP concentrations;

23 (C) primary sources of UFPs;

1 (D) the contribution of aircraft and airport
2 operations to the distribution of UFP con-
3 centrations compared to other sources;

4 (E) potential health effects associated with
5 elevated UFP exposures, including outcomes re-
6 lated to cardiovascular disease, respiratory in-
7 fection and disease, degradation of
8 neurocognitive functions, and other health ef-
9 fects; and

10 (F) potential UFP exposures, especially to
11 susceptible groups;

12 (4) consider the concentration of UFPs result-
13 ing from various aviation fuel sources including avia-
14 tion gasoline, sustainable aviation fuel, and hydro-
15 gen, to the extent practicable;

16 (5) identify measures intended to reduce the re-
17 lease of UFPs; and

18 (6) identify information gaps related to under-
19 standing potential relationships between UFP expo-
20 sures and health effects, contributions of aviation-re-
21 lated emissions to UFP exposures, and the effective-
22 ness of mitigation measures.

23 (c) COORDINATION.—The Administrator may coordi-
24 nate with the heads of such other agencies that the Ad-

1 administrator considers appropriate to provide data and
2 other assistance necessary for the study.

3 (d) REPORT.—Not later than 180 days after the Na-
4 tional Research Council submits of the results of the study
5 to the Administrator, the Administrator shall submit to
6 the appropriate committees of Congress a report con-
7 taining the results of the study carried out under sub-
8 section (a), including any recommendations based on such
9 study.

10 (e) DEFINITION OF ULTRAFINE PARTICLE.—In this
11 section, the terms “ultrafine particle” and “UFP” mean
12 particles with diameters less than or equal to 100 nano-
13 meters.

14 **SEC. 792. AIRCRAFT NOISE ADVISORY COMMITTEE.**

15 (a) ESTABLISHMENT.—Not later than 180 days after
16 the date of enactment of this Act, the Administrator shall
17 establish an Aircraft Noise Advisory Committee (in this
18 section referred to as the “Advisory Committee”) to advise
19 the Administrator on issues facing the aviation community
20 that are related to aircraft noise exposure and existing
21 FAA noise policies and regulations.

22 (b) MEMBERSHIP.—The Administrator shall appoint
23 the members of the Advisory Committee, which shall be
24 comprised of—

25 (1) at least 1 representative of each of—

- 1 (A) engine manufacturers;
- 2 (B) air carriers;
- 3 (C) airport owners or operators;
- 4 (D) aircraft manufacturers;
- 5 (E) advanced air mobility manufacturers
- 6 or operators; and
- 7 (F) institutions of higher education; and
- 8 (2) representatives of airport-adjacent commu-
- 9 nities from geographically diverse regions.

10 (c) DUTIES.—The duties of the Advisory Committee
11 shall include—

- 12 (1) the evaluation of existing research on air-
- 13 craft noise impacts and annoyance;
- 14 (2) the assessment of alternative noise metrics
- 15 that could be used to supplement or replace the ex-
- 16 isting Day Night Level standard, in consultation
- 17 with the National Academies;
- 18 (3) the evaluation of the current 65-decibel ex-
- 19 posure threshold, including the impact to land use
- 20 compatibility around airports if such threshold was
- 21 lowered;
- 22 (4) the evaluation of current noise mitigation
- 23 strategies and the community engagement efforts by
- 24 the FAA with respect to changes in airspace utiliza-

1 tion, such as the integration of new entrants and
2 usage of performance-based navigation; and

3 (5) other duties determined appropriate by the
4 Administrator.

5 (d) REPORTS.—

6 (1) IN GENERAL.—Not later than 1 year after
7 the date of establishment of the Advisory Com-
8 mittee, the Advisory Committee shall submit to the
9 Administrator a report on any recommended
10 changes to current aviation noise policies.

11 (2) REPORT TO CONGRESS.—Not later than
12 180 days after the date the Administrator receives
13 the report under paragraph (1), the Administrator
14 shall submit to the appropriate committees of Con-
15 gress a report containing the recommendations made
16 by the Advisory Committee.

17 (e) CONGRESSIONAL BRIEFING.—Not later than 30
18 days after submission of the report under paragraph (2),
19 the Administrator shall brief the appropriate committees
20 of Congress on how the Administrator plans to implement
21 recommendations contained in the report and, for each
22 recommendation that the Administrator does not plan to
23 implement, the reason of the Administrator for not imple-
24 menting the recommendation.

1 (f) CONSULTATION.—The Advisory Committee shall
2 consult with other relevant Federal agencies, including the
3 National Aeronautics and Space Administration, in car-
4 rying out the duties described in section (e).

5 **SEC. 793. COMMUNITY COLLABORATION PROGRAM.**

6 (a) ESTABLISHMENT.—The Administrator shall con-
7 tinue existing community engagement activities under the
8 designation of a Community Collaboration Program (in
9 this section referred to as the “Program”).

10 (b) RESPONSIBILITIES.—

11 (1) IN GENERAL.—In carrying out the Pro-
12 gram, the Administrator shall facilitate and har-
13 monize, as appropriate, policies and procedures car-
14 ried out by various offices of the FAA pertaining to
15 community engagement relating to—

16 (A) airport planning and development;

17 (B) noise and environmental policy;

18 (C) NextGen implementation;

19 (D) air traffic route changes;

20 (E) integration of new and emerging en-
21 trants; and

22 (F) other topics with respect to which com-
23 munity engagement is critical to program suc-
24 cess.

1 (2) SPECIFIED RESPONSIBILITIES.—In carrying
2 out the Program, the Administrator shall be respon-
3 sible for—

4 (A) updating the internal guidance of the
5 FAA for community engagement based on—

6 (i) best practices of other Federal
7 agencies and external organizations with
8 expertise in community engagement;

9 (ii) interviews with impacted resi-
10 dents; and

11 (iii) recommendations solicited from
12 individuals and local government officials
13 in communities adversely impacted by air-
14 craft noise;

15 (B) coordinating with the Air Traffic Or-
16 ganization on community engagement efforts
17 related to air traffic procedure changes to en-
18 sure that impacted communities are consulted
19 in a meaningful way;

20 (C) coordination with Regional Ombuds-
21 men of the FAA;

22 (D) oversight, streamlining, and increasing
23 the responsiveness of the noise complaint proc-
24 ess of the FAA by—

1 (i) centralizing noise complaint data
2 and improving data collection methodolo-
3 gies;

4 (ii) ensuring such Regional Ombuds-
5 men are consulted in local air traffic proce-
6 dure development decisions; and

7 (iii) collecting feedback from such Re-
8 gional Ombudsmen to inform national pol-
9 icymaking efforts;

10 (E) timely implementation of the rec-
11 ommendations, as appropriate, made by the
12 Comptroller General to the Secretary contained
13 in the report titled “Aircraft Noise: FAA Could
14 Improve Outreach Through Enhanced Noise
15 Metrics, Communication, and Support to Com-
16 munities”, issued in September 2021 (GAO-
17 21-103933) to improve the outreach of the
18 FAA to local communities impacted by aircraft
19 noise, including—

20 (i) any recommendations to—

21 (I) identify appropriate supple-
22 mental metrics for assessing noise im-
23 pacts and circumstances for their use
24 to aid in the internal assessment of

767

1 the FAA of noise impacts related to
2 proposed flight path changes;

3 (II) update guidance to incor-
4 porate additional tools to more clearly
5 convey expected impacts, such as
6 other noise metrics and visualization
7 tools; and

8 (III) improve guidance to air-
9 ports and communities on effectively
10 engaging with the FAA; and

11 (ii) any other recommendations in-
12 cluded in the report that would assist the
13 FAA in improving outreach to commu-
14 nities affected by aircraft noise;

15 (F) ensuring engagement with local com-
16 munity groups as appropriate in conducting the
17 other responsibilities described in this section;
18 and

19 (G) other responsibilities as considered ap-
20 propriate by the Administrator.

21 (c) BRIEFING.—Not later than 2 years after the Ad-
22 ministrator implements the recommendations described in
23 subsection (b)(2)(E), the Administrator shall brief the ap-
24 propriate committees of Congress describing—

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 (d) **RULE OF CONSTRUCTION.**—Nothing in this sec-
11 tion shall be construed to require the Administrator to
12 alter the organizational structure of the FAA nor change
13 the reporting structure of any employee.

14 **SEC. 794. INFORMATION SHARING REQUIREMENT.**

15 (a) **IN GENERAL.**—Not later than 2 years after the
16 date of enactment of this Act, the Secretary, acting
17 through the Administrator, shall establish a mechanism
18 to make helicopter noise complaint data accessible to the
19 FAA, to helicopter operators operating in the Washington,
20 DC area, and to the public on a website of the FAA, based
21 on the recommendation of the Government Accountability
22 Office in the report titled “Aircraft Noise: Better Informa-
23 tion Sharing Could Improve Responses to Washington,
24 D.C. Area Helicopter Noise Concerns”, published on Jan-
25 uary 7, 2021 (GAO–21–200).

1 (b) COOPERATION.—Any helicopter operator oper-
2 ating in the Washington, DC area shall, to the extent
3 practicable, provide helicopter noise complaint data to the
4 FAA through the mechanism established under subsection
5 (a).

6 (c) DEFINITIONS.—In this section:

7 (1) HELICOPTER NOISE COMPLAINT DATA.—
8 The term “helicopter noise complaint data”—

9 (A) means general data relating to a com-
10 plaint made by an individual about helicopter
11 noise in the Washington, DC area and may in-
12 clude—

13 (i) the location and description of the
14 event that is the subject of the complaint;

15 (ii) the start and end time of such
16 event;

17 (iii) a description of the aircraft that
18 is the subject of the complaint; and

19 (iv) the airport name associated with
20 such event; and

21 (B) does not include the personally identi-
22 fiable information of the individual who sub-
23 mitted the complaint.

24 (2) WASHINGTON, DC AREA.—The term “Wash-
25 ington, DC area” means the area inside of a 30-mile

1 radius surrounding Ronald Reagan Washington Na-
2 tional Airport.

3 **SEC. 795. MECHANISMS TO REDUCE HELICOPTER NOISE.**

4 (a) IN GENERAL.—Not later than 3 years after the
5 date of enactment of this Act, the Comptroller General
6 shall initiate a study to examine ways in which a State,
7 territorial, or local government may mitigate the negative
8 impacts of commercial helicopter noise.

9 (b) CONSIDERATIONS.—In conducting the study
10 under subsection (a), the Comptroller General shall con-
11 sider—

12 (1) the varying degree of commercial helicopter
13 operations in different communities; and

14 (2) actions that State and local governments
15 have taken, and authorities such governments have
16 used, to reduce the impact of commercial helicopter
17 noise and the success of such actions.

18 (c) REPORT.—Not later than 2 years after the date
19 of enactment of this Act, the Comptroller General shall
20 provide to the appropriate committees of Congress a re-
21 port on the findings of the study conducted under sub-
22 section (a).

1 **TITLE VIII—GENERAL AVIATION**

2 **SEC. 801. REEXAMINATION OF PILOTS OR CERTIFICATE**
3 **HOLDERS.**

4 The Pilot's Bill of Rights (Public Law 112–153) is
5 amended by adding at the end the following:

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

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

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

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

17 “(2) that the reexamination shall occur within
18 1 year from the date of the notice provided by the
19 Administrator, however, if the reexamination is not
20 conducted within 30 days, the Administrator may re-
21 strict passenger carrying operations;

22 “(3) that if such reexamination is not con-
23 ducted after 1 year from date of notice, the airman
24 certificate of the individual may be suspended or re-
25 voked; and

1 “(4) 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 inad-
16 equate to establish the qualifications of an airman.

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

22 **SEC. 802. GAO REVIEW OF PILOT’S BILL OF RIGHTS.**

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

1 shall submit to the appropriate committees of Congress
2 a study of the implementation of the Pilot's Bill of Rights.

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

5 (1) the implementation and application of the
6 Pilot's Bill of Rights;

7 (2) the application of the Federal Rules of Civil
8 Procedure and the Federal Rules of Evidence to cov-
9 ered proceedings by the National Transportation
10 Safety Board, as required by section 2 of the Pilot's
11 Bill of Rights;

12 (3) the appeal process and the typical length of
13 time associated with a final determination in a cov-
14 ered proceeding; and

15 (4) any impacts of the implementation of the
16 Pilot's Bill of Rights.

17 (c) DEFINITIONS.—In this section:

18 (1) COVERED PROCEEDING.—The term “cov-
19 ered proceeding” means a proceeding conducted
20 under subpart C, D, or F of part 821 of title 49,
21 Code of Federal Regulations, relating to denial,
22 amendment, modification, suspension, or revocation
23 of an airman certificate.

1 (2) PILOT’S BILL OF RIGHTS.—The term “Pi-
2 lot’s Bill of Rights” means the Pilot’s Bill of Rights
3 (Public Law 112–153).

4 **SEC. 803. DATA PRIVACY.**

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

8 **“§ 44114. Privacy**

9 “(a) IN GENERAL.—Notwithstanding any other pro-
10 vision of law, including section 552(b)(3) of title 5, the
11 Administrator of the Federal Aviation Administration
12 shall establish and update as necessary a process by which,
13 upon request of a private aircraft owner or operator, the
14 Administrator withholds the registration number and
15 other similar identifiable data or information, except for
16 physical markings required by law, of the aircraft of the
17 owner or operator from any broad dissemination or display
18 (except in furnished data or information made available
19 to or from a Government agency pursuant to a govern-
20 ment contract, subcontract, or agreement, including for
21 traffic management purposes) for the noncommercial
22 flights of the owner or operator.

23 “(b) WITHHOLDING PERSONALLY IDENTIFIABLE IN-
24 FORMATION ON THE AIRCRAFT REGISTRY.—Not later
25 than 2 years after the enactment of this Act and notwith-

1 standing any other provision of law, including section
2 552(b)(3) of title 5, the Administrator shall establish a
3 procedure by which, upon request of a private aircraft
4 owner or operator, the Administrator shall withhold from
5 broad dissemination or display by the FAA (except in fur-
6 nished data or information made available to or from a
7 Government agency pursuant to a government contract,
8 subcontract, or agreement, including for traffic manage-
9 ment purposes) the personally identifiable information of
10 such individual, including on a publicly available website
11 of the FAA.

12 “(c) ICAO AIRCRAFT IDENTIFICATION CODE.—

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

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

19 “(A) each applicant to attest to a safety or
20 security need in applying for a new ICAO air-
21 craft identification code; and

22 “(B) each approved applicant who obtains
23 a new ICAO aircraft identification code to com-
24 ply with all applicable aspects of, or related to,
25 part 45 of title 14, Code of Federal Regula-

1 tions, including updating an aircraft’s registra-
2 tion number and N-Number to reflect such air-
3 craft’s new ICAO aircraft identification code.

4 “(d) DEFINITIONS.—In this section:

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

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

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

12 “(A) the mailing address or registration
13 address of an individual;

14 “(B) an electronic address (including an
15 email address) of an individual; or

16 “(C) the telephone number of an indi-
17 vidual.

18 “(D) the names of the aircraft owner or
19 operator, if the owner or operator is an indi-
20 vidual.”.

21 (b) CLERICAL AMENDMENT.—The analysis for chap-
22 ter 441 of title 49, United States Code, is amended by
23 adding at the end the following:

“44114. Privacy.”.

24 (c) CONFORMING AMENDMENT.—Section 566 of the
25 FAA Reauthorization Act of 2018 (49 U.S.C. 44103 note)

1 and the item relating to such section in the table of con-
2 tents under section 1(b) of such Act are repealed.

3 **SEC. 804. ACCOUNTABILITY FOR AIRCRAFT REGISTRATION**
4 **NUMBERS.**

5 (a) IN GENERAL.—Not later than 180 days after the
6 date of enactment of this Act, the Administrator shall ini-
7 tiate a review of the process for reserving aircraft registra-
8 tion numbers to ensure that such process offers an equal
9 opportunity for members of the general public to obtain
10 specific aircraft registration numbers.

11 (b) ASSESSMENT.—In conducting the review under
12 subsection (a), the Administrator shall assess the fol-
13 lowing:

14 (1) Whether the use of readily available soft-
15 ware to prevent computer or web-based auto-fill sys-
16 tems from reserving aircraft registration numbers in
17 bulk would improve participation in the reservation
18 process by the general public.

19 (2) Whether a limit should be imposed on the
20 number of consecutive years a person may reserve
21 an aircraft registration number.

22 (c) BRIEFING.—Not later than 18 months after the
23 date of enactment of this Act, the Administrator shall
24 brief the appropriate committees of Congress on the re-
25 view conducted under subsection (a), including any rec-

1 ommendations of the Administrator to improve equal par-
2 ticipation in the process for reserving aircraft registration
3 numbers by the general public.

4 **SEC. 805. TIMELY RESOLUTION OF INVESTIGATIONS.**

5 (a) IN GENERAL.—Not later than 2 years after the
6 date of issuance of a letter of investigation to any person,
7 as required by section 2(b) of the Pilot’s Bill of Rights
8 (49 U.S.C. 44703 note), the Administrator shall—

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

11 (2) close such investigation.

12 (b) EXTENSION.—

13 (1) IN GENERAL.—If, upon review of the facts
14 and status of an investigation described in sub-
15 section (a), the Administrator determines that the
16 time provided to make a final determination or close
17 such investigation is insufficient, the Administrator
18 shall approve an extension of such investigation for
19 2 years.

20 (2) ADDITIONAL EXTENSIONS.—The Adminis-
21 trator may approve consecutive extensions under
22 paragraph (1).

23 (c) DELEGATION.—The Administrator may not dele-
24 gate the authority to approve an extension described in
25 subsection (b) to anyone other than the leadership of the

1 Administration as described in section 106(b) of title 49,
2 United States Code.

3 **SEC. 806. ALL MAKES AND MODELS AUTHORIZATION.**

4 (a) IN GENERAL.—

5 (1) UNLIMITED LETTER OF AUTHORIZATION.—

6 Not later than 1 year after the date of enactment
7 of this Act, the Administrator shall take such action
8 as may be necessary to allow for the issuance of let-
9 ters of authorizations to airmen with the authoriza-
10 tion for—

11 (A) all types and makes of experimental
12 high-performance single engine piston powered
13 aircraft; and

14 (B) all types and makes of experimental
15 high-performance multiengine piston powered
16 aircraft.

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

20 (A) shall be given an all-makes and models
21 authorization of—

22 (i) experimental single-engine piston
23 powered authorized aircraft; or

24 (ii) experimental multiengine piston
25 powered authorized aircraft;

1 (B) shall hold the appropriate category
2 and class rating for the authorized aircraft;

3 (C) shall hold 3 experimental aircraft au-
4 thorizations in aircraft of the same category
5 and class rating for the authorization sought;
6 and

7 (D) may become qualified in additional ex-
8 perimental aircraft by completing aircraft-spe-
9 cific ground and flight training.

10 (b) **RULE OF CONSTRUCTION.**—Nothing in this sec-
11 tion may be construed to disallow an individual from being
12 given both an authorization described in paragraph (1)(A)
13 and an authorization described in paragraph (1)(B).

14 (c) **FAILURE TO COMPLY.**—

15 (1) **IN GENERAL.**—If the Administrator fails to
16 implement subsection (a) within the time period pre-
17 scribed in such subsection, the Administrator shall
18 brief the appropriate committees of Congress on the
19 status of the implementation of such subsection on
20 a monthly basis until the implementation is com-
21 plete.

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

1 **SEC. 807. RESPONSE TO LETTER OF INVESTIGATION.**

2 Section 2(b) of the Pilot’s Bill of Rights (49 U.S.C.
3 44703 note) is amended by adding at the end the fol-
4 lowing:

5 “(6) RESPONSE TO LETTER OF INVESTIGA-
6 TION.—

7 “(A) IN GENERAL.—If an individual de-
8 cides to respond to a Letter of Investigation de-
9 scribed in paragraph (2)(B), such individual
10 may respond not later than 30 days after re-
11 ceipt of such Letter, including providing written
12 comments on the incident to the investigating
13 office.

14 “(B) CONSTRUCTION.—Nothing in this
15 paragraph shall be construed to diminish the
16 authority of the Administrator (as of the day
17 before the date of enactment of the FAA Reau-
18 thorization Act of 2024) to take emergency ac-
19 tion relating to an airman certificate.”.

20 **SEC. 808. ADS-B OUT EQUIPAGE STUDY; VEHICLE-TO-VEHI-**
21 **CLE LINK PROGRAM.**

22 (a) STUDY AND BRIEFING ON ADS-B OUT EQUI-
23 PAGE.—

24 (1) STUDY.—Not later than 90 days after the
25 date of enactment of this Act, the Administrator
26 shall initiate a study to determine—

1 (A) the number of aircraft registered in
2 the United States, and any other aerial vehicles
3 operating in the airspace of the United States,
4 that are not equipped with Automatic Depend-
5 ent Surveillance–Broadcast out equipment (in
6 this section referred to as “ADS–B out”);

7 (B) the requirements for, and impact of,
8 expanding the dual-link architecture that is
9 used below an altitude of flight level 180;

10 (C) the costs and benefits of equipage of
11 ADS–B out;

12 (D) the costs and benefits of any accom-
13 modation made for aircraft with inoperable
14 ADS–B out;

15 (E) reasons why aircraft owners choose not
16 to equip or use an aircraft with ADS–B out;
17 and

18 (F) ways to further incentivize aircraft
19 owners to equip and use aircraft with ADS–B
20 out.

21 (2) BRIEFING.—Not later than 1 year after the
22 date of enactment of this Act, the Administrator
23 shall brief the appropriate committees of Congress
24 on the results of the study conducted under para-
25 graph (1).

1 (b) VEHICLE-TO-VEHICLE LINK PROGRAM.—Not
2 later than 270 days after the date of enactment of this
3 Act, the Administrator, in coordination with the Adminis-
4 trator of the National Aeronautics and Space Administra-
5 tion and the Chair of the Federal Communications Com-
6 mission, shall establish an interagency coordination pro-
7 gram to advance vehicle-to-vehicle link initiatives that—

8 (1) enable the real-time digital exchange of key
9 information between nearby aircraft; and

10 (2) are not reliant on ground infrastructure or
11 air-to-ground communication links.

12 **SEC. 809. ENSURING SAFE LANDINGS DURING OFF-AIR-**
13 **PORT OPERATIONS.**

14 The Administrator shall not apply section 91.119 of
15 title 14, Code of Federal Regulations, in any manner that
16 requires a pilot to continue a landing that is unsafe.

17 **SEC. 810. DEVELOPMENT OF LOW-COST VOLUNTARY ADS-B.**

18 (a) IN GENERAL.—Not later than 2 years after the
19 date of enactment of this Act, the Administrator shall pre-
20 pare a report on the development of a suitable position
21 reporting system for voluntary use in covered airspace to
22 facilitate traffic awareness.

23 (b) TECHNICAL ADVICE.—In preparing the report
24 under subsection (a), the Administrator shall solicit tech-
25 nical advice from representatives from—

1 (1) industry groups, including pilots, aircraft
2 owners, avionics manufacturers; and

3 (2) any others determined necessary by the Ad-
4 ministrator.

5 (c) REQUIREMENTS.—In preparing the report under
6 subsection (a), the Administrator shall—

7 (1) research and catalog domestic and inter-
8 national equipment, standards, and systems analo-
9 gous to ADS-B available as of the date on which the
10 report is completed;

11 (2) address strengths and weaknesses of such
12 equipment, standards, and systems, including with
13 respect to cost;

14 (3) to enable the development and voluntary use
15 of portable, installed, low-cost position reporting sys-
16 tems for use in covered airspace—

17 (A) provide recommendations on any regu-
18 latory and procedural changes to be taken by
19 the Administrator or other Federal entities; and

20 (B) describe any equipment, standards,
21 and systems that may need to be developed with
22 respect to such reporting systems;

23 (4) determine market size, development costs,
24 and barriers that may need to be overcome for the

1 development of technology that enables such position
2 reporting systems in covered airspace; and

3 (5) include a communication strategy that—

4 (A) targets potential users of such position
5 reporting systems as soon as such technology is
6 available for commercial use; and

7 (B) promotes the benefits of the voluntary
8 use in covered airspace of position reporting
9 systems to enhance traffic awareness.

10 (d) REPORT TO CONGRESS.—Not later than 30 days
11 after the date on which the report prepared under sub-
12 section (a) is finalized, the Administrator shall submit to
13 the appropriate committees of Congress the report pre-
14 pared under subsection (a).

15 (e) DEFINITIONS.—In this section:

16 (1) COVERED AIRSPACE.—The term “covered
17 airspace” means airspace for which the use of ADS-
18 B out equipment on an aircraft is not required
19 under section 91.225 of title 14, Code of Federal
20 Regulations,

21 (2) ADS-B.—The term “ADS-B” means Auto-
22 matic Dependent Surveillance–Broadcast.

23 **SEC. 811. AIRSHOW SAFETY TEAM.**

24 (a) IN GENERAL.—Not later than 180 days after the
25 date of enactment of this Act, the Administrator may, as

1 determined necessary by the Administration, coordinate
2 with the General Aviation Joint Safety Committee to es-
3 tablish an Airshow Safety Team focused on airshow and
4 aerial event safety.

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

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

10 (2) reduce airshow and aerial event accidents
11 and incidents through non-regulatory, proactive safe-
12 ty strategies.

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

16 (1) perform an analysis of airshow and aerial
17 event accidents and incidents in conjunction with the
18 Safety Analysis Team;

19 (2) publish and update every 2 years after ini-
20 tial publication an Airshow Safety Plan that incor-
21 porates consensus based and data driven mitigation
22 measures and non-regulatory safety strategies to im-
23 prove and promote safety of the public, performers,
24 and airport personnel; and

1 (3) engage the airshow and aerial event commu-
2 nity to—

3 (A) communicate non-regulatory, proactive
4 safety strategies identified by the Airshow Safe-
5 ty Plan to mitigate incidents; and

6 (B) discuss best practices to uphold and
7 maintain safety at events.

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

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

16 (f) CONSTRUCTION.—Nothing in this section shall be
17 construed to require an amendment to the charter of the
18 General Aviation Joint Safety Committee.

19 **SEC. 812. AIRCRAFT REGISTRATION VALIDITY DURING RE-**
20 **NEWAL.**

21 (a) IN GENERAL.—Section 44103 of title 49, United
22 States Code, is amended by adding at the end the fol-
23 lowing:

24 “(e) VALIDITY OF AIRCRAFT REGISTRATION DURING
25 RENEWAL.—

1 “(1) IN GENERAL.—An aircraft may be oper-
2 ated on or after the expiration date found on the
3 certificate of registration issued for such aircraft
4 under this section as if it were not expired if the op-
5 erator of such aircraft has aboard the aircraft—

6 “(A) documentation validating that—

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

12 “(ii) such aircraft is compliant with
13 maintenance, inspections, and any other
14 requirements for the aircraft’s airworthi-
15 ness certificate issued under section
16 44704(d); and

17 “(B) the most recent aircraft registration.

18 “(2) PROOF OF PENDING RENEWAL APPLICA-
19 TION.—The Administrator shall provide an applicant
20 for renewal of registration under this section with
21 documentation described in paragraph (1)(A). Such
22 documentation shall—

23 “(A) be made electronically available to the
24 applicant immediately upon submitting an air-

1 craft registration renewal application to the
2 Civil Aviation Registry for an aircraft;

3 “(B) notify the applicant of the operational
4 allowance described in paragraph (1);

5 “(C) deem an aircraft’s airworthiness cer-
6 tificate issued under section 44704(d) as valid
7 provided that the applicant confirms acknowl-
8 edgment of the requirements of paragraph
9 (1)(A)(ii);

10 “(D) confirm the applicant acknowledged
11 the limitations described in paragraph (3)(A)
12 and (3)(B); and

13 “(E) include identifying information per-
14 taining to such aircraft and to the registered
15 owner.

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

19 “(A) with an expired registration, except
20 as specifically provided for under this sub-
21 section; or

22 “(B) if the Administrator has denied an
23 application to renew the registration of such
24 aircraft.”.

1 (b) RULEMAKING; GUIDANCE.—Not later than 36
2 months after the date of enactment of this Act, the Ad-
3 ministrator shall issue a final rule, if necessary, and up-
4 date all applicable guidance and policies to reflect the
5 amendment made by this section.

6 **SEC. 813. TEMPORARY AIRMAN CERTIFICATES.**

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

9 “(1) TEMPORARY AIRMAN CERTIFICATE.—An indi-
10 vidual may obtain a temporary airman certificate from the
11 Administrator after requesting a permanent replacement
12 airman certificate issued under this section. A temporary
13 airman certificate shall be—

14 “(1) made available—

15 “(A) electronically to the individual imme-
16 diately upon submitting an online application
17 for a replacement certificate to the Adminis-
18 trator; or

19 “(B) physically to the individual at a flight
20 standards district office—

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

23 “(ii) if the individual applies for a
24 permanent replacement certificate other
25 than by online application and such appli-

1 cation has been received by the Federal
2 Aviation Administration; and

3 “(2) destroyed upon receipt of the permanent
4 replacement airman certificate from the Adminis-
5 trator.”.

6 **SEC. 814. LETTER OF DEVIATION AUTHORITY.**

7 (a) IN GENERAL.—A flight instructor, registered
8 owner, lessor, or lessee of a covered aircraft shall not be
9 required to obtain a letter of deviation authority from the
10 Administrator to allow, conduct, or receive flight training,
11 checking, and testing in such aircraft if—

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

14 (2) no person advertises or broadly offers the
15 aircraft as available for flight training, checking, or
16 testing; and

17 (3) no person receives compensation for use of
18 the aircraft for a specific flight during which flight
19 training, checking, or testing was received, other
20 than expenses for owning, operating, and maintain-
21 ing the aircraft.

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

24 (1) an experimental category aircraft;

25 (2) a limited category aircraft; and

1 (3) a primary category aircraft.

2 **SEC. 815. BASICMED FOR EXAMINERS ADMINISTERING**
3 **TESTS OR PROFICIENCY CHECKS.**

4 (a) EQUIVALENT PILOT-IN-COMMAND MEDICAL RE-
5 QUIREMENTS.—Notwithstanding section 61.23(a)(3)(iv)
6 of title 14, Code of Federal Regulations, an examiner may
7 administer a practical test or proficiency check if such ex-
8 aminer meets the medical qualification requirements
9 under part 68 of title 14, Code of Federal Regulations,
10 if the operation being conducted is in a covered aircraft,
11 as such term is defined in section 2307(j) of the FAA Ex-
12 tension, Safety, and Security Act of 2016 (49 U.S.C.
13 44703 note).

14 (b) RULEMAKING.—Not later than 3 years after the
15 date of enactment of this Act, the Administrator shall
16 issue a final rule to update part 61 of title 14, Code of
17 Federal Regulations, to implement the requirements under
18 subsection (a), in addition to any related requirements the
19 Administrator finds are in the interest of aviation safety.

20 **SEC. 816. DESIGNEE LOCATOR TOOL IMPROVEMENTS.**

21 Not later than 3 years after the date of enactment
22 of this Act, the Administrator shall ensure that the des-
23 ignee locator search function of the public website of the
24 Designee Management System of the Administration has
25 the functionality to—

1 (1) filter a search for an Aviation Medical Ex-
2 aminer (as described in section 183.21 of title 14,
3 Code of Federal Regulations) by sex, if such infor-
4 mation is available;

5 (2) display credentials and aircraft qualifica-
6 tions of a designated pilot examiner (as described in
7 section 183.23 of such title); and

8 (3) display the scheduling availability of a des-
9 ignated pilot examiner (as described in section
10 183.23 of such title) to administer a test or pro-
11 ficiency check to an airman.

12 **SEC. 817. DEADLINE TO ELIMINATE AIRCRAFT REGISTRA-**
13 **TION BACKLOG.**

14 Not later than 180 days after the date of enactment
15 of this Act, the Administrator shall take such actions as
16 may be necessary to reduce and maintain the aircraft reg-
17 istration and recordation backlog at the Civil Aviation
18 Registry so that, on average, applications are processed
19 not later than 10 business days after receipt.

20 **SEC. 818. PART 135 AIR CARRIER CERTIFICATE BACKLOG.**

21 (a) IN GENERAL.—The Administrator shall take such
22 actions as may be necessary to achieve the goal of reduc-
23 ing the backlog of air carrier certificate applications under
24 part 135 of title 14, Code of Federal Regulations, to—

1 (1) not later than 1 year after the date of en-
2 actment of this Act, maintain an average application
3 acceptance or rejection time of less than 60 days;
4 and

5 (2) not later than 2 years after the date of en-
6 actment of this Act, maintain an average application
7 acceptance or rejection time of less than 30 days.

8 (b) MEASURES.—In meeting the goal under sub-
9 section (a), the Administrator may—

10 (1) assign, as appropriate, additional personnel
11 or support staff, including on a temporary basis, to
12 review, adjudicate, and approve applications;

13 (2) improve and expand promotion of existing
14 applicant resources which could improve the quality
15 of applications submitted to decrease the need for
16 Administration applicant coordination and commu-
17 nications; and

18 (3) take into consideration any third-party enti-
19 ty that assisted in the preparation of an application
20 for an air carrier certificate under part 135 of title
21 14, Code of Federal Regulations.

22 (c) CONGRESSIONAL BRIEFING.—Beginning 6
23 months after the date of enactment of this Act, and not
24 less than every 6 months thereafter until the Adminis-
25 trator complies with the requirements under subsection

1 (a)(2), the Administrator shall provide a briefing to appro-
2 priate committees of Congress on the status of the backlog
3 of air carrier certificate applications under part 135 of
4 title 14, Code of Federal Regulations, any measures the
5 Administrator has put in place under subsection (b).

6 **SEC. 819. ENHANCING PROCESSES FOR AUTHORIZING AIR-**
7 **CRAFT FOR SERVICE IN COMMUTER AND ON-**
8 **DEMAND OPERATIONS.**

9 (a) ESTABLISHMENT OF WORKING GROUP.—

10 (1) IN GENERAL.—Not later than 180 days
11 after the date of enactment of this Act, the Adminis-
12 trator shall establish a part 135 aircraft conformity
13 working group (in this section referred to as the
14 “Working Group”).

15 (2) REQUIREMENTS.—The Working Group
16 shall study methods and make recommendations to
17 clarify requirements and standardize the process for
18 conducting and completing aircraft conformity proc-
19 esses in a timely manner for existing operators and
20 air carriers operating aircraft under part 135 and
21 entering such aircraft into service.

22 (b) MEMBERSHIP.—The Working Group shall be
23 comprised of representatives of the FAA, existing opera-
24 tors and air carriers operating aircraft under part 135,
25 associations or trade groups representing such operators

1 or air carriers, and, as appropriate, labor groups rep-
2 resenting employees of air carriers operating under part
3 135.

4 (c) DUTIES.—The Working Group shall consider all
5 aspects of the FAA processes as of the date of enactment
6 of this Act for ensuring aircraft conformity and make rec-
7 ommendations to enhance such processes, including with
8 respect to—

9 (1) methodologies for air carriers and operators
10 to document and attest to aircraft conformity in ac-
11 cordance with the requirements of part 135;

12 (2) streamlined protocols for operators and air
13 carriers operating aircraft under part 135 to add an
14 aircraft that was listed on another part 135 certifi-
15 cate immediately prior to moving to a new air car-
16 rier or operator; and

17 (3) changes to FAA policy and documentation
18 necessary to implement the recommendations of the
19 Working Group.

20 (d) CONGRESSIONAL BRIEFING.—Not later than 1
21 year after the date on which the Administrator establishes
22 the Working Group, the Administrator shall brief the ap-
23 propriate committees of Congress on the progress made
24 by the Working Group in carrying out the duties specified
25 in subsection (c), recommendations of the Working Group,

1 and the efforts of the Administrator to implement such
2 recommendations.

3 (e) DEFINITION OF PART 135.—In this section, the
4 term “part 135” means part 135 of title 14, Code of Fed-
5 eral Regulations.

6 **SEC. 820. FLIGHT INSTRUCTOR CERTIFICATES.**

7 Not later than 18 months after the date of enactment
8 of this Act, the Administrator shall issue a final rule for
9 the rulemaking activity titled “Removal of the Expiration
10 Date on a Flight Instructor Certificate”, published in Fall
11 2022 in the Unified Agenda of Federal Regulatory and
12 Deregulatory Actions (RIN 2120–AL25) to, at a min-
13 imum, update part 61 of title 14, Code of Federal Regula-
14 tions, to—

15 (1) remove the expiration date on a flight in-
16 structor certificate; and

17 (2) replace the requirement that a flight in-
18 structor renews their flight instructor certificate
19 with appropriate recent experience requirements for
20 the holder of a flight instructor certificate to exer-
21 cise the privileges of such certificate.

1 **SEC. 821. CONSISTENCY OF POLICY APPLICATION IN**
2 **FLIGHT STANDARDS AND AIRCRAFT CERTIFI-**
3 **CATION.**

4 (a) IN GENERAL.—The inspector general of the De-
5 partment of Transportation shall initiate audits, as de-
6 scribed in subsection (d), of the Flight Standards and Air-
7 craft Certification Services of the FAA, and the personnel
8 of such offices, on the consistency of—

9 (1) the interpretation of policies, orders, guid-
10 ance, and regulations; and

11 (2) the application of policies, orders, guidance,
12 and regulations.

13 (b) COMPONENTS.—In completing the audits re-
14 quired under this section, the inspector general shall inter-
15 view stakeholders, including at a minimum, individuals or
16 entities that—

17 (1) hold a certificate or authorization related to
18 the issue being audited under subsection (d);

19 (2) are from different regions of the country
20 with matters before different flight standards dis-
21 trict offices or before different FAA Flight Stand-
22 ards Service and Aircraft Certification Service of-
23 fices;

24 (3) work with multiple flight standards district
25 offices or aircraft certification offices of the Admin-
26 istration; or

1 (4) hold a single or multiple relevant certifi-
2 cates or authorizations.

3 (c) REPORTS.—The inspector general of the Depart-
4 ment of Transportation shall submit to the appropriate
5 committees of Congress, the Secretary, and the Adminis-
6 trator a report for each audit required in this section, con-
7 taining the results of the audit, including findings and
8 necessary recommendations to the Administrator to im-
9 prove the consistency of decision-making by Flight Stand-
10 ards and Aircraft Certification Services offices of the Ad-
11 ministration.

12 (d) AUDITS.—The inspector general shall complete
13 an audit and issue the associated report required under
14 subsection (c) not later than—

15 (1) 18 months after the date of enactment of
16 this Act, with regard to supplemental type certifi-
17 cates;

18 (2) 34 months after the date of enactment of
19 this Act, with regard to repair stations certificated
20 under part 145 of title 14, Code of Federal Regula-
21 tions; and

22 (3) 50 months after the date of enactment of
23 this Act, with regard to technical standards orders.

24 (e) IMPLEMENTATION.—In addressing any rec-
25 ommendations from the inspector general contained in the

1 reports required under subsection (c), the Administrator
2 may—

3 (1) maintain an implementation plan; and

4 (2) broadly adopt any best practices to improve
5 the consistency of interpretation and application of
6 policies, orders, guidance, and regulations by other
7 offices of the Administration and with regard to
8 other activities of the Administration.

9 (f) BRIEFING.—Not later than 6 months after receiv-
10 ing a report required under subsection (c), the Adminis-
11 trator shall brief the appropriate committees of Congress
12 on the implementation plan required under subsection (d),
13 the status of any recommendation received pursuant to
14 this section, and any best practices that are being imple-
15 mented more broadly.

16 **SEC. 822. APPLICATION OF POLICIES, ORDERS, AND GUID-**
17 **ANCE.**

18 Section 44701 of title 49, United States Code, is
19 amended by adding at the end the following:

20 “(h) POLICIES, ORDERS, AND GUIDANCE.—

21 “(1) CONSISTENCY OF APPLICATION.—The Ad-
22 ministrator shall ensure consistency in the applica-
23 tion of policies, orders, and guidance of the Adminis-
24 tration by—

1 “(A) audits of the application and inter-
2 pretation of such material by Administration
3 personnel from person to person and office to
4 office;

5 “(B) updating policies, orders, and guid-
6 ance to resolve inconsistencies and clarify dem-
7 onstrated ambiguities, such as through repeated
8 inconsistent interpretation; and

9 “(C) ensuring officials are properly docu-
10 menting findings and decisions throughout a
11 project to decrease the occurrence of duplicative
12 work and inconsistent findings by subsequent
13 officials assigned to the same project.

14 “(2) ALTERATIONS.—The Administrator shall
15 consult as appropriate with regulated entities who
16 will be impacted by proposed changes to the content
17 or application of policies, orders, and guidance be-
18 fore making such changes.

19 “(3) AUTHORITIES AND REGULATIONS.—The
20 Administrator shall issue policies, orders, and guid-
21 ance documents that are related to a law or regula-
22 tion or clarify the intent of or compliance with spe-
23 cific laws and regulations.”.

1 **SEC. 823. EXPANSION OF THE REGULATORY CONSISTENCY**
2 **COMMUNICATIONS BOARD.**

3 Section 224 of the FAA Reauthorization Act of 2018
4 (49 U.S.C. 44701 note) is amended—

5 (1) in subsection (c)—

6 (A) in paragraph (2) by striking “; and”
7 and inserting a semicolon;

8 (B) in paragraph (3) by striking the period
9 and inserting a semicolon; and

10 (C) by adding at the end the following:

11 “(4) the Office of Airports;

12 “(5) the Office of Security and Hazardous Ma-
13 terials Safety;

14 “(6) the Office of Rulemaking and Regulatory
15 Improvement; and

16 “(7) such other offices as the Administrator de-
17 termines appropriate.”; and

18 (2) in subsection (d)(1)—

19 (A) in subparagraph (A) by striking
20 “anonymous regulatory interpretation ques-
21 tions” and inserting “regulatory interpretation
22 questions, including anonymously,”;

23 (B) in subparagraph (C) by striking
24 “anonymous regulatory interpretation ques-
25 tions” and inserting “regulatory interpretation
26 questions, including anonymously”; and

1 (C) by adding at the end the following:

2 “(6) Submit recommendations, as needed, to
3 the Assistant Administrator for Rulemaking and
4 Regulatory Improvement for consideration.”.

5 **SEC. 824. MODERNIZATION OF SPECIAL AIRWORTHINESS**
6 **CERTIFICATION RULEMAKING DEADLINE.**

7 Not later than 24 months after the date of enactment
8 of this Act, the Administrator shall issue a final rule for
9 the rulemaking activity titled “Modernization of Special
10 Airworthiness Certification”, published in Fall 2022 in the
11 long-term actions of the Unified Agenda of Federal Regu-
12 latory and Deregulatory Actions (RIN 2120–AL50).

13 **SEC. 825. EXCLUSION OF GYROPLANES FROM FUEL SYSTEM**
14 **REQUIREMENTS.**

15 Section 44737 of title 49, United States Code, is
16 amended—

17 (1) by striking “rotorcraft” and inserting “heli-
18 copter” each place it appears;

19 (2) in the heading for paragraph (2) of sub-
20 section (a) by striking “ROTORCRAFT” and inserting
21 “HELICOPTER”; and

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

23 “(d) EXCEPTION.—A helicopter issued an experi-
24 mental certificate under section 21.191 of title 14, Code
25 of Federal Regulations (or any successor regulations), or

1 operating under a Special Flight Permit issued under sec-
2 tion 21.197 of title 14, Code of Federal Regulations (or
3 any successor regulations), is excepted from the require-
4 ments of this section.”.

5 **SEC. 826. PUBLIC AIRCRAFT FLIGHT TIME LOGGING ELIGI-**
6 **BILITY.**

7 (a) FORESTRY AND FIRE PROTECTION FLIGHT TIME
8 LOGGING.—

9 (1) IN GENERAL.—Notwithstanding any other
10 provision of law, aircraft under the direct oper-
11 ational control of forestry and fire protection agen-
12 cies are eligible to log pilot flight times, if the flight
13 time was acquired by the pilot while engaged on an
14 official forestry or fire protection flight, in the same
15 manner as aircraft under the direct operational con-
16 trol of a Federal, State, county, or municipal law en-
17 forcement agency.

18 (2) RETROACTIVE APPLICATION.—Paragraph
19 (1) shall be applied as if enacted on October 5,
20 2018.

21 (b) REGULATIONS.—Not later than 180 days after
22 the date of enactment of this Act, the Administrator shall
23 make such regulatory changes as are necessary to conform
24 to the requirements of this section.

1 **SEC. 827. EAGLE INITIATIVE.**

2 (a) **EAGLE INITIATIVE.**—

3 (1) **IN GENERAL.**—The Administrator shall con-
4 tinue to partner with industry and other Federal
5 Government stakeholders in carrying out the Eliminate
6 Aviation Gasoline Lead Emissions Initiative (in
7 this section referred to as the “**EAGLE Initiative**”)
8 through the end of 2030.

9 (2) **FAA RESPONSIBILITIES.**—In collaborating
10 with industry and other Government stakeholders to
11 carry out the **EAGLE Initiative**, the Administrator
12 shall take such actions as may be necessary under
13 the authority of the Administrator to facilitate—

14 (A) the safe elimination of the use of lead-
15 ed aviation gasoline by piston-engine aircraft by
16 the end of 2030 without adversely affecting the
17 safe and efficient operation of the piston-engine
18 aircraft fleet;

19 (B) the approval of the use of unleaded al-
20 ternatives to leaded aviation gasoline for use in
21 all piston-engine aircraft types and piston-en-
22 gine models;

23 (C) the implementation of the require-
24 ments of section 47107(a)(22) of title 49,
25 United States Code, as added by this Act, as

1 such requirements relate to the continued avail-
2 ability of aviation gasoline;

3 (D) efforts to make unleaded aviation gas-
4 oline that is approved for use in piston-engine
5 aircraft and engines widely available for pur-
6 chase and use at airports in the National Plan
7 of Integrated Airport Systems; and

8 (E) the development of a transition plan to
9 safely enable the transition of the piston-engine
10 general aviation aircraft fleet to unleaded avia-
11 tion gasoline by 2030, to the extent practicable.

12 (3) ACTIVITIES.—In carrying out the respon-
13 sibilities of the Administrator pursuant to paragraph
14 (2), the Administrator shall, at a minimum—

15 (A) maintain a fleet authorization process
16 for the efficient approval or authorization of eli-
17 gible piston-engine aircraft and engine models
18 to operate safely using qualified unleaded avia-
19 tion gasolines;

20 (B) review, update, and prioritize, as soon
21 as practicable, certification processes and
22 projects, as necessary, for aircraft engines and
23 modifications to such engines to operate with
24 unleaded aviation gasoline;

1 (C) seek to facilitate programs that accel-
2 erate the creation, evaluation, qualification, de-
3 ployment, and use of unleaded aviation gaso-
4 lines;

5 (D) carry out, in partnership with the gen-
6 eral aviation community, an ongoing campaign
7 for training and educating aircraft owners and
8 operators on how to safely transition to un-
9 leaded aviation gasoline;

10 (E) evaluate aircraft and aircraft engines
11 to ensure that such aircraft and aircraft en-
12 gines can safely operate with unleaded aviation
13 gasoline candidates during cold weather condi-
14 tions; and

15 (F) facilitate the development of agency
16 policies and processes, as appropriate, to sup-
17 port the deployment of necessary infrastructure
18 at airports to enable the distribution and stor-
19 age of unleaded aviation gasolines.

20 (4) CONSULTATION AND COLLABORATION WITH
21 RELEVANT STAKEHOLDERS.—In carrying out the
22 EAGLE Initiative, the Administrator shall continue
23 to consult and collaborate, as appropriate, with rel-
24 evant stakeholders, including—

1 (A) general aviation aircraft engine, air-
2 craft propulsion, and aircraft airframe manu-
3 facturers;

4 (B) general aviation aircraft users, aircraft
5 owners, aircraft pilots, and aircraft operators;

6 (C) airports and fixed-base operators;

7 (D) State, local, and Tribal aviation offi-
8 cials;

9 (E) representatives of the petroleum indus-
10 try, including developers, refiners, producers,
11 and distributors of unleaded aviation gasolines;
12 and

13 (F) air carriers and commercial operators
14 operating under part 135 of title 14, Code of
15 Federal Regulations.

16 (5) REPORT TO CONGRESS.—

17 (A) INITIAL REPORT.—Not later than 1
18 year after the date of enactment of this Act, the
19 Administrator shall submit to the appropriate
20 committees of Congress a report that—

21 (i) contains an updated strategic plan
22 for maintaining a fleet authorization proc-
23 ess for the efficient approval and author-
24 ization of eligible piston-engine aircraft
25 and engine models to operate using un-

1 (A) Efforts undertaken by the EAGLE
2 Initiative, including progress towards—

3 (i) safely eliminating the use of leaded
4 aviation gasoline by piston-engine aircraft
5 by the end of 2030 without adversely af-
6 fecting the safe and efficient operation of
7 the piston-engine aircraft fleet;

8 (ii) approving the use of unleaded al-
9 ternatives to leaded aviation gasoline for
10 use in all piston-engine aircraft types and
11 piston-engine models; and

12 (iii) facilitating efforts to make ap-
13 proved unleaded aviation gasoline that is
14 approved for use in piston-engine aircraft
15 and engines widely available at airports for
16 purchase and use in the National Plan of
17 Integrated Airport Systems.

18 (B) The evaluation and development of
19 necessary airport infrastructure, including fuel
20 storage and dispensing facilities, to support the
21 distribution and storage of unleaded aviation
22 gasoline.

23 (C) The establishment of best practices for
24 piston-engine aircraft owners and operators,
25 airport operators and personnel, aircraft main-

1 tenance technicians, and other appropriate per-
2 sonnel for protecting against exposure to lead
3 containment when—

4 (i) conducting fueling operations;

5 (ii) disposing of inspected gasoline
6 samples;

7 (iii) performing aircraft maintenance;

8 and

9 (iv) conducting engine run-ups.

10 (D) Efforts to address supply chain and
11 other logistical barriers inhibiting the timely
12 distribution of unleaded aviation gasoline to air-
13 ports.

14 (E) Outreach efforts to educate and up-
15 date piston-engine aircraft owners and opera-
16 tors, airport operators, and other members of
17 the general aviation community on the potential
18 benefits, availability, and safety of unleaded
19 aviation gasoline.

20 (2) PUBLICATION; GUIDANCE.—Upon comple-
21 tion of developing such transition plan, the Adminis-
22 trator shall—

23 (A) make the plan available to the public
24 on an appropriate website of the FAA; and

1 (B) provide guidance supporting the imple-
2 mentation of the transition plan.

3 (3) COLLABORATION WITH EAGLE INITIA-
4 TIVE.—In supporting the development of such tran-
5 sition plan and issuing associated guidance per-
6 taining to the implementation of such transition
7 plan, the Administrator shall consult and collaborate
8 with individuals carrying out the EAGLE Initiative.

9 (4) UNLEADED AVIATION GASOLINE COMMU-
10 NICATION MATERIALS.—The Administrator may col-
11 laborate with individuals carrying out the EAGLE
12 Initiative to jointly develop and continuously update
13 websites, brochures, and other communication mate-
14 rials associated with such transition plan to clearly
15 convey the availability of unleaded aviation gasoline
16 at airports.

17 (5) BRIEFING TO CONGRESS.—Not later than
18 60 days after the publication of such transition plan,
19 the Administrator shall brief the appropriate com-
20 mittees of Congress on such transition plan and any
21 agency efforts or actions pertaining to the implemen-
22 tation of such transition plan.

23 (6) SAVINGS CLAUSE.—Nothing in this section
24 shall be construed to delay or alter the ongoing work

1 of the EAGLE Initiative established by the Adminis-
2 trator in 2022.

3 **SEC. 828. 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 FAA Reauthorization
24 Act of 2024, the Administrator, in coordination with the
25 National Transportation Safety Board, shall submit to 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 a report
4 that describes the effect of the regulations issued or re-
5 vised under subsection (a) and includes statistics with re-
6 spect to changes in small aircraft activity and safety inci-
7 dents.”; and

8 (4) by striking subsection (j) and inserting the
9 following:

10 “(j) COVERED AIRCRAFT DEFINED.—In this section,
11 the term ‘covered aircraft’ means an aircraft that—

12 “(1) is authorized under Federal law to carry
13 not more than 7 occupants;

14 “(2) has a maximum certificated takeoff weight
15 of not more than 12,500 pounds; and

16 “(3) is not a transport category rotorcraft cer-
17 tified to airworthiness standards under part 29 of
18 title 14, Code of Federal Regulations.”.

19 (b) RULEMAKING.—The Administrator shall update
20 regulations in parts 61 and 68 of title 14, Code of Federal
21 Regulations, as necessary, to implement the amendments
22 made by this section.

23 (c) APPLICABILITY.—Beginning on the date that is
24 180 days after the date of enactment of this Act, the Ad-
25 ministrator shall apply parts 61 and 68, Code of Federal

1 Regulations, in a manner reflecting the amendments made
2 by this section.

3 **SEC. 829. PROHIBITION ON USING ADS-B OUT DATA TO INI-**
4 **TIATE AN INVESTIGATION.**

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

7 “(c) PROHIBITION ON USING ADS-B OUT DATA TO
8 INITIATE AN INVESTIGATION.—

9 “(1) IN GENERAL.—Notwithstanding any other
10 provision of this section, the Administrator of the
11 Federal Aviation Administration may not initiate an
12 investigation (excluding a criminal investigation) of
13 a person based exclusively on automatic dependent
14 surveillance–broadcast data.

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

23 **SEC. 830. CHARITABLE FLIGHT FUEL REIMBURSEMENT EX-**
24 **EMPTIONS.**

25 (a) IN GENERAL.—

1 (1) VALIDITY OF EXEMPTION.—Except as oth-
2 erwise provided in this subsection, an exemption
3 from section 61.113(c) of title 14, Code of Federal
4 Regulations, that is granted by the Administrator
5 for the purpose of allowing a volunteer pilot to ac-
6 cept reimbursement from a volunteer pilot organiza-
7 tion for the fuel costs and airport fees attributed to
8 a flight operation to provide charitable transpor-
9 tation pursuant to section 821 of the FAA Mod-
10 ernization and Reform Act of 2012 (49 U.S.C.
11 40101 note) shall be valid for 5 years.

12 (2) FAILING TO ADHERE.—If the Administrator
13 finds an exemption holder under paragraph (1) or a
14 volunteer pilot fails to adhere to the conditions and
15 limitations of the exemption described under such
16 paragraph, the Administrator may rescind or sus-
17 pend the exemption.

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

22 (4) FORGOING EXEMPTION.—If such exemption
23 holder informs the Administrator that such holder
24 no longer plans to exercise the authority granted by

1 such exemption, the Administrator may rescind such
2 exemption.

3 (b) ADDITIONAL REQUIREMENTS.—

4 (1) IN GENERAL.—A volunteer pilot organiza-
5 tion may impose additional safety requirements on a
6 volunteer pilot without—

7 (A) being considered—

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

11 (ii) a commercial operator (as such
12 term is defined in section 1.1 of title 14,
13 Code of Federal Regulations); or

14 (B) constituting common carriage.

15 (2) SAVINGS CLAUSE.—Nothing in this sub-
16 section may be construed to limit or otherwise affect
17 the authority of the Administrator to regulate, as
18 appropriate, a flight operation associated with a vol-
19 unteer pilot organization that constitutes a commer-
20 cial operation or common carriage.

21 (c) REISSUANCE OF EXISTING EXEMPTIONS.—In re-
22 issuing an expiring exemption described in subsection (a)
23 that was originally issued prior to the date of enactment
24 of this Act, the Administrator shall ensure that the re-
25 issued exemption—

1 (1) accounts for the provisions of this section
2 and section 821 of the FAA Modernization and Re-
3 form Act of 2012 (49 U.S.C. 40101 note); and

4 (2) is otherwise substantially similar to the pre-
5 viously issued exemption.

6 (d) STATUTORY CONSTRUCTION.—Nothing in this
7 section shall be construed to—

8 (1) affect the authority of the Administrator to
9 exempt a pilot (exercising the private pilot privi-
10 leges) from any restriction on receiving reimburse-
11 ment for the fuel costs and airport fees attributed
12 to a flight operation to provide charitable transpor-
13 tation; or

14 (2) impose or authorize the imposition of any
15 additional requirements by the Administrator on a
16 flight that is arranged by a volunteer pilot organiza-
17 tion in which the volunteer pilot—

18 (A) is not reimbursed the fuel costs and
19 airport fees attributed to a flight operation to
20 provide charitable flights; or

21 (B) pays a pro rata share of expenses as
22 described in section 61.113(c) of title 14, Code
23 of Federal Regulations.

24 (e) DEFINITIONS.—In this section:

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

3 (A) acts as a pilot in command of a flight
4 operation to provide charitable transportation
5 pursuant to section 821 of the FAA Moderniza-
6 tion and Reform Act of 2012 (49 U.S.C. 40101
7 note); and

8 (B) holds a private pilot certificate, com-
9 mercial pilot certificate, or an airline transpor-
10 tation pilot certificate issued under part 61 of
11 title 14, Code of Federal Regulations.

12 (2) VOLUNTEER PILOT ORGANIZATION.—The
13 term “volunteer pilot organization” has the meaning
14 given such term in section 821(c) of the FAA Mod-
15 ernization and Reform Act of 2012 (49 U.S.C.
16 40101 note).

17 **SEC. 831. GAO REPORT ON CHARITABLE FLIGHTS.**

18 (a) REPORT.—Not later than 4 years after the date
19 of enactment of this Act, the Comptroller General shall
20 initiate a review of the following:

21 (1) Applicable laws, regulations, policies, legal
22 opinions, and guidance pertaining to charitable
23 flights and the operations of such flights, including
24 reimbursement of fuel costs.

1 (2) Petitions for exemption from the require-
2 ments of section 61.113(c) of title 14, Code of Fed-
3 eral Regulations, for the purpose of allowing a pilot
4 to accept reimbursement for the fuel costs associated
5 with a flight operation to provide charitable trans-
6 portation pursuant to section 821 of the FAA Mod-
7 ernization and Reform Act of 2012 (49 U.S.C.
8 40101 note), including assessment of—

9 (A) the conditions and limitations a peti-
10 tioner shall comply with if the exemption is
11 granted and whether such conditions and limi-
12 tations are—

13 (i) applied to petitioners in a con-
14 sistent manner; and

15 (ii) commensurate with the types of
16 flight operations exemption holders propose
17 to conduct under any such exemptions;

18 (B) denied petitions for such an exemption
19 and the reasons for the denial of such petitions;
20 and

21 (C) the processing time of a petition for
22 such an exemption.

23 (3) Charitable flights conducted without an ex-
24 emption from section 61.113(c) of title 14, Code of
25 Federal Regulations, including an analysis of the

1 certificates, qualifications, and aeronautical experi-
2 ence of the operators of such flights.

3 (b) CONSULTATION.—In carrying out the review initi-
4 ated under subsection (a), the Comptroller General shall
5 consult with charitable organizations, including volunteer
6 pilot organizations, aircraft owners, and pilots who volun-
7 teer to provide transportation for or on behalf of a chari-
8 table organization, flight safety experts, and employees of
9 the FAA.

10 (c) RECOMMENDATIONS.—As part of the review initi-
11 ated under subsection (a), the Comptroller General shall
12 make recommendations, as determined appropriate, to the
13 Administrator to improve the rules, policies, and guidance
14 pertaining to charitable flight operations.

15 (d) REPORT.—Upon completion of the review initi-
16 ated under subsection (a), the Comptroller General shall
17 submit to the appropriate committees of Congress a report
18 describing the findings of such review and recommenda-
19 tions developed under subsection (c).

20 **SEC. 832. FLIGHT INSTRUCTION OR TESTING.**

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

1 ing the requirements set forth in FAA regulations and pol-
2 icy in effect as of the date of enactment of this Act, shall
3 not be deemed to be operating an aircraft carrying persons
4 or property for compensation or hire.

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

10 (c) REVISION OF RULES.—The Administrator shall,
11 as necessary, issue, revise, or repeal the rules, regulations,
12 guidance, or procedures of the FAA to conform to the re-
13 quirements of this section.

14 **SEC. 833. NATIONAL COORDINATION AND OVERSIGHT OF**
15 **DESIGNATED PILOT EXAMINERS.**

16 (a) IN GENERAL.—The Administrator shall establish
17 an office to provide oversight and facilitate national co-
18 ordination of designated pilot examiners appointed under
19 section 183.23 of title 14, Code of Federal Regulations.

20 (b) RESPONSIBILITIES.—The office described in sub-
21 section (a) shall be responsible for the following:

22 (1) Oversight of designated pilot examiners ap-
23 pointed under section 183.23 of title 14, Code of
24 Federal Regulations.

1 (2) Coordinating with other offices, as appro-
2 priate, to support the standardization of policy,
3 guidance, and regulations across the FAA pertaining
4 to the selection, training, duties, and deployment of
5 designated pilot examiners appointed under section
6 183.23 of title 14, Code of Federal Regulations, in-
7 cluding evaluating the consistency by which such ex-
8 aminers apply Administration policies, orders, and
9 guidance.

10 (3) Evaluating the consistency by which such
11 examiners apply FAA policies, orders, and guidance.

12 (4) Coordinating placement and deployment of
13 such examiners across regions based on demand for
14 examinations from the pilot community.

15 (5) Developing a code of conduct for such ex-
16 aminers.

17 (6) Deploying a survey system to track the per-
18 formance and merit of such examiners.

19 (7) Facilitating an industry partnership to cre-
20 ate a formal mentorship program for such exam-
21 iners.

22 (c) COORDINATION.—In carrying out the responsibil-
23 ities listed in subsection (b), the Administrator shall en-
24 sure the office—

1 (1) coordinates on an ongoing basis with flight
2 standards district offices, designated pilot examiner
3 managing specialists, and aviation industry stake-
4 holders, including representatives of the general
5 aviation community; and

6 (2) considers whether to implement the final
7 recommendations report issued by the Designated
8 Pilot Examiner Reforms Working Group and accept-
9 ed by the Aviation Rulemaking Advisory Committee
10 on June 17, 2021.

11 (d) REPORT.—

12 (1) IN GENERAL.—Not later than 180 days
13 after the date of enactment of this Act, and bienni-
14 ally thereafter through fiscal year 2028, the Admin-
15 istrator shall submit to the appropriate committees
16 of Congress a report that evaluates the use of des-
17 igned pilot examiners appointed under section
18 183.23 of title 14, Code of Federal Regulations (or
19 any successor regulation), for testing, including both
20 written and practical tests.

21 (2) CONTENTS.—The report under paragraph
22 (1) shall include an analysis of—

23 (A) the methodology and rationale by
24 which designated pilot examiners are deployed;

1 (B) with respect to the previous fiscal year,
2 the average time an individual in each region
3 must wait to schedule an appointment with a
4 designated pilot examiner;

5 (C) with respect to the previous fiscal year,
6 the estimated total time individuals in each re-
7 gion were forced to wait to schedule an appoint-
8 ment with a designated pilot examiner;

9 (D) the primary reasons and best ways to
10 reduce wait times described in subparagraph
11 (C);

12 (E) the number of tests conducted by des-
13 igned pilot examiners;

14 (F) the number and percentage of avail-
15 able designated pilot examiners that perform
16 such tests; and

17 (G) the average rate of retests, including
18 of both written and practical tests.

19 **SEC. 834. PART 135 PILOT SUPPLEMENTAL OXYGEN RE-**
20 **QUIREMENT.**

21 (a) IN GENERAL.—Not later than 1 year after the
22 date of enactment of this Act, the Administrator shall
23 issue a notice of proposed rulemaking concerning whether
24 to revise the requirements under paragraphs (3) and (4)
25 of section 135.89(b) of title 14, Code of Federal Regula-

1 tions, to apply only to aircraft operating at altitudes above
2 flight level 410.

3 (b) CONSIDERATIONS.—In issuing the notice of pro-
4 posed rulemaking, the Administrator shall consider appli-
5 cable safety data and risks, including in relation to appli-
6 cable incidents and accidents, as well as the investigations
7 and recommendations of the National Transportation
8 Safety Board.

9 **TITLE IX—NEW ENTRANTS AND**
10 **AEROSPACE INNOVATION**
11 **Subtitle A—Unmanned Aircraft**
12 **Systems**

13 **SEC. 901. DEFINITIONS.**

14 Except as otherwise provided, the definitions con-
15 tained in section 44801 of title 49, United States Code,
16 apply to this subtitle.

17 **SEC. 902. UNMANNED AIRCRAFT IN THE ARCTIC.**

18 (a) IN GENERAL.—Section 44804 of title 49, United
19 States Code, is amended—

20 (1) in the section heading by striking “**SMALL**
21 **UNMANNED**” and inserting “**UNMANNED**”; and

22 (2) by striking “small” each place it appears.

23 (b) CONFORMING AMENDMENT.—The analysis for
24 chapter 448 of such title is amended by striking the item
25 relating to section 44804 and inserting the following:

“44804. Unmanned aircraft in the Arctic.”.

1 **SEC. 903. SMALL UAS SAFETY STANDARDS TECHNICAL COR-**
2 **RECTIONS.**

3 Section 44805 of title 49, United States Code, is
4 amended—

5 (1) in the section heading by striking “**SMALL**
6 **UNMANNED**” and inserting “**SMALL UNMANNED**”;

7 (2) in subsection (a)(2) by striking “operation
8 of small” and inserting “operation of a small”;

9 (3) in subsection (f) by striking “subsection
10 (h)” and inserting “subsection (f)”;

11 (4) in subsection (g)(3) by striking “subsection
12 (h)” and inserting “subsection (f)”;

13 (5) in subsection (i)(1) by striking “subsection
14 (h)” and inserting “subsection (f)”;

15 (6) by redesignating subsection (e) through (j)
16 as subsections (c) through (h), respectively.

17 **SEC. 904. AIRPORT SAFETY AND AIRSPACE HAZARD MITI-**
18 **GATION AND ENFORCEMENT.**

19 Section 44810 of title 49, United States Code, is
20 amended—

21 (1) in subsection (c) by inserting “, and any
22 other location the Administrator determines appro-
23 priate” after “Data”; and

24 (2) in subsection (h) by striking “May 10,
25 2024” and inserting “September 30, 2028”.

1 **SEC. 905. RADAR DATA PILOT PROGRAM.**

2 (a) SENSITIVE RADAR DATA FEED PILOT PRO-
3 GRAM.—Not later than 270 days after the date of enact-
4 ment of this Act, the Administrator, in coordination with
5 the Secretary of Defense, and other heads of relevant Fed-
6 eral agencies, shall establish a pilot program to make air-
7 space data feeds containing controlled unclassified infor-
8 mation available to qualified users (as determined by the
9 Administrator), consistent with subsection (b).

10 (b) AUTHORIZATION.—In carrying out subsection (a),
11 the Administrator, in coordination with the Secretary of
12 Defense and other heads of relevant Federal agencies,
13 shall establish a process to authorize qualified users to re-
14 ceive airspace data feeds containing controlled unclassified
15 information related to air traffic within the national air-
16 space system and use such information in an agreed upon
17 manner to—

18 (1) provide and enable—

19 (A) air traffic management services; and

20 (B) unmanned aircraft system traffic man-
21 agement services; or

22 (2) to test technologies that may enable or en-
23 hance the provision of the services described in para-
24 graph (1).

25 (c) CONSULTATION.—In establishing the process de-
26 scribed in subsection (b), the Administrator shall consult

1 with representatives of the unmanned aircraft systems in-
2 dustry and related technical groups to identify an efficient,
3 secure, and effective format and method for providing data
4 described in this section.

5 (d) BRIEFING.—Not later than 90 days after estab-
6 lishing the pilot program under subsection (a), and annu-
7 ally thereafter through 2028, the Administrator shall brief
8 the appropriate committees of Congress on the findings
9 of the pilot program established under this section.

10 (e) SUNSET.—This section shall cease to be effective
11 on October 1, 2028.

12 **SEC. 906. ELECTRONIC CONSPICUITY STUDY.**

13 (a) IN GENERAL.—The Comptroller General shall
14 conduct a study of technologies and methods that may be
15 used by operators of unmanned aircraft systems to detect
16 and avoid manned aircraft that may lawfully operate below
17 500 feet above ground level and that are—

18 (1) not equipped with a transponder or auto-
19 matic dependent surveillance-broadcast out equip-
20 ment; or

21 (2) otherwise not electronically conspicuous.

22 (b) CONSULTATION.—In conducting the study re-
23 quired under subsection (a), the Comptroller General shall
24 consult with—

25 (1) representatives of—

1 (A) unmanned aircraft systems manufac-
2 turers and operators;

3 (B) general aviation operators;

4 (C) agricultural aircraft operators;

5 (D) helicopter operators; and

6 (E) State and local governments; and

7 (2) any other stakeholder the Comptroller Gen-
8 eral determines appropriate.

9 (c) REPORT.—Not later than 1 year after the date
10 of enactment of this Act, the Comptroller General shall
11 submit to the appropriate committees of Congress a report
12 describing the results of such study.

13 **SEC. 907. REMOTE IDENTIFICATION ALTERNATIVE MEANS**
14 **OF COMPLIANCE.**

15 (a) EVALUATION.—The Administrator shall review
16 and evaluate the final rule of the FAA titled “Remote
17 Identification of Unmanned Aircraft”, issued on January
18 15, 2021 (86 Fed. Reg. 4390), to determine whether un-
19 manned aircraft manufacturers and operators can meet
20 the intent of such final rule through alternative means of
21 compliance, including through network-based remote
22 identification.

23 (b) REPORT.—Not later than 1 year after the date
24 of enactment of this Act, the Administrator shall submit

1 to the appropriate committees of Congress a report on the
2 results of the evaluation under subsection (a).

3 **SEC. 908. PART 107 WAIVER IMPROVEMENTS.**

4 (a) IN GENERAL.—The Administrator shall adopt a
5 performance- and risk-based approach in reviewing re-
6 quests for certificates of waiver under section 107.200 of
7 title 14, Code of Federal Regulations.

8 (b) STANDARDIZATION OF WAIVER APPLICATION.—

9 (1) IN GENERAL.—In carrying out subsection
10 (a), the Administrator shall improve the process to
11 submit requests for certificates of waiver described
12 in subsection (a).

13 (2) FORMAT.—In carrying out paragraph (1),
14 the Administrator may not require the use of open-
15 ended descriptive prompts that are required to be
16 filled out by an applicant, except to provide appli-
17 cants the ability to provide the FAA with informa-
18 tion for an unusual or irregular operation.

19 (3) DATA.—

20 (A) IN GENERAL.—In carrying out para-
21 graph (1), the Administrator shall leverage data
22 gathered from previous requests for certificates
23 of waivers.

1 (B) CONSIDERATIONS.—In carrying out
2 subparagraph (A), the Administrator shall safe-
3 ly use—

- 4 (i) big data analytics; and
5 (ii) machine learning.

6 (c) CONSIDERATION OF PROPERTY ACCESS.—

7 (1) IN GENERAL.—In determining whether to
8 issue a certificate of waiver under section 107.200 of
9 title 14, Code of Federal Regulations, the Adminis-
10 trator shall—

11 (A) consider whether the waiver applicant
12 has control over access to all real property on
13 the ground within the area of operation; and

14 (B) recognize and account for the safety
15 enhancements of such controlled access.

16 (2) RULE OF CONSTRUCTION.—Nothing in this
17 subsection shall be construed to influence the extent
18 to which the Administrator considers a lack of con-
19 trol over access to all real property on the ground
20 within an area of operation as affecting the safety
21 of an operation intended to be conducted under such
22 certificate of waiver.

23 (d) PUBLIC AVAILABILITY OF WAIVERS.—

24 (1) IN GENERAL.—The Administrator shall
25 publish all certificates of waiver issued under section

1 107.200 of title 14, Code of Federal Regulations, on
2 the website of the FAA, including, with respect to
3 each issued certificate of waiver—

4 (A) the terms, conditions, and limitations;
5 and

6 (B) the class of airspace and any restric-
7 tions related to operating near airports or heli-
8 ports.

9 (2) PUBLICATION.—In carrying out paragraph
10 (1), the Administrator shall ensure that published
11 information is made available in a manner that pre-
12 vents inappropriate disclosure of proprietary infor-
13 mation.

14 (e) PRECEDENTIAL USE OF PREVIOUSLY APPROVED
15 WAIVERS.—

16 (1) WAIVER APPROVAL PRECEDENT.—If the
17 Administrator determines, using criteria for a par-
18 ticular waiver, that an application for a certificate of
19 waiver issued under section 107.200 of title 14,
20 Code of Federal Regulations, is substantially similar
21 (or is comprised of elements that are substantially
22 similar) to an application for a certificate of waiver
23 that the Administrator has previously approved, the
24 Administrator may streamline, as appropriate, the
25 approval of applications for such a particular waiver.

1 (2) RULE OF CONSTRUCTION.—Nothing in
2 paragraph (1) shall be construed to preclude an ap-
3 plicant for a certificate of waiver from applying to
4 modify a condition or remove a limitation of such
5 certificate.

6 (f) MODIFICATION OF WAIVERS.—

7 (1) IN GENERAL.—The Administrator shall es-
8 tablish an expedited review process for a request to
9 modify or renew certificates of waiver previously
10 issued under section 107.200 of title 14, Code of
11 Federal Regulations, as appropriate.

12 (2) USE OF REVIEW PROCESS.—The review
13 process established under paragraph (1) shall be
14 used to modify or renew certificates of waiver that
15 cover operations that are substantially similar in all
16 material facts to operations covered under a pre-
17 viously issued certificate of waiver.

18 **SEC. 909. ENVIRONMENTAL REVIEW AND NOISE CERTIFI-**
19 **CATION.**

20 (a) NATIONAL ENVIRONMENTAL POLICY ACT GUID-
21 ANCE.—Not later than 180 days after the date of enact-
22 ment of this Act, the Administrator shall publish un-
23 manned aircraft system-specific environmental review
24 guidance and implementation procedures and, thereafter,

1 revise such guidance and procedures as appropriate to
2 carry out the requirements of this section.

3 (b) **PRIORITIZATION.**—The guidance and procedures
4 established by the Administrator under subsection (a)
5 shall include processes that allow for the prioritization of
6 project applications and activities that—

7 (1) offset or limit the impacts of non-zero emis-
8 sion activities;

9 (2) offset or limit the release of environmental
10 pollutants to soil or water; or

11 (3) demonstrate other factors that benefit
12 human safety or the environment, as determined by
13 the Administrator.

14 (c) **PROGRAMMATIC LEVEL APPROACH TO NEPA**
15 **REVIEW.**—Not later than 180 days after the date of en-
16 actment of this Act, the Administrator shall examine and
17 integrate programmatic-level approaches to the require-
18 ments of the National Environmental Policy Act of 1969
19 (42 U.S.C. 4321 et seq.) by which the Administrator
20 can—

21 (1) leverage an environmental review for un-
22 manned aircraft operations within a defined geo-
23 graphic region, including within and over commercial
24 sites, industrial sites, or other sites closed or re-
25 stricted to the public; and

1 (2) leverage an environmental assessment or en-
2 vironmental impact statement for nationwide pro-
3 grammatic approaches for large scale distributed un-
4 manned aircraft operations.

5 (d) DEVELOPING 1 OR MORE CATEGORICAL EXCLU-
6 SIONS.—

7 (1) IN GENERAL.—The Administrator shall en-
8 gage in periodic consultations with the Council on
9 Environmental Quality to identify actions that are
10 appropriate for a new categorical exclusion and shall
11 incorporate such actions in FAA Order 1050.1F (or
12 successor order) as considered appropriate by the
13 Administrator to more easily allow for safe commer-
14 cial operations of unmanned aircraft.

15 (2) PRIOR OPERATIONS.—The Administrator
16 shall review existing categorical exclusions for appli-
17 cability to unmanned aircraft operations in accord-
18 ance with the National Environmental Policy Act of
19 1969 (42 U.S.C. 4321 et seq.) and subchapter A of
20 chapter V of title 40, Code of Federal Regulations.

21 (e) BRIEFING.—Not later than 90 days after the date
22 of enactment of this Act, the Administrator shall brief the
23 appropriate committees of Congress on the plan of the Ad-
24 ministrato

1 (f) NONAPPLICATION OF NOISE CERTIFICATION RE-
2 QUIREMENTS PENDING STANDARDS DEVELOPMENT.—

3 (1) IN GENERAL.—Notwithstanding the re-
4 quirements of section 44715 of title 49, United
5 States Code, the Administrator shall—

6 (A) waive the determination of compliance
7 with part 36 of title 14, Code of Federal Regu-
8 lations, for an applicant seeking unmanned air-
9 craft type and airworthiness certifications; and

10 (B) not deny, withhold, or delay such cer-
11 tifications due to the absence of a noise certifi-
12 cation basis under such part, if the Adminis-
13 trator has developed appropriate noise measure-
14 ment procedures for unmanned aircraft and the
15 Administrator has received from the applicant
16 the noise measurement results based on such
17 procedures.

18 (2) DURATION.—The nonapplication of the
19 noise certification requirements under paragraph (1)
20 shall continue until the Administrator finalizes the
21 noise certification requirements for unmanned air-
22 craft in part 36 of title 14, Code of Federal Regula-
23 tions, or another part of title 14 of such Code, as
24 required under paragraph (3).

1 (3) ASSOCIATED UAS CERTIFICATION STAND-
2 ARDS.—

3 (A) DEVELOPMENT OF CRITERIA.—Not
4 later than 18 months after the date of enact-
5 ment of this Act, the Administrator shall de-
6 velop and establish substantive criteria and
7 standard metrics to determine whether to ap-
8 prove an unmanned aircraft pursuant to part
9 36 of title 14, Code of Federal Regulations.

10 (B) SUBSTANTIVE CRITERIA AND STAND-
11 ARD METRICS.—In establishing the substantive
12 criteria and standard metrics under subpara-
13 graph (A), the Administrator shall include cri-
14 teria and metrics related to the noise impacts of
15 an unmanned aircraft.

16 (C) PUBLICATION.—The Administrator
17 shall publish in the Federal Register and post
18 on the website of the FAA the criteria and
19 metrics established under subparagraph (A).

20 (g) CONCURRENT REVIEWS.—If the Administrator
21 determines that the design, construction, maintenance and
22 operational sustainability, airworthiness approval, or oper-
23 ational approval of an unmanned aircraft require environ-
24 mental assessments, including under the requirements of
25 the National Environmental Policy Act of 1969 (42 U.S.C.

1 4321 et seq.), the Administrator shall, to the maximum
2 extent practicable, conduct such reviews and analyses con-
3 currently.

4 (h) **THIRD-PARTY SUPPORT.**—In implementing sub-
5 section (a), the Administrator shall allow for the engage-
6 ment of approved specialized third parties, as appropriate,
7 to support an applicant’s preparation of, or the Adminis-
8 tration’s preparation and review of, documentation relat-
9 ing to the requirements of the National Environmental
10 Policy Act of 1969 (42 U.S.C. 4321 et seq.) to ensure
11 streamlined timelines for complex reviews.

12 (i) **RULE OF CONSTRUCTION.**—Nothing in this sec-
13 tion shall be construed as prohibiting, restricting, or other-
14 wise limiting the authority of the Administrator from im-
15 plementing or complying with the requirements of the Na-
16 tional Environmental Policy Act of 1969 (42 U.S.C. 4321
17 et seq.) and any related requirements to ensure the protec-
18 tion of the environment and aviation safety.

19 **SEC. 910. UNMANNED AIRCRAFT SYSTEM USE IN WILDFIRE**
20 **RESPONSE.**

21 (a) **UNMANNED AIRCRAFT SYSTEMS IN WILDFIRE**
22 **RESPONSE.**—

23 (1) **IN GENERAL.**—Not later than 18 months
24 after the date of enactment of this Act, the Adminis-
25 trator, in coordination with the Chief of the Forest

1 Service, the Administrator of the National Aero-
2 nautics and Space Administration, and any other
3 Federal entity (or a contracted unmanned aircraft
4 system operator of a Federal entity) the Adminis-
5 trator considers appropriate, shall develop a plan for
6 the use of unmanned aircraft systems by public enti-
7 ties in wildfire response efforts, including wildfire
8 detection, mitigation, and suppression.

9 (2) PLAN CONTENTS.—The plan developed
10 under paragraph (1) shall include recommendations
11 to—

12 (A) identify and designate areas of public
13 land with high potential for wildfires in which
14 public entities may conduct unmanned aircraft
15 system operations beyond visual line of sight as
16 part of wildfire response efforts, including wild-
17 fire detection, mitigation, and suppression;

18 (B) develop a process to facilitate the safe
19 and efficient operation of unmanned aircraft
20 systems beyond the visual line of sight in wild-
21 fire response efforts in areas designated under
22 subparagraph (A), including a waiver process
23 under section 91.113 or section 107.31 of title
24 14, Code of Federal Regulations, for public en-
25 tities that use unmanned aircraft systems for

1 aerial wildfire detection, mitigation, and sup-
2 pression; and

3 (C) improve coordination between the rel-
4 evant Federal agencies and public entities on
5 the use of unmanned aircraft systems in wild-
6 fire response efforts.

7 (3) PLAN SUBMISSION.—Upon completion of
8 the plan under paragraph (1), the Administrator
9 shall submit such plan to, and provide a briefing for,
10 the appropriate committees of Congress and the
11 Committee on Science, Space, and Technology of the
12 House of Representatives.

13 (4) PUBLICATION.—Upon submission of the
14 plan under paragraph (1), the Administrator shall
15 publish such plan on a publicly available website of
16 the FAA.

17 (b) APPLICABILITY.—The plan developed under this
18 section shall cover only unmanned aircraft systems that
19 are—

20 (1) operated by, or on behalf of, a public entity;

21 (2) operated in airspace covered by a wildfire-
22 related temporary flight restriction under section
23 91.137 of title 14, Code of Federal Regulations; and

24 (3) under the operational control of, or other-
25 wise are being operationally coordinated by, an au-

1 thorized aviation coordinator responsible for coordi-
2 nating disaster response aircraft within the airspace
3 covered by such temporary flight restriction.

4 (c) INTERAGENCY COORDINATION.—Not later than
5 180 days after the date of enactment of this Act, the Ad-
6 ministrators shall seek to enter into the necessary agree-
7 ments to provide a liaison of the Administration to the
8 National Interagency Fire Center to facilitate the imple-
9 mentation of the plan developed under this section and
10 the use of manned and unmanned aircraft in wildfire re-
11 sponse efforts, including wildfire detection, mitigation, and
12 suppression.

13 (d) SAVINGS CLAUSE.—Nothing in this section shall
14 be construed to confer upon the Administrator the au-
15 thorities of the Administrator of the Federal Emergency
16 Management Agency under section 611 of the Robert T.
17 Stafford Disaster Relief and Emergency Assistance Act
18 (42 U.S.C. 5196).

19 (e) DEFINITIONS.—In this section:

20 (1) PUBLIC ENTITY.—The term “public entity”
21 means—

- 22 (A) a Federal agency;
- 23 (B) a State government;
- 24 (C) a local government;
- 25 (D) a Tribal Government; and

1 (E) a territorial government.

2 (2) PUBLIC LAND.—The term “public land”
3 has the meaning given such term in section 205 of
4 the Sikes Act (16 U.S.C. 670k).

5 (3) WILDFIRE.—The term “wildfire” has the
6 meaning given that term in section 2 of the Emer-
7 gency Wildfire Suppression Act (42 U.S.C. 1856m).

8 **SEC. 911. PILOT PROGRAM FOR UAS INSPECTIONS OF FAA**
9 **INFRASTRUCTURE.**

10 (a) IN GENERAL.—Not later than 180 days after the
11 date of enactment of this Act, the Secretary shall initiate
12 a pilot program to supplement inspection and oversight
13 activities of the Department of Transportation with un-
14 manned aircraft systems to increase employee safety, en-
15 hance data collection, increase the accuracy of inspections,
16 reduce costs, and for other purposes the Secretary con-
17 siders to be appropriate.

18 (b) GROUND-BASED AVIATION INFRASTRUCTURE.—
19 In participating in the program under subsection (a), the
20 Administrator shall evaluate the use of unmanned aircraft
21 systems to inspect ground-based aviation infrastructure
22 that may require visual inspection in hard-to-reach areas,
23 including—

24 (1) navigational aids;

25 (2) air traffic control towers;

- 1 (3) radar facilities;
- 2 (4) communication facilities; and
- 3 (5) other air traffic control facilities.

4 (c) COORDINATION.—In carrying out subsection (b),
5 the Administrator shall consult with the labor union cer-
6 tified under section 7111 of title 5, United States Code,
7 to represent personnel responsible for the inspection of the
8 ground-based aviation infrastructure.

9 (d) BRIEFING.—Not later than 2 years after the date
10 of enactment of this Act, and annually thereafter until the
11 termination of the pilot program under this section, the
12 Secretary shall provide to the appropriate committees of
13 Congress a briefing on the status and results of the pilot
14 program established under subsection (a), including—

- 15 (1) cost savings;
- 16 (2) a description of how unmanned aircraft sys-
17 tems were used to supplement existing inspection,
18 data collection, or oversight activities of Department
19 employees, including the number of operations and
20 types of activities performed;
- 21 (3) efficiency or safety improvements, if any,
22 associated with the use of unmanned aircraft sys-
23 tems to supplement conventional inspection, data
24 collection, or oversight activities;

1 (4) the fleet of unmanned aircraft systems
2 maintained by the Department for the program, or
3 an overview of the services used as part of the pilot
4 program; and

5 (5) recommendations for improving the use or
6 efficacy of unmanned aircraft systems to supplement
7 the Department's inspection, data collection, or over-
8 sight activities.

9 (e) SUNSET AND INCORPORATION INTO STANDARD
10 PRACTICE.—

11 (1) SUNSET.—The pilot program established
12 under subsection (a) and the briefing requirement
13 under subsection (d) shall terminate on the date
14 that is 4 years after the date of enactment of this
15 Act.

16 (2) INCORPORATION INTO STANDARD PRAC-
17 TICE.—Upon termination of the pilot program under
18 this section, the Secretary shall assess the results
19 and determine whether to permanently incorporate
20 the use of unmanned aircraft systems into the reg-
21 ular inspection, data collection, and oversight activi-
22 ties of the Department.

23 (3) REPORT TO CONGRESS.—Not later than 9
24 months after the termination of the pilot program
25 under paragraph (1), the Secretary shall submit to

1 the appropriate committees of Congress a report on
2 the final results of the pilot program and the actions
3 taken by the Administrator under paragraph (2).

4 **SEC. 912. DRONE INFRASTRUCTURE INSPECTION GRANT**
5 **PROGRAM.**

6 (a) **AUTHORITY.**—Not later than 270 days after the
7 date of enactment of this Act, the Secretary shall establish
8 an unmanned aircraft system infrastructure inspection
9 grant program to provide grants to governmental entities
10 to facilitate the use of small unmanned aircraft systems
11 to support more efficient inspection, operation, construc-
12 tion, maintenance, and repair of an element of critical in-
13 frastructure to improve worker safety related to projects.

14 (b) **USE OF GRANT AMOUNTS.**—A governmental enti-
15 ty may use a grant provided under this section to—

16 (1) purchase or lease small unmanned aircraft
17 systems;

18 (2) support the operational capabilities of small
19 unmanned aircraft systems used by the govern-
20 mental entity;

21 (3) contract for services performed using a
22 small unmanned aircraft system in circumstances in
23 which the governmental entity does not have the re-
24 sources or expertise to safely carry out or assist in

1 carrying out the activities described under sub-
2 section (a); and

3 (4) support the program management capability
4 of the governmental entity to use or contract the use
5 of a small unmanned aircraft system, as described in
6 paragraph (3).

7 (c) APPLICATION.—To be eligible to receive a grant
8 under this section, a governmental entity shall submit to
9 the Secretary an application at such time, in such form,
10 and containing such information as the Secretary may re-
11 quire, including an assurance that the governmental entity
12 or any contractor of the governmental entity, will comply
13 with relevant Federal regulations.

14 (d) SELECTION OF APPLICANTS.—In selecting an ap-
15 plication for a grant under this section, the Secretary shall
16 prioritize applications that propose to—

17 (1) carry out a project in a variety of commu-
18 nities, including urban, suburban, rural, Tribal, or
19 any other type of community; and

20 (2) address a safety risk in the inspection, oper-
21 ation, construction, maintenance, or repair of an ele-
22 ment of critical infrastructure.

23 (e) RULE OF CONSTRUCTION.—Nothing in this sec-
24 tion shall be construed to interfere with an agreement be-
25 tween a governmental entity and a labor union, including

1 the requirements of section 5333(b) of title 49, United
2 States Code.

3 (f) REPORT TO CONGRESS.—Not later than 2 years
4 after the first grant is provided under this section, the
5 Secretary shall submit to the appropriate committees of
6 Congress a report that evaluates the program carried out
7 under this section that includes—

8 (1) a description of the number of grants pro-
9 vided under this section;

10 (2) the amount of each grant provided under
11 this section;

12 (3) the activities carried out with a grant pro-
13 vided under this section; and

14 (4) the effectiveness of such activities in meet-
15 ing the objectives described in subsection (a).

16 (g) FUNDING.—

17 (1) FEDERAL SHARE.—

18 (A) IN GENERAL.—Except as provided in
19 subparagraph (B), the Federal share of the cost
20 of a project carried out using a grant provided
21 under this section shall not exceed 50 percent
22 of the total project cost.

23 (B) WAIVER.—The Secretary may increase
24 the Federal share under subparagraph (A) to
25 up to 75 percent for a project carried out using

1 a grant provided under this section by a govern-
2 mental entity if such entity—

3 (i) submits a written application to
4 the Secretary requesting an increase in the
5 Federal share; and

6 (ii) demonstrates that the additional
7 assistance is necessary to facilitate the ac-
8 ceptance and full use of a grant under this
9 section, such as alleviating economic hard-
10 ship, meeting additional workforce needs,
11 or any other uses that the Secretary deter-
12 mines to be appropriate.

13 (2) AUTHORIZATION OF APPROPRIATIONS.—Out
14 of amounts authorized to be appropriated under sec-
15 tion 106(k) of title 49, United States Code, the fol-
16 lowing amounts are authorized to carry out this sec-
17 tion:

18 (A) \$12,000,000 for fiscal year 2025.

19 (B) \$12,000,000 for fiscal year 2026.

20 (C) \$12,000,000 for fiscal year 2027.

21 (D) \$12,000,000 for fiscal year 2028.

22 (h) DEFINITIONS.—In this section:

23 (1) CRITICAL INFRASTRUCTURE.—The term
24 “critical infrastructure” has the meaning given such

1 term in subsection (e) of the Critical Infrastructures
2 Protection Act of 2001 (42 U.S.C. 5195c(e)).

3 (2) ELEMENT OF CRITICAL INFRASTRUC-
4 TURE.—The term “element of critical infrastruc-
5 ture” means a critical infrastructure facility or
6 asset, including public bridges, tunnels, roads, high-
7 ways, dams, electric grid, water infrastructure, com-
8 munication systems, pipelines, or other related facili-
9 ties or assets, as determined by the Secretary.

10 (3) GOVERNMENTAL ENTITY.—The term “gov-
11 ernmental entity” means—

12 (A) a State, the District of Columbia, the
13 Commonwealth of Puerto Rico, a territory of
14 the United States, or a political subdivision
15 thereof;

16 (B) a unit of local government;

17 (C) a Tribal government;

18 (D) a metropolitan planning organization;

19 or

20 (E) a consortia of more than 1 of the enti-
21 ties described in subparagraphs (A) through
22 (D).

23 (4) PROJECT.—The term “project” means a
24 project for the inspection, operation, construction,
25 maintenance, or repair of an element of critical in-

1 (e) EDUCATIONAL INSTITUTION DEFINED.—In this
2 section, the term “educational institution” means an insti-
3 tution of higher education (as such term is defined in sec-
4 tion 101 of the Higher Education Act of 1965 (20 U.S.C.
5 1001)) that participates in a program authorized under
6 sections 631 and 632 of the FAA Reauthorization Act of
7 2018 (49 U.S.C. 40101 note).

8 **SEC. 914. DRONE WORKFORCE TRAINING PROGRAM STUDY.**

9 (a) IN GENERAL.—Not later than 3 years after the
10 date of enactment of this Act, the Comptroller General
11 shall initiate a study of the effectiveness of the Unmanned
12 Aircraft Systems Collegiate Training Initiative established
13 under section 632 of the FAA Reauthorization Act 2018
14 (49 U.S.C. 40101 note).

15 (b) REPORT.—Upon completion of the study under
16 subsection (a), the Comptroller General shall submit to the
17 appropriate committees of Congress a report describing—

18 (1) the findings of such study; and

19 (2) any recommendations to improve the Un-
20 manned Aircraft Systems Collegiate Training Initia-
21 tive.

1 **SEC. 915. TERMINATION OF ADVANCED AVIATION ADVI-**
2 **SORY COMMITTEE.**

3 The Secretary may not renew the charter of the Ad-
4 vanced Aviation Advisory Committee (chartered by the
5 Secretary on June 10, 2022).

6 **SEC. 916. 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 915, the Administrator shall establish
11 an Unmanned and Autonomous Flight Advisory Com-
12 mittee (in this section referred to as the “Advisory Com-
13 mittee”).

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 and uncontrolled airspace;
3 and

4 (C) communication protocols.

5 (2) The use cases of unmanned aircraft sys-
6 tems, including evaluating and assessing the poten-
7 tial benefits of using unmanned aircraft systems.

8 (3) The development of processes and meth-
9 odologies to address safety concerns related to the
10 operation of unmanned aircraft systems, including
11 risk assessments and mitigation strategies.

12 (4) Unmanned aircraft system training, edu-
13 cation, and workforce development programs, includ-
14 ing evaluating aeronautical knowledge gaps in the
15 unmanned aircraft system workforce, assessing the
16 workforce needs of unmanned aircraft system oper-
17 ations, and establishing a strong pipeline to ensure
18 a robust unmanned aircraft system workforce.

19 (5) The analysis of unmanned aircraft system
20 data and trends.

21 (6) Unmanned aircraft system infrastructure,
22 including the use of existing aviation infrastructure
23 and the development of necessary infrastructure.

24 (c) MEMBERSHIP.—

1 (1) IN GENERAL.—The Advisory Committee
2 shall be composed of not more than 12 members.

3 (2) REPRESENTATIVES.—The Advisory Com-
4 mittee shall include at least 1 representative of each
5 of the following:

6 (A) Commercial operators of unmanned
7 aircraft systems.

8 (B) Unmanned aircraft system manufac-
9 turers.

10 (C) Counter-UAS manufacturers.

11 (D) FAA-approved unmanned aircraft sys-
12 tem service suppliers.

13 (E) Unmanned aircraft system test ranges
14 under section 44803 of title 49, United States
15 Code.

16 (F) An unmanned aircraft system physical
17 infrastructure network provider.

18 (G) Community advocates.

19 (H) Certified labor organizations rep-
20 resenting commercial airline pilots, air traffic
21 control specialists employed by the Administra-
22 tion, certified aircraft maintenance technicians,
23 certified aircraft dispatchers, or aviation safety
24 inspectors.

1 (I) Academia or a relevant research organi-
2 zation.

3 (3) OBSERVERS.—The Administrator may in-
4 vite appropriate representatives of other Federal
5 agencies to observe or provide input on the work of
6 the Advisory Committee, but shall not allow such
7 representatives to participate in any decision-making
8 of the Advisory Committee.

9 (d) REPORTING.—

10 (1) IN GENERAL.—The Advisory Committee
11 shall submit to the Administrator an annual report
12 of the activities, findings, and recommendations of
13 the Committee.

14 (2) CONGRESSIONAL REPORTING.—The Admin-
15 istrator shall submit to the appropriate committees
16 of Congress the reports required under paragraph
17 (1).

18 (e) PROHIBITION.—The Administrator may not task
19 the Advisory Committee established under this section
20 with a review or the development of recommendations re-
21 lating to operations conducted under part 121 of title 14,
22 Code of Federal Regulations.

1 **SEC. 917. NEXTGEN ADVISORY COMMITTEE MEMBERSHIP**
2 **EXPANSION.**

3 (a) IN GENERAL.—Not later than 90 days after the
4 date of enactment of this Act, the Secretary shall take
5 such actions as may be necessary to expand the member-
6 ship of the NextGen Advisory Committee (chartered by
7 the Secretary on June 15, 2022) to include 1 representa-
8 tive from the unmanned aircraft system industry and 1
9 representative from the powered-lift industry.

10 (b) QUALIFICATIONS.—The representatives required
11 under subsection (a) shall have the following qualifica-
12 tions, as applicable:

13 (1) Demonstrated expertise in the design, man-
14 ufacturing, or operation of unmanned aircraft sys-
15 tems and powered-lift aircraft.

16 (2) Demonstrated experience in the develop-
17 ment or implementation of unmanned aircraft sys-
18 tem and powered-lift aircraft policies and proce-
19 dures.

20 (3) Demonstrated commitment to advancing the
21 safe integration of unmanned aircraft systems and
22 powered-lift aircraft into the national airspace sys-
23 tem.

24 **SEC. 918. INTERAGENCY COORDINATION.**

25 (a) SENSE OF CONGRESS.—It is the sense of Con-
26 gress that—

1 (1) the purpose of the joint Department of De-
2 fense-Federal Aviation Administration executive
3 committee (in this section referred to as the “Execu-
4 tive Committee”) on conflict and dispute resolution
5 as described in section 1036(b) of the Duncan Hun-
6 ter National Defense Authorization Act for Fiscal
7 Year 2009 (Public Law 110–417) is to resolve dis-
8 putes on the matters of policy and procedures be-
9 tween the Department of Defense and the Federal
10 Aviation Administration relating to airspace, aircraft
11 certifications, aircrew training, and other issues, in-
12 cluding the access of unmanned aerial systems of the
13 Department of Defense to the national airspace sys-
14 tem;

15 (2) by mutual agreement of Executive Com-
16 mittee leadership, operating with the best of inten-
17 tions, the current scope of activities and membership
18 of the Executive Committee has exceeded the origi-
19 nal intent of, and tasking to, the Executive Com-
20 mittee; and

21 (3) the expansion described in paragraph (2)
22 has resulted in an imbalance in the oversight of cer-
23 tain Federal entities in matters concerning civil avia-
24 tion safety and security.

25 (b) CHARTER.—

1 (1) CHARTER REVISION.—Not later than 45
2 days after the date of enactment of this Act, the Ad-
3 ministrator shall seek to revise the charter of the
4 Executive Committee to reflect the scope, objectives,
5 membership, and activities described in section
6 1036(b) of the Duncan Hunter National Defense
7 Authorization Act for Fiscal Year 2009 (Public Law
8 110–417) in order to achieve the increasing, and ul-
9 timately routine, access of unmanned aircraft sys-
10 tems of the Department of Defense into the national
11 airspace system.

12 (2) SUNSET.—Not earlier than 2 years after
13 the date of enactment of this Act, the Administrator
14 shall seek to sunset the activities of the Executive
15 Committee by joint agreement of the Administrator
16 and the Secretary of Defense.

17 **SEC. 919. REVIEW OF REGULATIONS TO ENABLE**
18 **UNESCORTED UAS OPERATIONS.**

19 (a) IN GENERAL.—Not later than 2 years after the
20 date of enactment of this Act, the Administrator shall, in
21 coordination with the Secretary of Defense, conduct a re-
22 view of the requirements necessary to permit unmanned
23 aircraft systems (excluding small unmanned aircraft sys-
24 tems) operated by a Federal agency or armed forces (as
25 such term is defined in section 101 of title 10, United

1 States Code) to be operated in the national airspace sys-
2 tem, including outside of restricted airspace, without being
3 escorted by a manned aircraft.

4 (b) REPORT.—Not later than 2 years after the com-
5 pletion of the review under subsection (a), the Adminis-
6 trator shall submit to the appropriate committees of Con-
7 gress a report on the results of the review, including any
8 recommended regulatory and statutory changes to enable
9 the operations described under subsection (a).

10 **SEC. 920. EXTENSION OF BEYOND PROGRAM.**

11 (a) FAA BEYOND PROGRAM EXTENSION.—The
12 Administrator shall extend the BEYOND program of the
13 FAA as in effect on the day before the date of enactment
14 of this Act (in this section referred to as the “Program”)
15 and the existing agreements with State, local, and Tribal
16 governments entered into under the Program until the
17 date on which the Administrator determines the Program
18 is no longer necessary or useful.

19 (b) FAA BEYOND PROGRAM EXPANSION.—

20 (1) IN GENERAL.—The Administrator shall con-
21 sider expanding the Program to include additional
22 State, local, and Tribal governments to test and
23 evaluate the use of new and emerging aviation con-
24 cepts and technologies to evaluate and inform FAA
25 policies, rulemaking, and guidance related to the

1 safe integration of such concepts and technologies
2 into the national airspace system.

3 (2) SCOPE.—If the Administrator determines
4 the Program should be expanded, the Administrator
5 shall address additional factors in the Program, in-
6 cluding—

7 (A) increasing automation in civil aircraft,
8 including unmanned aircraft systems and new
9 or emerging aviation technologies;

10 (B) operations of such systems and tech-
11 nologies, including beyond visual line of sight;
12 and

13 (C) the societal and economic impacts of
14 such operations.

15 **SEC. 921. UAS INTEGRATION STRATEGY.**

16 (a) IN GENERAL.—The Administrator shall imple-
17 ment the recommendations made by—

18 (1) the Comptroller General to the Secretary
19 contained in the report of the Government Account-
20 ability Office titled “Drones: FAA Should Improve
21 Its Approach to Integrating Drones into the Na-
22 tional Airspace System”, issued in January 2023
23 (GAO–23–105189); and

24 (2) the inspector general of the Department of
25 Transportation to the Administrator contained in

1 the audit report of the inspector general titled “FAA
2 Made Progress Through Its UAS Integration Pilot
3 Program, but FAA and Industry Challenges Remain
4 To Achieve Full UAS Integration”, issued in April
5 2022 (Project ID: AV2022027).

6 (b) BRIEFING.—Not later than 12 months after the
7 date of enactment of this Act, and annually thereafter
8 through 2028, the Administrator shall provide a briefing
9 to the appropriate committees of Congress that—

10 (1) provides a status update on the—

11 (A) implementation of the recommenda-
12 tions described in subsection (a);

13 (B) implementation of statutory provisions
14 related to unmanned aircraft system integration
15 under subtitle B of title III of division B of the
16 FAA Reauthorization Act of 2018 (Public Law
17 115–254); and

18 (C) actions taken by the Administrator to
19 implement recommendations related to safe in-
20 tegration of unmanned aircraft systems into the
21 national airspace system included in aviation
22 rulemaking committee reports published after
23 the date of enactment of the FAA Reauthoriza-
24 tion Act of 2018 (Public Law 115–254);

1 (2) provides a description of steps taken to
2 achieve the safe integration of such systems into the
3 national airspace system, including milestones and
4 performance metrics to track results;

5 (3) provides the costs of executing the integra-
6 tion described in paragraph (2), including any esti-
7 mates of future Federal resources or investments re-
8 quired to complete such integration; and

9 (4) identifies any regulatory or policy changes
10 required to execute the integration described in
11 paragraph (2).

12 **SEC. 922. EXTENSION OF KNOW BEFORE YOU FLY CAM-**
13 **PAIGN.**

14 Section 356 of the FAA Reauthorization Act of 2018
15 (Public Law 115–254) is amended by striking “2019
16 through 2023” and inserting “2024 through 2028”.

17 **SEC. 923. PUBLIC AIRCRAFT DEFINITION.**

18 Section 40125(a)(2) of title 49, United States Code,
19 is amended—

20 (1) by striking “research, or” and inserting
21 “research,”; and

22 (2) by inserting “(including data collection on
23 civil aviation systems undergoing research, develop-
24 ment, test, or evaluation at a test range (as such
25 term is defined in section 44801)), infrastructure in-

1 (1) the National Aeronautics and Space Admin-
2 istration;

3 (2) the Department of Defense;

4 (3) manufacturers of autonomous unmanned
5 aircraft systems;

6 (4) operators of autonomous unmanned aircraft
7 systems; and

8 (5) other stakeholders with knowledge of auto-
9 mation in aviation, the human-computer interface,
10 and aviation safety, as determined appropriate by
11 the Administrator.

12 (d) SUBMISSION.—Not later than 1 year after the
13 date of enactment of this Act, the Administrator shall sub-
14 mit to the appropriate committees of Congress, the sub-
15 committee on Transportation, Housing and Urban Devel-
16 opment, and Related Agencies of the Committee on Appro-
17 priations of the Senate and the subcommittee on Trans-
18 portation, Housing and Urban Development, and Related
19 Agencies of the Committee on Appropriations of the
20 House of Representatives the plan established under sub-
21 section (a).

22 **SEC. 925. UAS TEST RANGES.**

23 (a) IN GENERAL.—Chapter 448 of title 49, United
24 States Code, is amended by striking section 44803 and
25 inserting the following:

1 **“§ 44803. Unmanned aircraft system test ranges**

2 “(a) TEST RANGES.—

3 “(1) IN GENERAL.—The Administrator of the
4 Federal Aviation Administration shall carry out and
5 update, as appropriate, a program for the use of un-
6 manned aircraft system (in this section referred to
7 as UAS) test ranges to—

8 “(A) enable a broad variety of develop-
9 ment, testing, and evaluation activities related
10 to UAS and associated technologies; and

11 “(B) the extent consistent with aviation
12 safety and efficiency, support the safe integra-
13 tion of unmanned aircraft systems into the na-
14 tional airspace system.

15 “(2) DESIGNATIONS.—

16 “(A) EXISTING TEST RANGES.—Test
17 ranges designated under this section shall in-
18 clude the 7 test ranges established under the
19 following:

20 “(i) Section 332(c) of the FAA Mod-
21 ernization and Reform Act of 2012 (49
22 U.S.C. 40101 note), as in effect on the day
23 before the date of enactment of the FAA
24 Reauthorization Act of 2018 (Public Law
25 115–254).

1 “(ii) Any other test ranges designated
2 pursuant to the amendment made by sec-
3 tion 2201(b) of the FAA Extension, Safe-
4 ty, and Security Act of 2016 (49 U.S.C.
5 40101 note) after the date of enactment of
6 such Act.

7 “(B) NEW TEST RANGES.—If the Adminis-
8 trator finds that it is in the best interest of en-
9 abling safe UAS integration into the national
10 airspace system, the Administrator may select
11 and designate as a test range under this section
12 up to 2 additional test ranges in accordance
13 with the requirements of this section through a
14 competitive selection process.

15 “(C) LIMITATION.—Not more than 9 test
16 ranges designated under this section shall be
17 part of the program established under this sec-
18 tion at any given time.

19 “(3) ELIGIBILITY.—Test ranges selected by the
20 Administrator pursuant to (2)(B) shall—

21 “(A) be an instrumentality of a State,
22 local, Tribal, or territorial government or other
23 public entity;

24 “(B) be approved by the chief executive of-
25 ficer of the State, local, territorial, or Tribal

1 government for the principal place of business
2 of the applicant, prior to seeking designation by
3 the Administrator;

4 “(C) undertake and ensure testing and
5 evaluation of innovative concepts, technologies,
6 and operations that will offer new safety bene-
7 fits, including developing and retaining an ad-
8 vanced aviation industrial base within the
9 United States; and

10 “(D) meet any other requirements estab-
11 lished by the Administrator.

12 “(b) AIRSPACE REQUIREMENTS.—

13 “(1) IN GENERAL.—In carrying out the pro-
14 gram under subsection (a), the Administrator may
15 establish, upon the request of a test range sponsor
16 designated by the Administrator under subsection
17 (a), a restricted area, special use airspace, or other
18 similar type of airspace pursuant to part 73 of title
19 14, Code of Federal Regulations, for purposes of—

20 “(A) accommodating hazardous develop-
21 ment, testing, and evaluation activities to in-
22 form the safe integration of unmanned aircraft
23 systems into the national airspace system; or

24 “(B) other activities authorized by the Ad-
25 ministrator pursuant to subsection (f).

1 “(2) NEPA REVIEW.—The Administrator may
2 require that each test range sponsor designated by
3 the Administrator under subsection (a) provide a
4 draft environmental review consistent with the Na-
5 tional Environmental Policy Act of 1969 (42 U.S.C.
6 4321 et seq.), subject to the supervision of and
7 adoption by the Administrator, with respect to any
8 request for the establishment of a restricted area,
9 special use airspace, or other similar type of airspace
10 under this subsection.

11 “(3) INACTIVE RESTRICTED AREA OR SPECIAL
12 USE AIRSPACE.—

13 “(A) IN GENERAL.—In the event a re-
14 stricted area, special use airspace, or other
15 similar type of airspace established under para-
16 graph (1) is not needed to meet the needs of
17 the using agency (as described in subparagraph
18 (B)), any related airspace restrictions, limita-
19 tions, or designations shall be inactive.

20 “(B) USING AGENCY.—For purposes of
21 this subsection, a test range sponsor designated
22 by the Administrator under subsection (a) shall
23 be considered the using agency with respect to
24 a restricted area established by the Adminis-
25 trator under this subsection.

1 “(4) APPROVAL AUTHORITY.—The Adminis-
2 trator shall have the authority to approve access by
3 a participating or nonparticipating operator to a test
4 range or restricted area, special use airspace, or
5 other similar type of airspace established by the Ad-
6 ministrator under this subsection.

7 “(c) PROGRAM REQUIREMENTS.—In carrying out the
8 program under subsection (a), the Administrator—

9 “(1) may develop operational standards and air
10 traffic requirements for flight operations at test
11 ranges;

12 “(2) shall coordinate with, and leverage the re-
13 sources of, the Administrator of the National Aero-
14 nautics and Space Administration and other relevant
15 Federal agencies, as determined appropriate by the
16 Administrator;

17 “(3) shall address both civil and public aircraft
18 operations;

19 “(4) shall provide for verification of the safety
20 of flight systems and related navigation procedures
21 as such systems and procedures relate to the contin-
22 ued development of regulations and standards for in-
23 tegration of unmanned aircraft systems into the na-
24 tional airspace system;

1 “(5) shall engage test range sponsors, as nec-
2 essary and with available resources, in projects for
3 development, testing, and evaluation of flight sys-
4 tems, including activities conducted pursuant to sec-
5 tion 1042 of the FAA Reauthorization Act of 2024,
6 to facilitate the development of regulations and the
7 validation of standards by the Administrator for the
8 safe integration of unmanned aircraft systems into
9 the national airspace system, which may include ac-
10 tivities related to—

11 “(A) developing and enforcing geographic
12 and altitude limitations;

13 “(B) providing for alerts regarding any
14 hazards or limitations on flight, including prohi-
15 bition on flight, as necessary;

16 “(C) developing or validating sense and
17 avoid capabilities;

18 “(D) developing or validating technology to
19 support communications, navigation, and sur-
20 veillance;

21 “(E) testing or validating operational con-
22 cepts and technologies related to beyond visual
23 line of sight operations, autonomous operations,
24 nighttime operations, operations over people,
25 operations involving multiple unmanned aircraft

1 systems by a single pilot or operator, and un-
2 manned aircraft systems traffic management
3 capabilities or services;

4 “(F) improving privacy protections
5 through the use of advances in unmanned air-
6 craft systems;

7 “(G) conducting counter-UAS testing ca-
8 pabilities, with the approval of the Adminis-
9 trator; and

10 “(H) other relevant topics for which devel-
11 opment, testing or evaluation are needed;

12 “(6) shall develop data sharing and collection
13 requirements for test ranges to support the un-
14 manned aircraft systems integration efforts of the
15 Administration and coordinate periodically with all
16 test range sponsors to ensure the test range spon-
17 sors know—

18 “(A) what data should be collected;

19 “(B) how data can be de-identified to flow
20 more readily to the Administration;

21 “(C) what procedures should be followed;
22 and

23 “(D) what development, testing, and eval-
24 uation would advance efforts to safely integrate

1 unmanned aircraft systems into the national
2 airspace system;

3 “(7) shall allow test range sponsors to receive
4 Federal funding, including in-kind contributions,
5 other than from the Federal Aviation Administra-
6 tion, in furtherance of research, development, test-
7 ing, and evaluation objectives; and

8 “(8) shall use modeling and simulation tools to
9 assist in the testing, evaluation, verification, and val-
10 idation of unmanned aircraft systems.

11 “(d) EXEMPTION.—Except as provided in subsection
12 (f), the requirements of section 44711, including any re-
13 lated implementing regulations, shall not apply to persons
14 approved by the test range sponsor for operation at a test
15 range designated by the Administrator under this section.

16 “(e) RESPONSIBILITIES OF TEST RANGE SPON-
17 SORS.—The sponsor of each test range designated by the
18 Administrator under subsection (a) shall—

19 “(1) provide access to all interested private and
20 public entities seeking to carry out research, develop-
21 ment, testing and evaluation activities at the test
22 range designated pursuant to this section, to the
23 greatest extent practicable, consistent with safety
24 and any operating procedures established by the test
25 range sponsor, including access by small business

1 concerns (as such term is defined in section 3 of the
2 Small Business Act (15 U.S.C. 632));

3 “(2) ensure all activities remain within the geo-
4 graphical boundaries and altitude limitations estab-
5 lished for any restricted area, special use airspace,
6 or other similar type of airspace covering the test
7 range;

8 “(3) ensure no activity is conducted at the des-
9 ignated test range in a careless or reckless manner;

10 “(4) establish safe operating procedures for all
11 operators approved for activities at the test range,
12 including provisions for maintaining operational con-
13 trol and ensuring protection of persons and property
14 on the ground, subject to approval by the Adminis-
15 trator;

16 “(5) exercise direct oversight of all operations
17 conducted at the test range;

18 “(6) consult with the Administrator on the na-
19 ture of planned activities at the test range and
20 whether temporary segregation of the airspace is re-
21 quired to contain such activities consistent with avia-
22 tion safety;

23 “(7) protect proprietary technology, sensitive
24 data, or sensitive research of any civil or private en-
25 tity when using the test range;

1 “(8) maintain detailed records of all ongoing
2 and completed activities conducted at the test range
3 and all operators conducting such activities, for in-
4 spection by, and reporting to, the Administrator, as
5 required by agreement between the Administrator
6 and the test range sponsor;

7 “(9) make all original records available for in-
8 spection upon request by the Administrator; and

9 “(10) provide recommendations, on a quarterly
10 basis until the program terminates, to the Adminis-
11 trator to further enable public and private develop-
12 ment, testing, and evaluation activities at the test
13 ranges to contribute to the safe integration of un-
14 manned aircraft systems into the national airspace
15 system.

16 “(f) TESTING.—

17 “(1) IN GENERAL.—The Administrator may au-
18 thorize a sponsor of a test range designated under
19 subsection (a) to host research, development, testing,
20 and evaluation activities, including activities con-
21 ducted pursuant to section 1042 of the FAA Reau-
22 thorization Act of 2024, as appropriate, other than
23 activities directly related to the integration of un-
24 manned aircraft systems into the national airspace
25 system, so long as the activity is necessary to inform

1 the development of regulations, standards, or policy
2 for integrating new types of flight systems into the
3 national airspace system.

4 “(2) WAIVER.— In carrying out this section,
5 the Administrator may waive the requirements of
6 section 44711 (including any related implementing
7 regulations) to the extent the Administrator deter-
8 mines such waiver is consistent with aviation safety.

9 “(g) COLLABORATIVE RESEARCH AND DEVELOP-
10 MENT AGREEMENTS.—The Administrator may use the
11 transaction authority under section 106(l)(6), including in
12 coordination with the Center of Excellence for Unmanned
13 Aircraft Systems, to enter into collaborative research and
14 development agreements or to direct research, develop-
15 ment, testing, and evaluation related to unmanned aircraft
16 systems, including activities conducted pursuant to section
17 1042 of the FAA Reauthorization Act of 2024, as appro-
18 priate, at any test range designated under subsection (a).

19 “(h) AUTHORIZATION OF APPROPRIATIONS.—

20 “(1) ESTABLISHMENT.—Out of amounts au-
21 thorized to be appropriated under section 106(k),
22 \$6,000,000 for each of fiscal years 2025 through
23 2028, shall be available to the Administrator for the
24 purposes of—

1 “(A) providing matching funds to commer-
2 cial entities that contract with a UAS test
3 range to demonstrate or validate technologies
4 that the FAA considers essential to the safe in-
5 tegration of UAS into the national airspace sys-
6 tem; and

7 “(B) supporting or performing such dem-
8 onstration and validation activities described in
9 subparagraph (A) at a test range designated
10 under the section.

11 “(2) DISBURSEMENT.—Funding provided under
12 this subsection shall be divided evenly among all
13 UAS test ranges designated under this section, for
14 the purpose of providing matching funds to commer-
15 cial entities described in paragraph (1) and available
16 until expended.

17 “(i) TERMINATION.—The program under this section
18 shall terminate on September 30, 2028.”.

19 (b) CONFORMING AMENDMENTS.—

20 (1) CONFORMING AMENDMENT.—Section
21 44801(10) of title 49, United States Code, is
22 amended by striking “any of the 6 test ranges estab-
23 lished by the Administrator under section 332(e) of
24 the FAA Modernization and Reform Act of 2012
25 (49 U.S.C. 40101 note), as in effect on the day be-

1 fore the date of enactment of the FAA Reauthoriza-
2 tion Act of 2018, and any public entity authorized
3 by the Federal Aviation Administration as an un-
4 manned aircraft system flight test center before Jan-
5 uary 1, 2009” and inserting “the test ranges des-
6 ignated by the Administrator under section 44803”.

7 (2) CLERICAL AMENDMENT.—The analysis for
8 chapter 448 of title 49, United States Code, is
9 amended by striking the item relating to section
10 44803 and inserting the following:

“44803. Unmanned aircraft system test ranges.”.

11 (c) SENSE OF CONGRESS.—It is the sense of Con-
12 gress that the test ranges designated under section 44803
13 of title 49, United States Code, shall—

14 (1) provide fair and accessible services to a
15 broad variety of unmanned aircraft technology devel-
16 opers, to the extent practicable;

17 (2) operate in the best interest of domestic
18 technology developers in terms of intellectual prop-
19 erty and proprietary data protections; and

20 (3) comply with data sharing and collection re-
21 quirements prescribed by the FAA.

22 **SEC. 926. PUBLIC SAFETY USE OF TETHERED UAS.**

23 (a) IN GENERAL.—Section 44806 of title 49, United
24 States Code, is amended—

1 (1) in the section heading by inserting “**AND**
2 **PUBLIC SAFETY USE OF TETHERED UNMANNED**
3 **AIRCRAFT SYSTEMS**” after “**SYSTEMS**”;

4 (2) in subsection (c)—

5 (A) in the subsection heading by inserting
6 “**SAFETY USE OF**” after “**PUBLIC**”; and

7 (B) in paragraph (1)—

8 (i) in the matter preceding subpara-
9 graph (A)—

10 (I) by striking “Not later than
11 180 days after the date of enactment
12 of this Act, the” and inserting “The”;

13 (II) by striking “permit the use
14 of” and inserting “permit”;

15 (III) by striking “public”; and

16 (IV) by inserting “by a public
17 safety organization for such systems”
18 after “systems”;

19 (ii) by striking subparagraph (A) and
20 inserting the following:

21 “(A) operated—

22 “(i) at or below an altitude of 150
23 feet above ground level within class B, C,
24 D, E, or G airspace, but not at a greater
25 altitude than the ceiling depicted on the

1 UAS Facility Maps published by the Fed-
2 eral Aviation Administration, where appli-
3 cable;

4 “(ii) within zero-grid airspaces as de-
5 picted on such UAS Facility Maps, only if
6 operated in life-saving or emergency situa-
7 tions and with prior notification to the Ad-
8 ministration in a manner determined by
9 the Administrator; or

10 “(iii) above 150 feet above ground
11 level within class B, C, D, E, or G airspace
12 only with prior authorization from the Ad-
13 ministrator;”;

14 (iii) by striking subparagraph (B);
15 and

16 (iv) by redesignating subparagraphs
17 (C), (D), and (E) as subparagraphs (B),
18 (C), and (D), respectively; and

19 (C) in paragraph (3) by striking “Public
20 actively” and inserting “Actively”; and

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

22 “(e) DEFINITION.—In this section, the term ‘public
23 safety organization’ means an entity that primarily en-
24 gages in activities related to the safety and well-being of
25 the general public, including law enforcement, fire depart-

1 ments, emergency medical services, and other organiza-
2 tions that protect and serve the public in matters of safety
3 and security.”.

4 (b) CLERICAL AMENDMENT.—The analysis for chap-
5 ter 448 of title 49, United States Code, is amended by
6 striking the item relating to section 44806 and inserting
7 the following:

“44806. Public unmanned aircraft systems and public safety use of tethered un-
manned aircraft systems.”.

8 (c) DEFINITION.—Section 44801(1) of title 49,
9 United States Code, is amended—

10 (1) by striking subparagraph (A) and inserting:

11 “(A) weighs 55 pounds or less, including
12 payload but not including the tether;”;

13 (2) in subparagraph (B) by striking “and” at
14 the end;

15 (3) in subparagraph (C) by striking the period
16 at the end and inserting a semicolon; and

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

18 “(D) is able to maintain safe flight control
19 in the event of a power or flight control failure
20 during flight; and

21 “(E) is programmed to initiate a controlled
22 landing in the event of a tether separation.”.

1 **SEC. 927. EXTENDING SPECIAL AUTHORITY FOR CERTAIN**
2 **UNMANNED AIRCRAFT SYSTEMS.**

3 (a) EXTENSION.—Section 44807(d) of title 49,
4 United States Code, is amended by striking “May 10,
5 2024” and inserting “September 30, 2033”.

6 (b) CLARIFICATION.—Section 44807 of title 49,
7 United States Code, is amended—

8 (1) in subsection (a)—

9 (A) by inserting “or chapter 447” after
10 “Notwithstanding any other requirement of this
11 chapter”;

12 (B) by striking “the Secretary of Trans-
13 portation” and inserting “the Administrator of
14 the Federal Aviation Administration”; and

15 (C) by striking “if certain” and inserting
16 “how”;

17 (2) in subsection (b)—

18 (A) by striking “Secretary” and inserting
19 “Administrator”; and

20 (B) by striking “which types of” and in-
21 serting “how such”.

22 (3) by striking subsection (c) and inserting the
23 following:

24 “(c) REQUIREMENTS FOR SAFE OPERATION.—

25 “(1) IN GENERAL.—In carrying out this sec-
26 tion, the Administrator shall establish requirements,

1 or a process to accept proposed requirements, for
2 the safe and efficient operation of unmanned aircraft
3 systems in the national airspace system, including
4 operations related to testing and evaluation of pro-
5 prietary systems.

6 “(2) EXPEDITED EXEMPTIONS AND APPROV-
7 ALS.—The Administrator shall, taking into account
8 the statutory mandate to ensure safe and efficient
9 use of the national airspace system, issue approv-
10 als—

11 “(A) to enable low-risk beyond visual line
12 of sight operations, including, at a minimum,
13 package delivery operations, extended visual line
14 of sight operations, or shielded operations with-
15 in 100 feet of the ground or a structure; or

16 “(B) that are aligned with Administration
17 exemptions or approvals that enable beyond vis-
18 ual line of sight operations with the use of
19 acoustics, ground based radar, automatic de-
20 pendent surveillance—broadcast, and other tech-
21 nological solutions.

22 “(3) TREATMENT OF MITIGATION MEASURES.—
23 To the extent that an operation under this section
24 will be conducted exclusively within the airspace of
25 a Mode C Veil, such operation shall be treated as

1 satisfying the requirements of section 91.113(b) of
2 title 14, Code of Federal Regulations, if the oper-
3 ation employs—

4 “(A) automatic dependent surveillance—
5 broadcast in-based detect and avoid capabilities;

6 “(B) air traffic control communication and
7 coordination;

8 “(C) aeronautical information management
9 systems acceptable to the Administrator, such
10 as notices to air missions, to notify other air-
11 space users of such operations; or

12 “(D) any other risk mitigations as set by
13 the Administrator.

14 “(4) RULE OF CONSTRUCTION.—Nothing in
15 this subsection shall be construed to—

16 “(A) provide an unmanned aircraft oper-
17 ating pursuant to this section the right of way
18 over a manned aircraft; or

19 “(B) limit the authority of the Adminis-
20 trator to impose requirements, conditions, or
21 limitations on operations conducted under this
22 section in order to address safety concerns.”;
23 and

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

1 “(e) AUTHORITY.—The Administrator may exercise
2 the authorities described in this section, including waiving
3 applicable parts of title 14, Code of Federal Regulations,
4 without initiating a rulemaking or imposing the require-
5 ments of part 11 of title 14, Code of Federal Regulations,
6 to the extent consistent with aviation safety.”.

7 (c) CLARIFICATION OF STATUS OF PREVIOUSLY
8 ISSUED RULEMAKINGS AND EXEMPTIONS.—

9 (1) RULEMAKINGS.—Any rule issued pursuant
10 to section 44807 of title 49, United States Code,
11 shall continue to be in effect following the expiration
12 of such authority.

13 (2) EXEMPTIONS.—Any exemption granted
14 under the authority described in section 44807 of
15 title 49, United States Code, and in effect as of the
16 expiration of such authority, shall continue to be in
17 effect until the date that is 3 years after the date
18 of termination described in such exemption, provided
19 the Administrator does not determine there is a
20 safety risk.

21 (3) RULES OF CONSTRUCTION.—Nothing in
22 this section shall be construed to interfere with the
23 Administrator’s—

1 (A) authority to rescind or amend an ex-
2 emption for reasons such as unsafe conditions
3 or operator oversight; or

4 (B) ability to grant an exemption based on
5 a determination made pursuant to section
6 44807 of title 49, United States Code, prior to
7 the date described in subsection (d) of such sec-
8 tion.

9 **SEC. 928. RECREATIONAL OPERATIONS OF DRONE SYS-**
10 **TEMS.**

11 (a) SPECIFIED EXCEPTION FOR LIMITED REC-
12 REATIONAL OPERATIONS OF UNMANNED AIRCRAFT.—
13 Section 44809 of title 49, United States Code, is amend-
14 ed—

15 (1) in subsection (a) by striking paragraph (6)
16 and inserting the following:

17 “(6) Except for circumstances when the Admin-
18 istrator establishes alternative altitude ceilings or as
19 otherwise authorized in section (c), in Class G air-
20 space, the aircraft is flown from the surface to not
21 more than 400 feet above ground level and complies
22 with all airspace and flight restrictions and prohibi-
23 tions established under this subtitle, such as special
24 use airspace designations and temporary flight re-
25 strictions.”;

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

3 “(c) OPERATIONS AT FIXED SITES.—

4 “(1) IN GENERAL.—The Administrator shall es-
5 tablish a process to approve, and publicly dissemi-
6 nate the location of, fixed sites at which a person
7 may carry out recreational unmanned aircraft sys-
8 tem operations.

9 “(2) OPERATING PROCEDURES.—

10 “(A) CONTROLLED AIRSPACE.—Persons
11 operating unmanned aircraft under paragraph
12 (1) from a fixed site within Class B, Class C,
13 or Class D airspace or within the lateral bound-
14 aries of the surface area of Class E airspace
15 designated for an airport, or a community-
16 based organization sponsoring operations within
17 such airspace, shall make the location of the
18 fixed site known to the Administrator and shall
19 establish a mutually agreed upon operating pro-
20 cedure with the air traffic control facility.

21 “(B) ALTITUDE.—The Administrator, in
22 coordination with community-based organiza-
23 tions sponsoring operations at fixed sites, shall
24 develop a process to approve requests for rec-
25 reational unmanned aircraft systems operations

1 at fixed sites that exceed the maximum altitude
2 contained in a UAS Facility Map published by
3 the Federal Aviation Administration.

4 “(C) UNCONTROLLED AIRSPACE.—Subject
5 to compliance with all airspace and flight re-
6 strictions and prohibitions established under
7 this subtitle, including special use airspace des-
8 ignations and temporary flight restrictions, per-
9 sons operating unmanned aircraft systems from
10 a fixed site designated under the process de-
11 scribed in paragraph (1) may operate within
12 Class G airspace—

13 “(i) up to 400 feet above ground level,
14 without prior authorization from the Ad-
15 ministrator; and

16 “(ii) above 400 feet above ground
17 level, with prior authorization from the Ad-
18 ministrator.

19 “(3) UNMANNED AIRCRAFT WEIGHING 55
20 POUNDS OR GREATER.—A person may operate an
21 unmanned aircraft weighing 55 pounds or greater,
22 including the weight of anything attached to or car-
23 ried by the aircraft, if—

24 “(A) the unmanned aircraft complies with
25 standards and limitations developed by a com-

1 community-based organization and approved by the
2 Administrator; and

3 “(B) the aircraft is operated from a fixed
4 site as described in paragraph (1).

5 “(4) FAA-RECOGNIZED IDENTIFICATION
6 AREAS.—In implementing subpart C of part 89 of
7 title 14, Code of Federal Regulations, the Adminis-
8 trator shall prioritize the review and adjudication of
9 requests to establish FAA Recognized Identification
10 Areas at fixed sites established under this section.”;

11 (3) in subsection (d)—

12 (A) in paragraph (3) by striking “sub-
13 section (a) of”; and

14 (B) by striking the subsection designation
15 and heading and all that follows through “(3)
16 SAVINGS CLAUSE.—” and inserting “(d) SAV-
17 INGS CLAUSE.—”;

18 (4) in subsection (f)(1) by striking “updates
19 to”;

20 (5) by striking subsection (g)(1) and inserting
21 the following:

22 “(1) IN GENERAL.—The Administrator, in con-
23 sultation with manufacturers of unmanned aircraft
24 systems, community-based organizations, and other
25 industry stakeholders, shall develop, maintain, and

1 update, as necessary, an aeronautical knowledge and
2 safety test. Such test shall be administered electroni-
3 cally by the Administrator or a person designated by
4 the Administrator.”; and

5 (6) in subsection (h)—

6 (A) by redesignating paragraphs (1)
7 through (6) as paragraphs (2) through (7), re-
8 spectively; and

9 (B) by inserting before paragraph (2) (as
10 so redesignated) the following:

11 “(1) is recognized by the Administrator of the
12 Federal Aviation Administration;”.

13 (b) USE OF UNMANNED AIRCRAFT SYSTEMS FOR
14 EDUCATIONAL PURPOSES.—Section 350 of the FAA Re-
15 authorization Act of 2018 (49 U.S.C. 44809 note) is
16 amended—

17 (1) in subsection (a)—

18 (A) by redesignating paragraphs (2) and
19 (3) as paragraphs (3) and (4), respectively; and

20 (B) by inserting before paragraph (3) (as
21 so redesignated) the following:

22 “(2) operated by an elementary school, a sec-
23 ondary school, or an institution of higher education
24 for educational or research purposes;”; and

25 (2) in subsection (d)—

1 (A) in paragraph (2) by inserting “an ele-
2 mentary school, or a secondary school” after
3 “with respect to the operation of an unmanned
4 aircraft system by an institution of higher edu-
5 cation,”; and

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

7 “(3) ELEMENTARY SCHOOL.—The term ‘ele-
8 mentary school’ has the meaning given to that term
9 by section 8101 of the Elementary and Secondary
10 Education Act of 1965 (20 U.S.C. 7801(19)).

11 “(4) SECONDARY SCHOOL.—The term ‘sec-
12 ondary school’ has the meaning given to that term
13 by section 8101 of the Elementary and Secondary
14 Education Act of 1965 (20 U.S.C. 7801(45)).”.

15 **SEC. 929. APPLICATIONS FOR DESIGNATION.**

16 (a) IN GENERAL.—Section 2209 of the FAA Exten-
17 sion, Safety, and Security Act of 2016 (49 U.S.C. 44802
18 note) is amended—

19 (1) in subsection (a) by inserting “, including
20 temporarily,” after “restrict”;

21 (2) in subsection (b)(1)(C)(iv) by striking
22 “Other locations that warrant such restrictions” and
23 inserting “State prisons”; and

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

25 “(f) DEADLINES.—

1 posed rulemaking establishing a performance-based regu-
2 latory pathway for unmanned aircraft systems (in this sec-
3 tion referred to as ‘UAS’) to operate beyond visual line
4 of sight (in this section referred to as ‘BVLOS’).

5 “(b) REQUIREMENTS.—The proposed rule required
6 under subsection (a) shall, at a minimum, establish the
7 following:

8 “(1) Acceptable levels of risk for BVLOS UAS
9 operations, including the levels developed pursuant
10 to section 931 of the FAA Reauthorization Act of
11 2024.

12 “(2) Standards for remote pilots or UAS opera-
13 tors for BVLOS operations, taking into account
14 varying levels of automated control and management
15 of UAS flights.

16 “(3) An approval or acceptance process for
17 UAS and associated elements (as defined by the Ad-
18 ministrator), which may leverage the creation of a
19 special airworthiness certificate or a manufacturer’s
20 declaration of compliance to a Federal Aviation Ad-
21 ministration accepted means of compliance. Such
22 process—

23 “(A) shall not require, but may allow for,
24 the use of type or production certification;

1 “(B) shall consider the airworthiness of
2 any UAS that—

3 “(i) is within a maximum gross weight
4 or kinetic energy, as determined by the Ad-
5 ministrator; and

6 “(ii) operates within a maximum
7 speed limit as determined by the Adminis-
8 trator;

9 “(C) may require such systems to operate
10 in the national airspace system at altitude lim-
11 its determined by the Administrator; and

12 “(D) may require such systems to operate
13 at standoff distances from the radius of a struc-
14 ture or the structure’s immediate uppermost
15 limit, as determined by the Administrator.

16 “(4) Operating rules for UAS that have been
17 approved or accepted as described in paragraph (3).

18 “(5) Protocols, if appropriate, for networked in-
19 formation exchange, such as network-based remote
20 identification, in support of BVLOS operations.

21 “(6) The safety of manned aircraft operating in
22 the national airspace system and consider the ma-
23 neuverability and technology limitations of certain
24 aircraft, including hot air balloons.

1 “(c) FINAL RULE.—Not later than 16 months after
2 publishing the proposed rule under subsection (a), the Ad-
3 ministrator shall issue a final rule based on such proposed
4 rule.

5 “(d) SAVINGS CLAUSE.—Nothing in this section shall
6 be construed to require the agency to rescope any rule-
7 making efforts related to UAS BVLOS operations that are
8 ongoing as of the date of enactment of the FAA Reauthor-
9 ization Act of 2024.”.

10 (b) CLERICAL AMENDMENT.—The analysis for chap-
11 ter 448 of title 49, United States Code, is amended by
12 adding at the end the following:

“44811. Beyond visual line of sight operations for unmanned aircraft systems.”.

13 **SEC. 931. ACCEPTABLE LEVELS OF RISK AND RISK ASSESS-**
14 **MENT METHODOLOGY.**

15 (a) IN GENERAL.—Not later than 180 days after the
16 date of enactment of this Act, the Administrator shall de-
17 velop a risk assessment methodology that allows for the
18 determination of acceptable levels of risk for unmanned
19 aircraft system operations, including operations beyond
20 visual line of sight, conducted—

21 (1) under waivers issued to part 107 of title 14,
22 Code of Federal Regulations;

23 (2) pursuant to section 44807 of title 49,
24 United States Code; or

1 (3) pursuant to other applicable regulations, as
2 appropriate.

3 (b) **RISK ASSESSMENT METHODOLOGY CONSIDER-**
4 **ATIONS.**—In establishing the risk assessment methodology
5 under this section, the Administrator shall ensure align-
6 ment with the considerations included in the order issued
7 by the FAA titled “UAS Safety Risk Management Policy”
8 (FAA Order 8040.6A), and any subsequent amendments
9 to such order, as the Administrator considers appropriate.

10 (c) **PUBLICATION.**—The Administrator shall make
11 the risk assessment methodology established under this
12 section available to the public on an appropriate website
13 of the Administration and update such methodology as
14 necessary.

15 **SEC. 932. THIRD-PARTY SERVICE APPROVALS.**

16 (a) **APPROVAL PROCESS.**—Not later than 1 year
17 after the date of enactment of this Act, the Administrator
18 shall establish procedures, which may include a rule-
19 making, to approve third-party service suppliers, including
20 third-party service suppliers of unmanned aircraft system
21 traffic management, to support the safe integration and
22 commercial operation of unmanned aircraft systems.

23 (b) **ACCEPTANCE OF STANDARDS.**—In establishing
24 the approval process required under subsection (a), the
25 Administrator shall ensure that, to the maximum extent

1 practicable, industry consensus standards, such as ASTM
2 International Standard F3548–21, titled “UAS Traffic
3 Management (UTM) UAS Service Supplier (USS) Inter-
4 operability”, are included as an acceptable means of com-
5 pliance for third-party services.

6 (c) APPROVALS.—In establishing the approval proc-
7 ess required under subsection (a), the Administrator
8 shall—

9 (1) define and implement criteria and condi-
10 tions for the approval and oversight of third-party
11 service suppliers that—

12 (A) could have a direct or indirect impact
13 on air traffic services in the national airspace
14 system; and

15 (B) require FAA oversight; and

16 (2) establish procedures by which unmanned
17 aircraft systems can use the capabilities and services
18 of third-party service suppliers to support oper-
19 ations.

20 (d) HARMONIZATION.—In carrying out this section,
21 the Administrator shall seek to harmonize, to the extent
22 practicable and advisable, any requirements and guidance
23 for the development, use, and operation of third-party ca-
24 pabilities and services, including UTM, with similar re-

1 requirements and guidance of other civil aviation authori-
2 ties.

3 (e) COORDINATION.—In carrying out this section, the
4 Administrator shall consider any relevant information pro-
5 vided by the Administrator of the National Aeronautics
6 and Space Administration regarding research and develop-
7 ment efforts the National Aeronautics and Space Adminis-
8 tration may have conducted related to the use of UTM
9 providers.

10 (f) THIRD-PARTY SERVICE SUPPLIER DEFINED.—In
11 this section, the term “third-party service supplier” means
12 an entity other than the FAA that provides a distributed
13 service that affects the safety or efficiency of the national
14 airspace system, including UAS service suppliers, supple-
15 mental data service providers, and infrastructure pro-
16 viders, such as providers of ground-based surveillance,
17 command-and-control, and information exchange to an-
18 other party.

19 (g) RULES OF CONSTRUCTION.—

20 (1) BEYOND VISUAL LINE OF SIGHT OPER-
21 ATIONS.—Nothing in this section shall be construed
22 to prevent or prohibit beyond visual line of sight op-
23 erations of unmanned aircraft systems, or other
24 types of operations, through the use of technologies
25 other than third-party capabilities and services.

1 (2) AIRSPACE.—Nothing in this section shall be
2 construed to alter the authorities provided under
3 section 40103 of title 49, United States Code.

4 **SEC. 933. SPECIAL AUTHORITY FOR TRANSPORT OF HAZ-**
5 **ARDOUS MATERIALS BY COMMERCIAL PACK-**
6 **AGE DELIVERY UNMANNED AIRCRAFT SYS-**
7 **TEMS.**

8 (a) IN GENERAL.—Notwithstanding any other Fed-
9 eral requirement or restriction related to the transpor-
10 tation of hazardous materials on aircraft, the Secretary
11 shall, beginning not later than 180 days after enactment
12 of this section, use a risk-based approach to establish the
13 operational requirements, standards, or special permits
14 necessary to approve or authorize an air carrier to trans-
15 port hazardous materials by unmanned aircraft systems
16 providing common carriage under part 135 of title 14,
17 Code of Federal Regulations, or under successor authori-
18 ties, as applicable, based on the weight, amount, and type
19 of hazardous material being transported and the charac-
20 teristics of the operations subject to such requirements,
21 standards, or special purposes.

22 (b) REQUIREMENTS.—In carrying out subsection (a),
23 the Secretary shall consider, at a minimum—

24 (1) the safety of the public and users of the na-
25 tional airspace system;

1 (2) efficiencies of allowing the safe transpor-
2 tation of hazardous materials by unmanned aircraft
3 systems and whether such transportation complies
4 with the hazardous materials regulations under sub-
5 chapter C of chapter I of title 49, Code of Federal
6 Regulations, including any changes to such regula-
7 tions issued pursuant to this section;

8 (3) the risk profile of the transportation of haz-
9 ardous materials by unmanned aircraft systems, tak-
10 ing into consideration the risk associated with dif-
11 fering weights, quantities, and packing group classi-
12 fications of hazardous materials;

13 (4) mitigations to the risk of the hazardous ma-
14 terials being transported, based on the weight,
15 amount, and type of materials being transported and
16 the characteristics of the operation, including oper-
17 ational and aircraft-based mitigations; and

18 (5) the altitude at which unmanned aircraft op-
19 erations are conducted.

20 (c) SAFETY RISK ASSESSMENTS.—The Secretary
21 may require unmanned aircraft systems operators to sub-
22 mit a safety risk assessment acceptable to the Adminis-
23 trator, as part of the operator certification process, in
24 order for such operators to perform the carriage of haz-
25 ardous materials as authorized under this section.

1 (d) CONFORMITY OF HAZARDOUS MATERIALS REGU-
2 LATIONS.—The Secretary shall make such changes as are
3 necessary to conform the hazardous materials regulations
4 under parts 173 and 175 of title 49, Code of Federal Reg-
5 ulations, to this section. Such changes shall be made con-
6 currently with the activities described in subsection (a).

7 (e) STAKEHOLDER INPUT ON CHANGES TO THE HAZ-
8 ARDOUS MATERIALS REGULATIONS.—

9 (1) IMPLEMENTATION.—Not later than 180
10 days of the date of enactment of this Act, the Sec-
11 retary shall hold a public meeting to obtain input on
12 changes necessary to implement this section.

13 (2) PERIODIC UPDATES.—The Secretary
14 shall—

15 (A) periodically review, as necessary,
16 amounts of hazardous materials allowed to be
17 carried by unmanned aircraft systems pursuant
18 to this section; and

19 (B) determine whether such amounts
20 should be revised, based on operational and
21 safety data, without negatively impacting over-
22 all aviation safety.

23 (f) SAVINGS CLAUSE.—Nothing in this section shall
24 be construed to—

1 (1) limit the authority of the Secretary, the Ad-
2 ministrator, or the Administrator of the Pipeline and
3 Hazardous Materials Safety Administration from
4 implementing requirements to ensure the safe car-
5 riage of hazardous materials by aircraft; and

6 (2) confer upon the Administrator the authori-
7 ties of the Administrator of the Pipeline and Haz-
8 ardous Materials Safety Administration under part
9 175 of title 49, Code of Federal Regulations, and
10 chapter 51 of title 49, United States Code.

11 (g) DEFINITION OF HAZARDOUS MATERIALS.—In
12 this section, the term “hazardous materials” has the
13 meaning given such term in section 5102 of title 49,
14 United States Code.

15 **SEC. 934. OPERATIONS OVER HIGH SEAS.**

16 (a) IN GENERAL.—To the extent permitted by treaty
17 obligations of the United States, including the Convention
18 on International Civil Aviation (in this section referred to
19 as “ICAO”), the Administrator shall work with other civil
20 aviation authorities to establish and implement operational
21 approval processes to permit unmanned aircraft systems
22 to operate over the high seas within flight information re-
23 gions for which the United States is responsible for oper-
24 ational control.

1 (b) CONSULTATION.—In establishing and imple-
2 menting the operational approval process under subsection
3 (a), the Administrator shall consult with appropriate
4 stakeholders, including industry stakeholders.

5 (c) ICAO ACTIVITIES.—Not later than 6 months
6 after the date of enactment of this Act, the Administrator
7 shall engage ICAO through the submission of a working
8 paper, panel proposal, or other appropriate mechanism to
9 clarify the permissibility of unmanned aircraft systems to
10 operate over the high seas.

11 (d) REVIEW.—Not later than 6 months after the date
12 of enactment of this Act, the Administrator shall review
13 whether, and to what extent, ICAO member states are ap-
14 proving the operation of unmanned aircraft systems over
15 the high seas and brief the appropriate committees of Con-
16 gress regarding the findings of such review.

17 **SEC. 935. PROTECTION OF PUBLIC GATHERINGS.**

18 (a) IN GENERAL.—Chapter 448 of title 49, United
19 States Code, is further amended by adding at the end the
20 following:

21 **“§ 44812. Temporary flight restrictions for unmanned**
22 **aircraft**

23 “(a) IN GENERAL.—

24 “(1) TEMPORARY FLIGHT RESTRICTIONS.—The
25 Administrator of the Federal Aviation Administra-

1 tion shall, upon the request by an eligible entity,
2 temporarily restrict unmanned aircraft operations
3 over eligible large public gatherings.

4 “(2) DENIAL.—Notwithstanding paragraph (1),
5 the Administrator may deny a request for a tem-
6 porary flight restriction sought under paragraph (1)
7 if—

8 “(A) the temporary flight restriction would
9 be inconsistent with aviation safety or security,
10 would create a hazard to people or property on
11 the ground, or would unnecessarily interfere
12 with the efficient use of the airspace;

13 “(B) the entity seeking the temporary
14 flight restriction does not comply with the re-
15 quirements in subsection (b);

16 “(C) the eligibility requirements in sub-
17 sections (c) and (d) have not been met;

18 “(D) a flight restriction exists to the air-
19 space overlying the same location as the tem-
20 porary flight restriction sought under this sec-
21 tion; or

22 “(E) the Administrator determines appro-
23 priate for any other reason.

24 “(b) REQUIREMENTS.—

1 “(1) ADVANCE NOTICE.—Eligible entities may
2 only request a temporary flight restriction under
3 subsection (a) not less than 30 calendar days prior
4 to the eligible large public gathering.

5 “(2) REQUIRED INFORMATION.—Eligible enti-
6 ties seeking a temporary flight restriction under this
7 section shall provide the Administrator with all rel-
8 evant information, including the following:

9 “(A) Geographic boundaries of the stadium
10 or other venue hosting the eligible large public
11 gathering, as applicable.

12 “(B) The dates and anticipated starting
13 and ending times for the large public gathering.

14 “(C) Points of contact for the requesting
15 eligible entity and the on-scene incident com-
16 mand responsible for securing the large public
17 gathering.

18 “(D) Any other information the Adminis-
19 trator considers necessary to establish the re-
20 striction.

21 “(c) ELIGIBLE LARGE PUBLIC GATHERINGS.—

22 “(1) IN GENERAL.—To be eligible for a tem-
23 porary flight restriction under this section, large
24 public gatherings hosted in a stadium or other venue
25 shall—

1 “(A) be hosted in a stadium or other venue
2 that—

3 “(i) has previously hosted events
4 qualifying for the application of special se-
5 curity instructions in accordance with sec-
6 tion 521 of the Transportation, Treasury,
7 and Independent Agencies Appropriations
8 Act, 2004 (Public Law 108–199); and

9 “(ii) is not enclosed;

10 “(B) have an estimated attendance of at
11 least 30,000 people; and

12 “(C) be advertised in the public domain.

13 “(2) ADDITIONAL GATHERINGS.—To be eligible
14 for a temporary flight restriction under this section,
15 large public gatherings hosted in a venue other than
16 a stadium or other venue described in paragraph
17 (1)(A) shall—

18 “(A) have an estimated attendance of at
19 least 100,000 people;

20 “(B) be primarily outdoors;

21 “(C) have a defined and static geo-
22 graphical boundary; and

23 “(D) be advertised in the public domain.

24 “(d) ELIGIBLE ENTITIES.—An entity eligible to re-
25 quest a temporary flight restriction under subsection (a)

1 shall be a credentialed law enforcement organization of the
2 Federal Government or a State, local, Tribal, or territorial
3 government.

4 “(e) TIMELINESS.—The Administrator shall make
5 every practicable effort to assess eligibility and establish
6 temporary flight restrictions under subsection (a) in a
7 timely fashion.

8 “(f) PUBLIC INFORMATION.—Any temporary flight
9 restriction designated under this section shall be published
10 by the Administrator in a publicly accessible manner at
11 least 2 days prior to the start of the eligible large public
12 gathering.

13 “(g) PROHIBITION ON OPERATIONS.—No person may
14 operate an unmanned aircraft within a temporary flight
15 restriction established under this section unless—

16 “(1) the Administrator authorizes the operation
17 for operational or safety purposes;

18 “(2) the operation is being conducted for safety,
19 security, or compliance oversight purposes and is au-
20 thorized by the Administrator; or

21 “(3) the aircraft operation is conducted with
22 the approval of the eligible entity.

23 “(h) SAVINGS CLAUSE.—Nothing in this section may
24 be construed as prohibiting the Administrator from au-
25 thORIZING the operation of an aircraft, including an un-

1 manned aircraft system, over, under, or within a specified
2 distance from an eligible large public gathering for which
3 a temporary flight restriction has been established under
4 this section or cancelling a temporary flight restriction es-
5 tablished under this section.

6 “(i) **RULE OF CONSTRUCTION.**—Nothing in this sec-
7 tion shall be construed to prevent the Administrator from
8 using existing processes or procedures to meet the intent
9 of this section.”.

10 (b) **CLERICAL AMENDMENT.**—The analysis for chap-
11 ter 448 of title 49, United States Code, is further amend-
12 ed by adding at the end the following:

“44812. Temporary flight restrictions for unmanned aircraft.”.

13 **SEC. 936. COVERED DRONE PROHIBITION.**

14 (a) **PROHIBITIONS.**—The Secretary is prohibited
15 from—

16 (1) entering into, extending, or renewing a con-
17 tract or awarding a grant—

18 (A) for the operation, procurement, or con-
19 tracting action with respect to a covered un-
20 manned aircraft system; or

21 (B) to an entity that operates (as deter-
22 mined by the Administrator) a covered un-
23 manned aircraft system in the performance of
24 such contract;

1 (2) issuing a grant to a covered foreign entity
2 for any project related to covered unmanned aircraft
3 systems; and

4 (3) operating a covered unmanned aircraft sys-
5 tem.

6 (b) EXEMPTIONS.—The Secretary is exempt from
7 any prohibitions under subsection (a) if the grant, oper-
8 ation, procurement, or contracting action is for the pur-
9 poses of testing, researching, evaluating, analyzing, or
10 training related to—

11 (1) unmanned aircraft detection systems and
12 counter-UAS systems, including activities con-
13 ducted—

14 (A) under the Alliance for System Safety
15 of UAS through Research Excellence Center of
16 Excellence of the FAA; or

17 (B) by the unmanned aircraft system test
18 ranges designated under section 44803 of title
19 49, United States Code;

20 (2) the safe, secure, or efficient operation of the
21 national airspace system or maintenance of public
22 safety;

23 (3) the safe integration of advanced aviation
24 technologies into the national airspace system, in-
25 cluding activities carried out under the Alliance for

1 System Safety of UAS through Research Excellence
2 Center of Excellence of the FAA;

3 (4) in coordination with other relevant Federal
4 agencies, determining security threats of covered un-
5 manned aircraft systems; and

6 (5) intelligence, electronic warfare, and infor-
7 mation warfare operations.

8 (c) WAIVERS.—The Secretary may waive any restric-
9 tions under subsection (a) on a case-by-case basis by noti-
10 fying the appropriate committees of Congress in writing,
11 not later than 15 days after waiving such restrictions, that
12 the procurement or other activity is in the public interest.

13 (d) REPLACEMENT OF CERTAIN UNMANNED AIR-
14 CRAFT SYSTEMS.—

15 (1) IN GENERAL.—The Secretary shall take
16 such actions as are necessary to replace any covered
17 unmanned aircraft system that is owned or operated
18 by the Department of Transportation as of the date
19 of enactment of this Act with an unmanned aircraft
20 system manufactured in the United States or an al-
21 lied country (as such term is defined in section
22 2350f(d)(1) of title 10, United States Code) if the
23 capabilities of such covered unmanned aircraft sys-
24 tem are consequential to the work of the Depart-
25 ment or the mission of the Department.

1 (2) FUNDING.—There is authorized to be ap-
2 propriated to the Secretary \$5,000,000 to carry out
3 this subsection.

4 (e) EFFECTIVE DATES.—

5 (1) OPERATIONS.—The prohibitions under
6 paragraphs (1) and (3) of subsection (a) shall be in
7 effect on the date of enactment of this Act.

8 (2) GRANTS.—The prohibitions under para-
9 graphs (1) and (2) of subsection (a) shall—

10 (A) not apply to grants awarded before the
11 date of enactment of this Act; and

12 (B) apply to grants awarded after the date
13 of enactment of this Act.

14 (f) APPLICATION OF PROHIBITIONS.—The prohibi-
15 tions under subsection (a) are applicable to all offices and
16 programs of the Department of Transportation, includ-
17 ing—

18 (1) aviation research grant programs;

19 (2) aviation workforce development programs
20 established under section 625 of the FAA Reauthor-
21 ization Act of 2018 (49 U.S.C. 40101 note);

22 (3) FAA Air Transportation Centers of Excel-
23 lence;

1 (4) programs established under sections 631
2 and 632 of the FAA Reauthorization Act of 2018
3 (49 U.S.C. 40101 note); and

4 (5) the airport improvement program under
5 subchapter I of chapter 471 of title 49, United
6 States Code.

7 (g) RULE OF CONSTRUCTION.—Nothing in this sec-
8 tion shall prevent a State, local, Tribal, or territorial gov-
9 ernmental agency from procuring or operating a covered
10 unmanned aircraft system purchased with non-Federal
11 funding.

12 (h) DEFINITIONS.—In this section:

13 (1) COVERED FOREIGN COUNTRY.—The term
14 “covered foreign country” means any of the fol-
15 lowing:

16 (A) The People’s Republic of China.

17 (B) The Russian Federation.

18 (C) The Islamic Republic of Iran.

19 (D) The Democratic People’s Republic of
20 Korea.

21 (E) The Bolivarian Republic of Venezuela.

22 (F) The Republic of Cuba.

23 (G) Any other country the Secretary deter-
24 mines necessary.

1 (2) COVERED FOREIGN ENTITY.—The term
2 “covered foreign entity” means—

3 (A) an entity included on the list developed
4 and maintained by the Federal Acquisition Se-
5 curity Council and published in the System for
6 Award Management;

7 (B) an entity included on the Consolidated
8 Screening List or Entity List as designated by
9 the Secretary of Commerce;

10 (C) an entity that is domiciled in, or under
11 the influence or control of, a covered foreign
12 country; or

13 (D) an entity that is a subsidiary or affil-
14 iate of an entity described under subparagraphs
15 (A) through (C).

16 (3) COVERED UNMANNED AIRCRAFT SYSTEM.—
17 The term “covered unmanned aircraft system”
18 means—

19 (A) a small unmanned aircraft, an un-
20 manned aircraft, and unmanned aircraft sys-
21 tem, or the associated elements of such aircraft
22 and aircraft systems related to the collection
23 and transmission of sensitive information (con-
24 sisting of communication links and the compo-
25 nents that control the unmanned aircraft) that

1 enable the operator to operate the aircraft in
2 the National Airspace System which is manu-
3 factured or assembled by a covered foreign enti-
4 ty; and

5 (B) an unmanned aircraft detection system
6 or counter-UAS system that is manufactured or
7 assembled by a covered foreign entity.

8 **Subtitle B—Advanced Air Mobility**

9 **SEC. 951. DEFINITIONS.**

10 In this subtitle:

11 (1) **ADVANCED AIR MOBILITY.**—The terms “ad-
12 vanced air mobility” and “AAM” mean a transpor-
13 tation system that is comprised of urban air mobility
14 and regional air mobility using manned or un-
15 manned aircraft.

16 (2) **POWERED-LIFT AIRCRAFT.**—The term
17 “powered-lift aircraft” has the meaning given the
18 term “powered-lift” in section 1.1 of title 14, Code
19 of Federal Regulations.

20 (3) **REGIONAL AIR MOBILITY.**—The term “re-
21 gional air mobility” means the movement of pas-
22 sengers or property by air between 2 points using an
23 airworthy aircraft that—

24 (A) has advanced technologies, such as dis-
25 tributed propulsion, vertical takeoff and land-

1 ing, powered lift, nontraditional power systems,
2 or autonomous technologies;

3 (B) has a maximum takeoff weight of
4 greater than 1,320 pounds; and

5 (C) is not urban air mobility.

6 (4) URBAN AIR MOBILITY.—The term “urban
7 air mobility” means the movement of passengers or
8 property by air between 2 points in different cities
9 or 2 points within the same city using an airworthy
10 aircraft that—

11 (A) has advanced technologies, such as dis-
12 tributed propulsion, vertical takeoff and land-
13 ing, powered lift, nontraditional power systems,
14 or autonomous technologies; and

15 (B) has a maximum takeoff weight of
16 greater than 1,320 pounds.

17 (5) VERTIPOINT.—The term “vertiport” means
18 an area of land, water, or a structure used or in-
19 tended to be used to support the landing, takeoff,
20 taxiing, parking, and storage of powered-lift aircraft
21 or other aircraft that vertiport design and perform-
22 ance standards established by the Administrator can
23 accommodate.

1 **SEC. 952. SENSE OF CONGRESS ON FAA LEADERSHIP IN AD-**
2 **VANCED MOBILITY.**

3 It is the sense of Congress that—

4 (1) the United States should take actions to be-
5 come a global leader in advanced air mobility;

6 (2) as such a global leader, the FAA should—

7 (A) prioritize work on the type certification
8 of powered-lift aircraft;

9 (B) publish, in line with stated deadlines,
10 rulemakings and policy necessary to enable
11 commercial operations, such as the Special Fed-
12 eral Aviation Regulation of the FAA titled “In-
13 tegration of Powered-Lift: Pilot Certification
14 and Operations; Miscellaneous Amendments Re-
15 lated to Rotorcraft and Airplanes”, issued on
16 June 14, 2023 (2120-AL72);

17 (C) work with global partners to promote
18 acceptance of advanced air mobility products;
19 and

20 (D) leverage the existing aviation system
21 to the greatest extent possible to support ad-
22 vanced air mobility operations; and

23 (3) the FAA should work with manufacturers,
24 prospective operators of powered-lift aircraft, and
25 other relevant stakeholders to enable the safe entry
26 of such aircraft into the national airspace system.

1 **SEC. 953. APPLICATION OF NATIONAL ENVIRONMENTAL**
2 **POLICY ACT CATEGORICAL EXCLUSIONS FOR**
3 **VERTIPOINT PROJECTS.**

4 In considering the environmental impacts of a pro-
5 posed vertiport project on an airport for purposes of com-
6 pliance with the National Environmental Policy Act of
7 1969 (42 U.S.C. 4321 et seq.), the Administrator shall—

8 (1) apply any applicable categorical exclusions
9 in accordance with the National Environmental Pol-
10 icy Act of 1969 (42 U.S.C. 4321 et seq.) and sub-
11 chapter A of chapter V of title 40, Code of Federal
12 Regulations; and

13 (2) after consultation with the Council on Envi-
14 ronmental Quality, take steps to establish additional
15 categorical exclusions, as appropriate, for vertiports
16 on an airport, in accordance with the National Envi-
17 ronmental Policy Act of 1969 (42 U.S.C. 4321 et
18 seq.) and subchapter A of chapter V of title 40,
19 Code of Federal Regulations.

20 **SEC. 954. ADVANCED AIR MOBILITY WORKING GROUP**
21 **AMENDMENTS.**

22 Section 2 of the Advanced Air Mobility Coordination
23 and Leadership Act (49 U.S.C. 40101 note) is amended—

24 (1) in subsection (b) by striking “, particularly
25 passenger-carrying aircraft,”;

1 (2) in subsection (d)(1) by striking subpara-
2 graph (D) and inserting the following:

3 “(D) operators of airports, heliports, and
4 vertiports, and fixed-base operators;”;

5 (3) in subsection (e)—

6 (A) in the matter preceding paragraph (1)
7 by striking “1 year” and inserting “18
8 months”;

9 (B) in paragraph (3) by inserting “or that
10 may impede such maturation” after “AAM in-
11 dustry”;

12 (C) in paragraph (7) by striking “and” at
13 the end;

14 (D) in paragraph (8) by striking the period
15 at the end and inserting “; and”; and

16 (E) by adding at the end the following:

17 “(9) processes and programs that can be lever-
18 aged to improve the efficiency of Federal reviews re-
19 quired for infrastructure development, including for
20 electrical capacity projects.”;

21 (4) in subsection (f)—

22 (A) in paragraph (1) by striking “and” at
23 the end;

24 (B) by redesignating paragraph (2) as
25 paragraph (3);

1 (C) by inserting after paragraph (1) the
2 following new paragraph:

3 “(2) recommendations for sharing expertise and
4 data on critical items, including long-term elec-
5 trification requirements and the needs of cities (from
6 a macro-electrification standpoint) to enable the de-
7 ployment of AAM; and”; and

8 (D) in paragraph (3), as redesignated by
9 paragraph (2) of this section, by striking “para-
10 graph (1)” and inserting “paragraphs (1) and
11 (2)”.

12 (5) in subsection (g)—

13 (A) in the matter preceding paragraph (1)
14 by striking “working group” and inserting
15 “Secretary of Transportation”;

16 (B) in paragraph (1) by striking “and” at
17 the end;

18 (C) by redesignating paragraph (2) as
19 paragraph (3); and

20 (D) by inserting after paragraph (1) the
21 following:

22 “(2) summarizing any dissenting views and
23 opinions of a participant of the working group de-
24 scribed in subsection (c)(3); and”;

25 (6) in subsection (h)—

1 (A) by striking “Not later than 30 days”
2 and inserting the following:

3 “(1) IN GENERAL.—Not later than 30 days”;
4 and

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

6 “(2) CONSIDERATIONS FOR TERMINATION OF
7 WORKING GROUP.—In deciding whether to terminate
8 the working group under this subsection, the Sec-
9 retary, in consultation with the Administrator of the
10 Federal Aviation Administration, shall consider
11 other interagency coordination activities associated
12 with AAM, or other new or novel users of the na-
13 tional airspace system, that could benefit from con-
14 tinued wider interagency coordination.”; and

15 (7) in subsection (i)—

16 (A) in paragraph (1) by striking “trans-
17 ports people and property by air between two
18 points in the United States using aircraft with
19 advanced technologies, including electric air-
20 craft or electric vertical take-off and landing
21 aircraft,” and inserting “is comprised of urban
22 air mobility and regional air mobility using
23 manned or unmanned aircraft”;

24 (B) by redesignating paragraph (5) as
25 paragraph (7);

1 (C) by redesignating paragraph (6) as
2 paragraph (9);

3 (D) by inserting after paragraph (4) the
4 following:

5 “(5) POWERED-LIFT AIRCRAFT.—The term
6 ‘powered-lift aircraft’ has the meaning given the
7 term ‘powered-lift’ in section 1.1 of title 14, Code of
8 Federal Regulations.

9 “(6) REGIONAL AIR MOBILITY.—The term ‘re-
10 gional air mobility’ means the movement of pas-
11 sengers or property by air between 2 points using an
12 airworthy aircraft that—

13 “(A) has advanced technologies, such as
14 distributed propulsion, vertical take-off and
15 landing, powered-lift, non-traditional power sys-
16 tems, or autonomous technologies;

17 “(B) has a maximum takeoff weight of
18 greater than 1,320 pounds; and

19 “(C) is not urban air mobility.”;

20 (E) by inserting after paragraph (7), as so
21 redesignated, the following:

22 “(8) URBAN AIR MOBILITY.—The term ‘urban
23 air mobility’ means the movement of passengers or
24 property by air between 2 points in different cities

1 or 2 points within the same city using an airworthy
2 aircraft that—

3 “(A) has advanced technologies, such as
4 distributed propulsion, vertical takeoff and
5 landing, powered lift, nontraditional power sys-
6 tems, or autonomous technologies; and

7 “(B) has a maximum takeoff weight of
8 greater than 1,320 pounds.”; and

9 (F) by adding at the end the following:

10 “(10) VERTIPOINT.—The term ‘vertipoint’ means
11 an area of land, water, or a structure, used or in-
12 tended to be used to support the landing, take-off,
13 taxiing, parking, and storage of powered lift or other
14 aircraft that vertipoint design and performance
15 standards established by the Administrator can ac-
16 commodate.”.

17 **SEC. 955. RULES FOR OPERATION OF POWERED-LIFT AIR-**
18 **CRAFT.**

19 (a) SFAR RULEMAKING.—

20 (1) IN GENERAL.—Not later than 7 months
21 after the date of enactment of this Act, the Adminis-
22 trator shall publish a final rule for the Special Fed-
23 eral Aviation Regulation of the FAA titled “Integra-
24 tion of Powered-Lift: Pilot Certification and Oper-
25 ations; Miscellaneous Amendments Related to Rotor-

1 craft and Airplanes”, issued on June 14, 2023
2 (2120-AL72), establishing procedures for certifying
3 pilots of powered-lift aircraft and providing oper-
4 ational rules for powered-lift aircraft capable of
5 transporting passengers and cargo.

6 (2) REQUIREMENTS.—With respect to any pow-
7 ered-lift aircraft type certificated by the Adminis-
8 trator, the regulations established under paragraph
9 (1) shall—

10 (A) provide a practical pathway for pilot
11 qualification and operations;

12 (B) establish performance-based require-
13 ments for energy reserves and other range- and
14 endurance-related requirements that reflect the
15 capabilities and intended operations of the air-
16 craft;

17 (C) provide for a combination of pilot
18 training requirements, including simulators, to
19 ensure the safe operation of powered-lift air-
20 craft; and

21 (D) to the maximum extent practicable,
22 align powered-lift pilot qualifications with sec-
23 tion 2.1.1.4 of Annex 1 to the Convention on
24 International Civil Aviation published by the
25 International Civil Aviation Organization.

1 (3) CONSIDERATIONS.—In developing the regu-
2 lations required under paragraph (1), the Adminis-
3 trator shall—

4 (A) consider whether to grant an indi-
5 vidual with an existing commercial airplane
6 (single- or multi-engine) or helicopter pilot cer-
7 tificate the authority to serve as pilot-in-com-
8 mand of a powered-lift aircraft in commercial
9 operation following the completion of an FAA-
10 approved pilot type rating for such type of air-
11 craft;

12 (B) consult with the Secretary of Defense
13 with regard to—

14 (i) the Agility Prime program of the
15 United States Air Force;

16 (ii) powered-lift aircraft evaluated and
17 deployed for military purposes, including
18 the F-35B program; and

19 (iii) the commonalities and differences
20 between powered-lift aircraft types and the
21 handling qualities of such aircraft; and

22 (C) consider the adoption of the rec-
23 ommendations for powered-lift operations, as
24 appropriate, contained in document 10103 of
25 the International Civil Aviation Organization ti-

1 tled “Guidance on the Implementation of ICAO
2 Standards and Recommended Practices for
3 Tilt-rotors”, published in 2019.

4 (b) INTERIM APPLICATION OF RULES AND PRIVI-
5 LEGES IN LIEU OF RULEMAKING.—

6 (1) IN GENERAL.—Beginning 16 months after
7 the date of enactment of this Act, if a final rule has
8 not been published pursuant to subsection (a)—

9 (A) the rules in effect on the date that is
10 16 months after the date of enactment of this
11 Act that apply to the operation and the oper-
12 ator of rotorcraft or fixed-wing aircraft under
13 subchapters F, G, H, and I of chapter 1 of title
14 14, Code of Federal Regulations, shall be—

15 (i) deemed to apply to—

16 (I) the operation of a powered-lift
17 aircraft in the national airspace sys-
18 tem; and

19 (II) the operator of such a pow-
20 ered-lift aircraft; and

21 (ii) applicable, as determined by the
22 operator of an airworthy powered-lift air-
23 craft in consultation with the Adminis-
24 trator, and consistent with sections 91.3

1 and 91.13 of title 14, Code of Federal
2 Regulations; and

3 (B) upon the completion of a type rating
4 for a specific powered-lift aircraft, airmen that
5 hold a pilot or instructor certification with air-
6 plane category ratings in any class or rotorcraft
7 category ratings in the helicopter class shall be
8 deemed to have privileges of a powered-lift rat-
9 ing for such specific powered-lift aircraft.

10 (2) TERMINATION OF INTERIM RULES AND
11 PRIVILEGES.—This subsection shall cease to have ef-
12 fect 1 month after the effective date of a final rule
13 issued pursuant to subsection (a).

14 (c) POWERED-LIFT AIRCRAFT AVIATION RULE-
15 MAKING COMMITTEE.—

16 (1) IN GENERAL.—Not later than 3 years after
17 the date on which the Administrator issues the first
18 certificate to commercially operate a powered-lift air-
19 craft, the Administrator shall establish an aviation
20 rulemaking committee (in this section referred to as
21 the “Committee”) to provide the Administrator with
22 specific findings and recommendations for, at a min-
23 imum, the creation of a standard pathway for the—

24 (A) performance-based certification of pow-
25 ered-lift aircraft;

1 (B) certification of airmen capable of serv-
2 ing as pilot-in-command of a powered-lift air-
3 craft; and

4 (C) operation of powered-lift aircraft in
5 commercial service and air transportation.

6 (2) CONSIDERATIONS.—In providing findings
7 and recommendations under paragraph (1), the
8 Committee shall consider the following:

9 (A) Outcome-driven safety objectives to
10 spur innovation and technology adoption and
11 promote the development of performance-based
12 regulations.

13 (B) Lessons and insights learned from pre-
14 viously published special conditions and other
15 Federal Register notices of airworthiness cri-
16 teria for powered-lift aircraft.

17 (C) To the maximum extent practicable,
18 aligning powered-lift pilot qualifications with
19 section 2.1.1.4 of Annex 1 to the Convention on
20 International Civil Aviation published by the
21 International Civil Aviation Organization.

22 (D) The adoption of the recommendations
23 contained in document 10103 of the Inter-
24 national Civil Aviation Organization titled
25 “Guidance on the Implementation of ICAO

1 Standards and Recommended Practices for
2 Tilt-rotors”, published in 2019, as appropriate.

3 (E) Practical pathways for pilot qualifica-
4 tion and operations.

5 (F) Performance-based requirements for
6 energy reserves and other range- and endur-
7 ance-related designs and technologies that re-
8 flect the capabilities and intended operations of
9 the aircraft.

10 (G) A combination of pilot training re-
11 quirements, including simulators, to ensure the
12 safe operation of powered-lift aircraft.

13 (3) REPORT.—The Committee shall submit to
14 the Administrator a report detailing the findings and
15 recommendations of the Committee.

16 (d) POWERED-LIFT AIRCRAFT RULEMAKING.—

17 (1) IN GENERAL.—Not later than 270 days
18 after the date on which the Committee submits the
19 report under subsection (c)(3), the Administrator
20 shall initiate a rulemaking to implement the findings
21 and recommendations of the Committee, as deter-
22 mined appropriate by the Administrator.

23 (2) REQUIREMENTS.—In developing the rule-
24 making under paragraph (1), the Administrator
25 shall—

1 (A) consult with the Secretary of Defense
2 with regard to methods for pilots to gain pro-
3 ficiency and earn the necessary ratings required
4 to act as a pilot-in-command of powered-lift air-
5 craft;

6 (B) consider and plan for unmanned and
7 remotely piloted powered-lift aircraft, and the
8 associated elements of such aircraft, through
9 the promulgation of performance-based regula-
10 tions;

11 (C) consider any information and experi-
12 ence gained from operations and efforts that
13 occur as a result of the Special Federal Avia-
14 tion Regulation of the FAA titled “Integration
15 of Powered-Lift: Pilot Certification and Oper-
16 ations; Miscellaneous Amendments Related to
17 Rotorcraft and Airplanes”, issued on June 14,
18 2023 (2120-AL72);

19 (D) consider whether to grant an indi-
20 vidual with an existing commercial airplane
21 (single- or multi-engine) or helicopter pilot cer-
22 tificate the authority to serve as pilot-in-com-
23 mand of a powered-lift aircraft in commercial
24 operation following the completion of an FAA-

1 approved pilot type rating for such type of air-
2 craft;

3 (E) work to harmonize the certification
4 and operational requirements of the FAA with
5 those of civil aviation authorities with bilateral
6 safety agreements in place with the United
7 States, to the extent such harmonization does
8 not negatively impact domestic manufacturers
9 and operators; and

10 (F) consider and plan for the use of alter-
11 native fuel types and propulsion methods, in-
12 cluding reviewing the performance-based nature
13 of parts 33 and 35 of title 14, Code of Federal
14 Regulations, and any related recommendations
15 provided to the Administrator by the aviation
16 rulemaking advisory committee described in sec-
17 tion 956.

18 **SEC. 956. ADVANCED PROPULSION SYSTEMS REGULA-**
19 **TIONS.**

20 (a) IN GENERAL.—Not later than 3 years after the
21 date of enactment of this Act, the Administrator shall task
22 the Aviation Rulemaking Advisory Committee (in this sec-
23 tion referred to as the “Committee”) to provide the Ad-
24 ministrator with specific findings and recommendations

1 for regulations related to the certification and installation
2 of—

3 (1) electric engines and propellers;

4 (2) hybrid electric engines and propulsion sys-
5 tems;

6 (3) hydrogen fuel cells;

7 (4) hydrogen combustion engines or propulsion
8 systems; and

9 (5) other new or novel propulsion mechanisms
10 and methods as determined appropriate by the Ad-
11 ministrator.

12 (b) CONSIDERATIONS.—In carrying out subsection
13 (a), the Committee shall consider, at a minimum, the fol-
14 lowing:

15 (1) Outcome-driven safety objectives to spur in-
16 novation and technology adoption, and promote the
17 development of performance-based regulations.

18 (2) Lessons and insights learned from pre-
19 viously published special conditions and other pub-
20 lished airworthiness criteria for novel engines, pro-
21 pellers, and aircraft.

22 (3) The requirements of part 33 and part 35 of
23 title 14, Code of Federal Regulations, any bound-
24 aries of applicability for standalone engine type cer-

1 tificates (including highly integrated systems), and
2 the use of technical standards order authorizations.

3 (c) REPORT.—Not later than 1 year after providing
4 findings and recommendations under subsection (a), the
5 Committee shall submit to the Administrator and the ap-
6 propriate committees of Congress a report containing such
7 findings and recommendations.

8 (d) BRIEFING.—Not later than 180 days after the
9 date on which the Committee submits the report under
10 subsection (c), the Administrator shall brief the appro-
11 priate committees of Congress regarding plans of the FAA
12 in response to the findings and recommendations con-
13 tained in the report.

14 **SEC. 957. POWERED-LIFT AIRCRAFT ENTRY INTO SERVICE.**

15 (a) IN GENERAL.—The Administrator shall, in con-
16 sultation with exclusive bargaining representatives of air
17 traffic controllers certified under section 7111 of title 5,
18 United States Code, and any relevant stakeholder as de-
19 termined appropriate by the Administrator, take such ac-
20 tions as may be necessary to safely integrate powered-lift
21 aircraft into the national airspace system, including in
22 controlled airspace, and learn from any efforts to adopt
23 and update related policy and guidance.

24 (b) AIR TRAFFIC POLICIES FOR ENTRY INTO SERV-
25 ICE.—Not later than 40 months after the date of enact-

1 ment of this Act, the Administrator shall update air traffic
2 orders and policies, to the extent necessary, and address
3 air traffic control system challenges in order to allow for—

4 (1) the use of existing air traffic procedures,
5 where determined to be safe by the Administrator,
6 by powered-lift aircraft; and

7 (2) the approval of letters of agreement between
8 air traffic control system facilities and powered-lift
9 operators and infrastructure operators to minimize
10 the amount of active coordination required for safe
11 recurring powered-lift aircraft operations, as appro-
12 priate.

13 (c) LONG-TERM AIR TRAFFIC POLICIES.—Beginning
14 40 months after the date of enactment of this Act, the
15 Administrator shall—

16 (1) continue to update air traffic orders and
17 policies to support the operation of powered-lift air-
18 craft;

19 (2) to the extent necessary, develop powered-lift
20 specific procedures for airports, heliports, and
21 vertiports;

22 (3) evaluate the human factors impacts on con-
23 trollers associated with managing powered-lift air-
24 craft operations, consider the impact of additional
25 operations on air traffic controller staffing, and

1 make necessary changes to staffing, procedures, reg-
2 ulations, and orders; and

3 (4) consider the use of third-party service pro-
4 viders to manage increased operations in controlled
5 airspace to support, supplement, and enhance the
6 work of air traffic controllers.

7 **SEC. 958. INFRASTRUCTURE SUPPORTING VERTICAL**
8 **FLIGHT.**

9 (a) UPDATE TO DESIGN STANDARDS.—The Adminis-
10 trator shall—

11 (1) not later than December 31, 2024, publish
12 an update to the memorandum of the FAA titled
13 “Engineering Brief No. 105, Vertiport Design”,
14 issued on September 21, 2022 (EB No. 105);

15 (2) not later than December 31, 2025, publish
16 a performance-based vertiport design advisory cir-
17 cular; and

18 (3) begin the work necessary to update the ad-
19 visory circular of the FAA titled “Helicopter Design”
20 (Advisory Circular 150/5390) in order to provide
21 performance-based guidance for helicopter design, in-
22 cluding consideration of alternative fuel and propul-
23 sion mechanisms.

24 (b) ENGINEERING BRIEF SUNSET.—Upon the publi-
25 cation of an advisory circular pursuant to subsection

1 (a)(2), the Administrator shall cancel the memorandum
2 described in subsection (a)(1).

3 (c) DUAL USE FACILITIES.—The Administrator shall
4 establish a mechanism by which owners and operators of
5 aviation infrastructure can safely accommodate, or file a
6 notice to accommodate, powered-lift aircraft if such infra-
7 structure meets the safety requirements or guidance of the
8 FAA for such aircraft.

9 (d) GUIDANCE, FORMS, AND PLANNING.—The Ad-
10 ministrator shall—

11 (1) not later than 18 months after the date of
12 enactment of this Act, ensure airport district offices
13 of the FAA have sufficient guidance and policy di-
14 rection regarding the use and applicability of heli-
15 port and vertiport design standards of the FAA, and
16 update such guidance routinely;

17 (2) determine if updates to FAA Form 7460
18 and Form 7480 are necessary and update such
19 forms, as appropriate; and

20 (3) ensure that the methodology and underlying
21 data sources of the Terminal Area Forecast of the
22 FAA include commercial operations conducted by
23 aircraft regardless of propulsion type or fuel type.

1 **SEC. 959. CHARTING OF AVIATION INFRASTRUCTURE.**

2 The Administrator shall increase efforts to update
3 and keep current the Airport Master Record of the FAA,
4 including by establishing a streamlined process by which
5 the owners and operators of public and private aviation
6 facilities with nontemporary, nonintermittent operations
7 are encouraged to keep the information on such facilities
8 current.

9 **SEC. 960. ADVANCED AIR MOBILITY INFRASTRUCTURE**
10 **PILOT PROGRAM EXTENSION.**

11 Section 101 of division Q of the Consolidated Appro-
12 priations Act, 2023 (49 U.S.C. 40101 note) is amended—

13 (1) in subsection (b)—

14 (A) in paragraph (2)—

15 (i) in subparagraph (A) by inserting
16 “, as well as the use of existing airport and
17 heliport infrastructure that may require
18 modifications to safely accommodate AAM
19 operations,” after “vertiport infrastruc-
20 ture”; and

21 (ii) in subparagraph (B)—

22 (I) in clause (iii) by striking
23 “vertiport” and inserting “locations
24 for”;

1 (II) in clause (iv) by inserting
2 “and guidance” after “any stand-
3 ards”;

4 (III) in clause (v) by striking
5 “vertiport infrastructure” and insert-
6 ing “urban air mobility and regional
7 air mobility operations”; and

8 (IV) in clause (x) by inserting
9 “or the modification of aviation infra-
10 structure” after “operation of a
11 vertiport”;

12 (B) in paragraph (4)(B) by inserting “the
13 Department of Defense, the National Guard,”
14 before “or”; and

15 (C) in paragraph (6)—

16 (i) in subparagraph (A) by striking
17 “September 30, 2025” and inserting “Sep-
18 tember 30, 2027”; and

19 (ii) in subparagraph (B)—

20 (I) in clause (i) by striking
21 “and” at the end;

22 (II) in clause (ii) by striking the
23 period at the end and inserting “;
24 and”; and

1 (III) by adding at the end the
2 following:

3 “(iii) a description of—

4 “(I) initial community engage-
5 ment efforts and responses from the
6 public on the planning and develop-
7 ment efforts of eligible entities related
8 to urban air mobility and regional air
9 mobility operations;

10 “(II) how eligible entities are
11 planning for and encouraging early
12 adoption of urban air mobility and re-
13 gional air mobility operations;

14 “(III) what role each level of gov-
15 ernment plays in the process; and

16 “(IV) whether such entities rec-
17 ommend specific regulatory or guid-
18 ance actions be taken by the Secretary
19 or any other head of a Federal agency
20 in order to support such early adop-
21 tion.”;

22 (2) by striking subsection (c)(1) and inserting
23 the following:

24 “(1) AUTHORIZATION.—Out of amounts made
25 available under section 106(k) of title 49, United

1 States Code, there are authorized to carry out this
2 section \$12,500,000 for each of fiscal years 2023
3 through 2026, to remain available until expended.”;

4 (3) in subsection (d) by striking “2024” and in-
5 serting “2026” each place it appears; and

6 (4) in subsection (e)—

7 (A) by striking paragraph (1) and insert-
8 ing the following:

9 “(1) ADVANCED AIR MOBILITY; AAM; REGIONAL
10 AIR MOBILITY; URBAN AIR MOBILITY; VERTIPOINT.—

11 The terms ‘advanced air mobility’, ‘AAM’, ‘regional
12 air mobility’, ‘urban air mobility’, and ‘vertiport’
13 have the meaning given such terms in section 2(i) of
14 the Advanced Air Mobility Coordination and Leader-
15 ship Act (49 U.S.C. 40101 note).”; and

16 (B) by striking paragraphs (9) and (10).

17 **SEC. 961. CENTER FOR ADVANCED AVIATION TECH-**
18 **NOLOGIES.**

19 (a) PLAN.—Not later than 90 days after the date of
20 enactment of this Act, the Administrator shall develop a
21 plan to establish a Center for Advanced Aviation Tech-
22 nologies to support the testing and advancement of new
23 and emerging aviation technologies.

24 (b) CONSULTATION.—In developing the plan under
25 subsection (a), the Administrator may consult with the

1 Advanced Air Mobility Working Group established in the
2 Advanced Air Mobility Coordination and Leadership Act
3 (Public Law 117–203), as amended by this Act, and the
4 interagency working group established in section 1042 of
5 this Act.

6 (c) CONSIDERATIONS.—In developing the plan under
7 subsection (a), the Administrator shall consider as roles
8 and responsibilities for the Center for Advanced Aviation
9 Technologies—

10 (1) developing an airspace laboratory and flight
11 demonstration zones to facilitate the safe integration
12 of advanced air mobility aircraft into the national
13 airspace system, with at least 1 such zone to be es-
14 tablished within the same geographic region as the
15 Center for Advanced Aviation Technologies and that
16 also has aviation manufacturers with relevant exper-
17 tise, such as powered-lift;

18 (2) establishing testing corridors for the pur-
19 poses of validating air traffic requirements for ad-
20 vanced air mobility operations, operational proce-
21 dures, and performance requirements, with at least
22 1 such corridor to be established within the same ge-
23 ographic region as the Center for Advanced Aviation
24 Technologies;

1 (3) developing and facilitating technology part-
2 nerships with, and between, industry, academia, and
3 other government agencies, and supporting such
4 partnerships;

5 (4) identifying new and emerging aviation tech-
6 nologies, innovative aviation concepts, and relevant
7 aviation services, including advanced air mobility,
8 powered-lift aircraft, and other advanced aviation
9 technologies, as determined appropriate by the Ad-
10 ministrator; and

11 (5) any other duties, as determined appropriate
12 by the Administrator.

13 (d) SUBMISSION TO CONGRESS.—Not later than 1
14 year after the date of enactment of this Act, the Adminis-
15 trator shall submit to the Committee on Transportation
16 and Infrastructure and the Committee on Science, Space,
17 and Technology of the House of Representatives and the
18 Committee on Commerce, Science, and Transportation of
19 the Senate the plan developed under subsection (a).

20 (e) CENTER.—Not later than September 30, 2026,
21 the Administrator shall establish the Center for Advanced
22 Aviation Technologies in accordance with the plan devel-
23 oped under subsection (a). In choosing the location for the
24 Center for Advanced Aviation Technologies, the Adminis-
25 trator shall give preference to a community or region with

1 a strong aeronautical presence, specifically the presence
2 of—

3 (1) a large commercial airport or large air lo-
4 gistics center;

5 (2) aviation manufacturing with expertise in ad-
6 vanced aviation technologies, such as powered-lift;

7 (3) existing FAA facilities or offices, such as a
8 Center, Institute, certificate management office, or a
9 regional headquarters;

10 (4) airspace utilized for advanced aviation tech-
11 nology testing activity, and capable of supporting a
12 wide range of use cases;

13 (5) proximity to both rural and urban commu-
14 nities;

15 (6) State, local, or Tribal governments;

16 (7) programs to support public-private partner-
17 ships for advanced aviation technologies; and

18 (8) academic institutions that offer programs
19 relating to advanced aviation technologies engineer-
20 ing.

21 (f) AUTHORIZATION.—Out of amounts made avail-
22 able under section 106(k) of title 49, United States Code,
23 \$35,000,000 for each of fiscal years 2025 through 2028
24 is authorized to carry out this section.

1 (g) INTERACTION WITH OTHER ENTITIES.—The Ad-
2 ministrator, in carrying out this section, shall, to the max-
3 imum extent practicable, leverage the research and testing
4 capacity and capabilities of the Center of Excellence for
5 Unmanned Aircraft Systems and, as appropriate, the un-
6 manned aircraft test ranges established in section 44803
7 of title 49, United States Code.

8 (h) SAVINGS CLAUSES.—Nothing in this section shall
9 be construed to interfere with any of the following activi-
10 ties:

11 (1) The ongoing activities of the unmanned air-
12 craft test ranges established in section 44803 of title
13 49, United States Code, to the maximum extent
14 practicable.

15 (2) The ongoing activities of the William J.
16 Hughes Technical Center for Advanced Aerospace,
17 to the maximum extent practicable.

18 (3) The ongoing activities of the Center of Ex-
19 cellence for Unmanned Aircraft Systems, to the
20 maximum extent practicable.

21 (4) The ongoing activities of the Mike
22 Monroney Aeronautical Center, to the maximum ex-
23 tent practicable.

1 **TITLE X—RESEARCH AND**
2 **DEVELOPMENT**
3 **Subtitle A—General Provisions**

4 **SEC. 1001. DEFINITIONS.**

5 In this title:

6 (1) COVERED COMMITTEES OF CONGRESS.—

7 The term “covered committees of Congress” means
8 the Committee on Science, Space, and Technology of
9 the House of Representatives and the Committee on
10 Commerce, Science, and Transportation of the Sen-
11 ate.

12 (2) NASA.—The term “NASA” means the Na-
13 tional Aeronautics and Space Administration.

14 **SEC. 1002. RESEARCH, ENGINEERING, AND DEVELOPMENT**
15 **AUTHORIZATION OF APPROPRIATIONS.**

16 Section 48102(a) of title 49, United States Code, is
17 amended—

18 (1) in paragraph (15) by striking “; and” and
19 inserting a semicolon; and

20 (2) by striking paragraph (16) and inserting
21 the following:

22 “(16) \$280,000,000 for fiscal year 2024;

23 “(17) \$311,00,000 for fiscal year 2025;

24 “(18) \$323,000,000 for fiscal year 2026;

25 “(19) \$334,000,000 for fiscal year 2027; and

1 “(20) \$345,000,000 for fiscal year 2028.”.

2 **SEC. 1003. REPORT ON IMPLEMENTATION; FUNDING FOR**
3 **SAFETY RESEARCH AND DEVELOPMENT.**

4 Not later than 1 year after the date of the enactment
5 of this Act, the Comptroller General shall submit to the
6 covered committees of Congress a report on the allocation
7 of funding pursuant to section 48102 of title 49, United
8 States Code, to the Secretary to conduct civil aviation re-
9 search and development and to assess the implementation
10 of section 48102(b)(2) of such title.

11 **SEC. 1004. NATIONAL AVIATION RESEARCH PLAN MODI-**
12 **FICATION.**

13 (a) MODIFICATION OF SUBMISSION DEADLINE.—
14 Section 44501(c)(1) of title 49, United States Code, is
15 amended—

16 (1) by striking “the date of submission” and in-
17 serting “the date that is 30 days after the date of
18 submission”; and

19 (2) by adding at the end the following “If such
20 report cannot be prepared and submitted by the date
21 that is 30 days after the date of submission of the
22 President’s budget to Congress, the Administrator
23 shall submit, before such date, a letter to the Chair-
24 man and Ranking Member of the Committee on
25 Commerce, Science, and Transportation of the Sen-

1 ate and the Committee of Science, Space, and Tech-
2 nology of the House of Representatives stating the
3 reason for delayed submission, impacts of the delay,
4 and actions taken to address circumstances that led
5 to the delay.”.

6 (b) CONFORMING AMENDMENT.—Section 48102(g)
7 of title 49, United States Code, is amended by striking
8 “the date of submission” and inserting “the date that is
9 30 days after the date of submission”.

10 **SEC. 1005. ADVANCED MATERIALS CENTER OF EXCEL-**
11 **LENCE ENHANCEMENTS.**

12 Section 44518 of title 49, United States Code, is
13 amended—

14 (1) by striking subsection (a) and inserting the
15 following:

16 “(a) IN GENERAL.—

17 “(1) CONTINUED OPERATIONS.—The Adminis-
18 trator shall—

19 “(A) continue operation of the Advanced
20 Materials Center of Excellence (referred to in
21 this section as the ‘Center’); and

22 “(B) make a determination on whether to
23 award a grant to the Center not later than 90
24 days after the date on which the grants officer
25 of the Federal Aviation Administration rec-

1 ommends a proposal for award of such grant to
2 the Administrator.

3 “(2) PURPOSES.—The Center shall—

4 “(A) focus on applied research and train-
5 ing on the safe use of composites and advanced
6 materials, and related manufacturing practices,
7 in airframe structures; and

8 “(B) conduct research and development
9 into aircraft structure crash worthiness and
10 passenger safety, as well as address safe and
11 accessible air travel of individuals with a dis-
12 ability (as defined in section 382.3 of title 14,
13 Code of Federal Regulations (or any successor
14 regulation)), including materials required to fa-
15 cilitate safe wheelchair restraint systems on
16 commercial aircraft.”; and

17 (2) by striking subsection (b) and inserting the
18 following:

19 “(b) RESPONSIBILITIES.—The Center shall—

20 “(1) promote and facilitate collaboration among
21 member universities, academia, the Administration,
22 the commercial aircraft industry, including manufac-
23 turers, commercial air carriers, and suppliers, and
24 other appropriate stakeholders for the purposes

1 under subsection (a) and the activities described in
2 paragraphs (2) through (4);

3 “(2) carry out research and development activi-
4 ties to advance technology, improve engineering
5 practices, and facilitate continuing education in rel-
6 evant areas of study, which shall include—

7 “(A) all structural materials, including—

8 “(i) metallic and non-metallic based
9 additive materials, ceramic materials, car-
10 bon fiber polymers, and thermoplastic com-
11 posites;

12 “(ii) the long-term material and struc-
13 tural behavior of such materials; and

14 “(iii) evaluating the resiliency and
15 long-term durability of advanced materials
16 in high temperature conditions and in en-
17 gines for applications in advanced aircraft;
18 and

19 “(B) structural technologies, such as addi-
20 tive manufacturing, to be used in applications
21 within the commercial aircraft industry, includ-
22 ing traditional fixed-wing aircraft, rotorcraft,
23 and emerging aircraft types such as advanced
24 air mobility aircraft; and

1 “(3) conduct research activities for the purpose
2 of improving the safety and certification of aviation
3 structures, materials, and additively manufactured
4 aviation products and components; and

5 “(4) conducting research activities to advance
6 the safe movement of all passengers, including indi-
7 viduals with a disability (as defined in section 382.3
8 of title 14, Code of Federal Regulations (or any suc-
9 cessor regulation)), and individuals using personal
10 wheelchairs in flight, that takes into account the
11 modeling, engineering, testing, operating, and train-
12 ing issues significant to all passengers and relevant
13 stakeholders.”.

14 **SEC. 1006. CENTER OF EXCELLENCE FOR UNMANNED AIR-**
15 **CRAFT SYSTEMS.**

16 (a) IN GENERAL.—Chapter 448 of title 49, United
17 States Code, is further amended by adding at the end the
18 following:

19 **“§ 44813. Center of Excellence for Unmanned Aircraft**
20 **Systems**

21 “(a) IN GENERAL.—The Administrator of the Fed-
22 eral Aviation Administration shall continue operation of
23 the Center of Excellence for Unmanned Aircraft Systems
24 (referred to in this section as the ‘Center’).

1 “(b) RESPONSIBILITIES.—The Center shall carry out
2 the following responsibilities:

3 “(1) Conduct applied research and training on
4 the safe and efficient integration of unmanned air-
5 craft systems and advanced air mobility into the na-
6 tional airspace system.

7 “(2) Promote and facilitate collaboration among
8 academia, the Federal Aviation Administration, Fed-
9 eral agency partners, and industry stakeholders (in-
10 cluding manufacturers, operators, service providers,
11 standards development organizations, carriers, and
12 suppliers), with respect to the safe and efficient inte-
13 gration of unmanned aircraft systems and advanced
14 air mobility into the national airspace system.

15 “(3) Establish goals set to advance technology,
16 improve engineering practices, and facilitate con-
17 tinuing education with respect to the safe and effi-
18 cient integration of unmanned aircraft systems and
19 advanced air mobility into the national airspace sys-
20 tem.

21 “(c) PROGRAM PARTICIPATION.—The Administrator
22 shall ensure the participation in the Center of institutions
23 of higher education (as defined in section 101 of the High-
24 er Education Act of 1965 (20 U.S.C. 1001)) and research
25 institutions that provide accredited bachelor’s degree pro-

1 grams in aeronautical sciences that provide pathways to
2 commercial pilot certifications and that include a focus on
3 pilot training for women aviators.

4 “(d) LEVERAGING OF CERTAIN CAPACITY AND CAPA-
5 BILITIES.—The Administrator shall, in carrying out re-
6 search necessary to validate consensus safety standards
7 accepted pursuant to section 44805, to the maximum ex-
8 tent practicable, leverage the research and testing capacity
9 and capabilities of—

10 “(1) the Center;

11 “(2) the test ranges designated under section
12 44803;

13 “(3) existing Federal and non-Federal test
14 ranges and testbeds;

15 “(4) the National Aeronautics and Space Ad-
16 ministration; and

17 “(5) the William J. Hughes Technical Center
18 for Advanced Aerospace.”.

19 (b) CLERICAL AMENDMENT.—The analysis for chap-
20 ter 448 of title 49, United States Code, is further amend-
21 ed by adding at the end the following:

“44813. Center of Excellence for Unmanned Aircraft Systems.”.

22 **SEC. 1007. ASSURED SAFE CREDENTIALING AUTHORITY.**

23 (a) IN GENERAL.—Chapter 448 of title 49, United
24 States Code, is further amended by adding at the end the
25 following:

1 **“§ 44814. ASSUREd Safe credentialing authority**

2 “(a) IN GENERAL.—Not later than 6 months after
3 the date of enactment of this section, the Administrator
4 of the Federal Aviation Administration shall establish a
5 credentialing authority for the program of record of the
6 Federal Aviation Administration (referred to in this sec-
7 tion as ‘ASSUREd Safe’) under the Center of Excellence
8 for Unmanned Aircraft Systems.

9 “(b) PURPOSES.—ASSUREd Safe shall offer services
10 throughout the United States, and to allies and partners
11 of the United States, including—

12 “(1) online and in-person standards, education,
13 and testing for the use of unmanned aircraft sys-
14 tems by first responders for emergency and disaster
15 management operations;

16 “(2) uniform communications standards, oper-
17 ational standards, and reporting standards for civil-
18 ian, military, and international allies and partners;
19 and

20 “(3) any other relevant standards development
21 related to operation of unmanned aircraft systems,
22 as determined appropriate by the Administrator.

23 “(c) COORDINATION.—The Administrator shall en-
24 sure that the Center of Excellence for Unmanned Aircraft
25 Systems coordinates with the National Institute of Stand-
26 ards and Technology and the Federal Emergency Manage-

1 ment Agency on establishment of ASSUREd Safe, and on
2 any services offered by ASSUREd Safe.”.

3 (b) CLERICAL AMENDMENT.—The analysis for chap-
4 ter 448 of title 49, United States Code, is further amend-
5 ed by adding at the end the following:

“44814. ASSUREd Safe credentialing authority.”.

6 **SEC. 1008. CLEEN ENGINE AND AIRFRAME TECHNOLOGY**
7 **PARTNERSHIP.**

8 Section 47511 of title 49, United States Code, is
9 amended—

10 (1) in subsection (a), by striking “subsonic”
11 after “fuels for civil”; and

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

13 “(d) SELECTION.—In carrying out the program, the
14 Administrator may provide that not less than 2 of the co-
15 operative agreements entered into under this section in-
16 volve the participation of an entity that is a small business
17 concern (as defined in section 3 of the Small Business Act
18 (15 U.S.C. 632)), provided that the submitted technology
19 proposal of the entity meets, at a minimum, FAA Acquisi-
20 tion Management System requirements and requisite tech-
21 nology readiness levels for entry into the agreement, as
22 determined by the Administrator.”.

23 **SEC. 1009. HIGH-SPEED FLIGHT TESTING.**

24 (a) IN GENERAL.—The Administrator, in consulta-
25 tion with the Administrator of NASA, shall establish pro-

1 cedures for the exclusive purposes of developmental and
2 airworthiness testing and demonstration flights, which
3 may include the establishment of high-speed testing cor-
4 ridors in the national airspace system—

5 (1) with respect to manufacturers and opera-
6 tors of high-speed aircraft that conduct flights oper-
7 ating with supersonic speed, not later than 1 year
8 after the date of enactment of this Act; and

9 (2) with respect to manufacturers and opera-
10 tors of high-speed aircraft that conduct flights oper-
11 ating with hypersonic speed, not later than 2 years
12 after the date of enactment of this Act.

13 (b) AREAS OF TESTING AND DEMONSTRATION.—The
14 Administrator shall take action, as appropriate, to ensure
15 flight testing and demonstration flights occur in areas
16 where such flights will not interfere with the safety of
17 other aircraft or the efficient use of airspace in the na-
18 tional airspace system.

19 (c) CONSIDERATIONS.—In carrying out subsection
20 (a), the Administrator shall consider—

21 (1) sections 91.817 and 91.818 of title 14,
22 Code of Federal Regulations;

23 (2) applications for special flight authorizations
24 for flights operating at supersonic or hypersonic
25 speed, as described in section 91.818 of such title;

1 (3) the environmental impacts of developmental
2 and airworthiness testing operations;

3 (4) requiring applicants to include specification
4 of proposed flight areas;

5 (5) the authorization of flights to and from air-
6 ports in Class D airspace within 10 nautical miles
7 of oceanic coastline;

8 (6) developing the vertical limits at or above the
9 altitude necessary for safe supersonic and hypersonic
10 operations;

11 (7) proponent-provided data regarding the de-
12 sign and operational analysis of the aircraft, as well
13 as data regarding sonic boom overpressures;

14 (8) the safety of the uninvolved public; and

15 (9) community outreach, education, and en-
16 gagement.

17 (d) CONSULTATION.—Not later than 1 year after the
18 date of enactment of this Act, the Administrator, in con-
19 sultation with the Environmental Protection Agency and
20 other stakeholders, shall assess and report to the covered
21 committees of Congress on a means for supporting contin-
22 ued compliance with the National Environmental Policy
23 Act of 1969 (42 U.S.C. 4321 et seq.). The Administrator
24 shall seek to enter into an agreement with an appropriate
25 federally funded research and development center, or other

1 independent nonprofit organization that recommends long
2 term solutions for maintaining compliance with such Act
3 for 1 or more over-land or near-land hypersonic and super-
4 sonic test areas as established by the Administrator.

5 (e) DEFINITIONS.—In this section:

6 (1) HIGH-SPEED AIRCRAFT.—The term “high-
7 speed aircraft” means an aircraft operating at
8 speeds in excess of Mach 1, including supersonic and
9 hypersonic aircraft.

10 (2) HYPERSONIC.—The term “hypersonic”
11 means flights operating at speeds that exceed Mach
12 5.

13 (3) SUPERSONIC.—The term “supersonic”
14 means flights operating at speeds in excess of Mach
15 1 but less than Mach 5.

16 **SEC. 1010. HIGH-SPEED AIRCRAFT PATHWAY TO INTEGRA-**
17 **TION STUDY.**

18 (a) STUDY.—

19 (1) IN GENERAL.—The Administrator, in con-
20 sultation with aircraft manufacturers and operators,
21 institutions of higher education (as defined in sec-
22 tion 101 of the Higher Education Act of 1965 (20
23 U.S.C. 1001)), the Administrator of NASA, the Sec-
24 retary of Defense, and any other agencies the Ad-
25 ministrator determines appropriate, shall conduct a

1 study assessing actions necessary to facilitate the
2 safe operation and integration of high-speed aircraft
3 into the national airspace system.

4 (2) CONTENTS.—The study conducted under
5 paragraph (1) shall include, at a minimum—

6 (A) an initial assessment of cross-agency
7 equities related to high-speed aircraft tech-
8 nologies and flight;

9 (B) the identification and collection of data
10 required to develop certification, flight stand-
11 ards, and air traffic requirements for the de-
12 ployment and integration of high-speed aircraft;

13 (C) the development of a framework and
14 potential timeline to establish the appropriate
15 regulatory requirements for conducting high-
16 speed aircraft flights;

17 (D) strategic plans to improve the FAA's
18 state of preparedness and response capability in
19 advance of receiving applications to conduct
20 high-speed aircraft flights; and

21 (E) a survey of global high-speed aircraft-
22 related regulatory and testing developments or
23 activities.

1 (3) CONSIDERATIONS.—In conducting the study
2 under paragraph (1), the Administrator may con-
3 sider—

4 (A) feedback and input reflecting the tech-
5 nical expertise of the aerospace industry and
6 other stakeholders, as the Administrator deter-
7 mines appropriate, to inform future develop-
8 ment of policies, regulations, and standards
9 that enable the safe operation and integration
10 of high-speed aircraft into the national airspace
11 system;

12 (B) opportunities for—

13 (i) demonstrating United States global
14 leadership in high-speed aircraft and re-
15 lated technologies; and

16 (ii) strengthening global harmoni-
17 zation in aeronautics including in the de-
18 velopment of international policies relating
19 to the safe operation of high-speed aircraft;
20 and

21 (C) methods and opportunities for commu-
22 nity outreach, education, and engagement.

23 (b) REPORT.—Not later than 3 years after the date
24 of enactment of this Act, the Administrator shall submit
25 to the covered committees of Congress and the Committee

1 on Transportation and Infrastructure of the House of
2 Representatives a report on the results of the study con-
3 ducted under subsection (a) and recommendations, if ap-
4 propriate, to facilitate the safe operation and integration
5 of high-speed aircraft into the national airspace system.

6 (c) DEFINITIONS.—In this section:

7 (1) HIGH-SPEED AIRCRAFT.—The term “high-
8 speed aircraft” means an aircraft operating at
9 speeds in excess of Mach 1, including supersonic and
10 hypersonic aircraft.

11 (2) HYPERSONIC.—The term “hypersonic”
12 means flights operating at speeds that exceed Mach
13 5.

14 (3) SUPERSONIC.—The term “supersonic”
15 means flights operating at speeds in excess of Mach
16 1 but less than Mach 5.

17 **SEC. 1011. OPERATING HIGH-SPEED FLIGHTS IN HIGH ALTI-**
18 **TUDE CLASS E AIRSPACE.**

19 (a) RESEARCH.—Not later than 1 year after the date
20 of enactment of this Act, the Administrator, in consulta-
21 tion with the Administrator of NASA and any other rel-
22 evant stakeholders the Administrator determines appro-
23 priate, including industry and academia, shall undertake
24 research to identify, to the maximum extent practicable,
25 the minimum altitude above the upper boundary of Class

1 A airspace, at or above which flights operating with speeds
2 above Mach 1 generate sonic booms that do not produce
3 appreciable sonic boom overpressures that reach the sur-
4 face under prevailing atmospheric conditions.

5 (b) **HYPERSONIC DEFINED.**—In this section, the
6 term “hypersonic” means a flight operating at speeds that
7 exceed Mach 5.

8 **SEC. 1012. ELECTRIC PROPULSION AIRCRAFT OPERATIONS**
9 **STUDY.**

10 (a) **IN GENERAL.**—Not later than 120 days after the
11 date of enactment of this Act, the Comptroller General
12 shall initiate a study assessing the safe and scalable oper-
13 ation and integration of electric aircraft into the national
14 airspace system.

15 (b) **CONTENTS.**—In conducting the study required
16 under subsection (a), the Comptroller General shall ad-
17 dress—

18 (1) identification of the workforce technical ca-
19 pacity and competencies needed for the Adminis-
20 trator to certify aircraft systems specific to electric
21 aircraft;

22 (2) the data development and collection re-
23 quired to develop standards specific to electric air-
24 craft;

1 (C) projected operations demand by car-
2 riers and other operators;

3 (D) potential modifications to existing air-
4 port infrastructure;

5 (E) additional investments in new infra-
6 structure and systems required to meet oper-
7 ations demand;

8 (F) management of infrastructure relating
9 to hazardous materials used in hybrid and elec-
10 tric propulsion; and

11 (G) ability of such current and future air-
12 port infrastructure capabilities to adapt to meet
13 the evolving needs of electric aircraft oper-
14 ations; and

15 (5) varying types of electric aircraft, including
16 advanced air mobility aircraft and small or regional
17 passenger or cargo aircraft.

18 (c) CONSIDERATIONS.—In conducting the study
19 under subsection (a), the Comptroller General may con-
20 sider the following:

21 (1) The potential for improvements to air serv-
22 ice connectivity for communities through the deploy-
23 ment of electric aircraft operations, including by—

24 (A) establishing routes to small and rural
25 communities; and

1 (B) introducing alternative modes of trans-
2 portation for multimodal operations within com-
3 munities.

4 (2) Impacts to airport-adjacent communities,
5 including implications due to changes in airspace
6 utilization and land use compatibility.

7 (d) REPORT TO CONGRESS.—Not later than 2 years
8 after the date of enactment of this Act, the Comptroller
9 General shall submit to the covered committees of Con-
10 gress and the Committee on Transportation and Infra-
11 structure of the House of Representatives a report on the
12 results of the study conducted under subsection (a) and
13 recommendations for such legislation and administrative
14 action as the Comptroller General determines appropriate.

15 (e) DEFINITIONS.—In this section:

16 (1) ELECTRIC AIRCRAFT.—The term “electric
17 aircraft” means an aircraft with a fully electric or
18 hybrid electric driven propulsion system used for
19 flight.

20 (2) ADVANCED AIR MOBILITY.—The term “ad-
21 vanced air mobility” means a transportation system
22 that transports passengers and cargo by air between
23 two points in the United States using aircraft with
24 advanced technologies, including aircraft with hybrid

1 or electric vertical take-off and landing capabilities,
2 in both controlled and uncontrolled airspace.

3 **SEC. 1013. CONTRACT WEATHER OBSERVERS PROGRAM.**

4 Section 2306 of the FAA Extension, Safety, and Se-
5 curity Act of 2016 (Public Law 114–190; 130 Stat. 641)
6 is amended by striking subsection (b) and inserting the
7 following:

8 “(b) CONTINUED USE OF CONTRACT WEATHER OB-
9 SERVERS.—The Administrator may not discontinue or di-
10 minish the contract weather observer program at any air-
11 port until September 30, 2028.”.

12 **SEC. 1014. AIRFIELD PAVEMENT TECHNOLOGY PROGRAM.**

13 Section 744 of the FAA Reauthorization Act of 2018
14 (Public Law 115–254; 49 U.S.C. 44505 note) is amended
15 to read as follows:

16 **“SEC. 744. RESEARCH AND DEPLOYMENT OF CERTAIN AIR-
17 FIELD PAVEMENT TECHNOLOGIES.**

18 “Using amounts made available under section
19 48102(a) of title 49, United States Code, the Secretary
20 may carry out a program for the research and develop-
21 ment of airfield pavement technologies under which the
22 Secretary makes grants to, and enters into cooperative
23 agreements with, institutions of higher education (as de-
24 fined in section 101 of the Higher Education Act of 1965
25 (20 U.S.C. 1001)) and nonprofit organizations that—

1 “(1) research concrete and asphalt pavement
2 technologies that extend the life of airfield pave-
3 ments;

4 “(2) develop sustainability and resiliency guide-
5 lines to improve long-term pavement performance;

6 “(3) develop and conduct training with respect
7 to such airfield pavement technologies;

8 “(4) provide for demonstration projects of such
9 airfield pavement technologies; and

10 “(5) promote the latest airfield pavement tech-
11 nologies to aid the development of safer, more cost
12 effective, and more resilient and sustainable airfield
13 pavements.”.

14 **SEC. 1015. REVIEW OF FAA MANAGEMENT OF RESEARCH**
15 **AND DEVELOPMENT.**

16 (a) IN GENERAL.—Not later than 1 year after the
17 date of enactment of this Act, the Comptroller General
18 shall conduct a review of the management of research and
19 development activities of the FAA, and the insight of the
20 Administrator into, and coordination with, other Federal
21 government research and development activities relating
22 to civil aviation.

23 (b) REVIEW OF FAA MANAGEMENT.—The review of
24 the Comptroller General under subsection (a) shall include
25 an assessment of how the Administrator—

1 years prior to such year, of Federal
2 expenditures and any applicable fluctuation
3 in the appropriated funds, for
4 FAA and NASA research and development
5 programs and projects and
6 the impact of any funding changes on
7 agency programs and projects; and

8 (II) the extent to which other
9 Federal agencies, industry partners,
10 and research organizations are involved
11 in such programs and projects;
12 and

13 (iii) recommendations, as appropriate,
14 for the improvement of such coordination
15 and collaboration with NASA;

16 (C) with other relevant Federal agencies;

17 (D) with international partners; and

18 (E) with academia, research organizations,
19 standards groups, and industry;

20 (4) interacts with the private sector, including
21 by examining the extent to which FAA—

22 (A) takes into account private sector research
23 and development efforts in the management
24 and investment of the research and devel-

1 opment activities and investments of the FAA;
2 and

3 (B) assesses the impact of FAA research
4 and development on U.S. private sector aero-
5 nautics research and development investments;

6 (5) transitions the results of research and de-
7 velopment projects into operational use;

8 (6) has implemented the recommendations in
9 the report issued by the Comptroller General titled
10 “Aviation Research and Development” issued April
11 2017 (GAO report 17–372) and the results of the
12 efforts to implement such recommendations; and

13 (7) can improve management of research and
14 development activities and any recommendations as
15 the Comptroller General determines appropriate
16 based on the results of the review.

17 (c) REPORT.—Not later than 180 days after com-
18 pleting the review under required under subsection (a), the
19 Comptroller General shall submit to the covered commit-
20 tees of Congress—

21 (1) a report on such review and relevant find-
22 ings; and

23 (2) recommendations, including the rec-
24 ommendations developed under paragraphs
25 (3)(B)(iii) and (7) of subsection (b).

1 **SEC. 1016. RESEARCH AND DEVELOPMENT OF FAA'S AERO-**
2 **NAUTICAL INFORMATION SYSTEMS MOD-**
3 **ERNIZATION ACTIVITIES.**

4 (a) IN GENERAL.—Using amounts made available
5 under section 48102(a) of title 49, United States Code,
6 and subject to the availability of appropriations, the Ad-
7 ministrator, in coordination with the John A. Volpe Na-
8 tional Transportation Systems Center, shall establish a re-
9 search and development program, not later than 60 days
10 after the date of enactment of this Act, to inform the con-
11 tinuous modernization of the aeronautical information sys-
12 tems of the FAA, including—

13 (1) the Aeronautical Information Management
14 Modernization, including the Notice to Air Missions
15 system of the FAA;

16 (2) the Aviation Safety Information Analysis
17 and Sharing system; and

18 (3) the Service Difficulty Reporting System.

19 (b) REVIEW AND REPORT.—

20 (1) REVIEW.—Not later than 180 days after
21 the date of enactment of this Act, the Administrator
22 shall seek to enter into an agreement with a feder-
23 ally funded research and development center to con-
24 duct and complete a review of planned and ongoing
25 modernization efforts of the aeronautical informa-
26 tion systems of the FAA. Such review shall identify

1 opportunities for additional coordination between the
2 Administrator and the John A. Volpe National
3 Transportation Systems Center to further modernize
4 such systems.

5 (2) REPORT.—Not later than 1 year after the
6 Administrator enters into the agreement with the
7 center under paragraph (1), the Center shall submit
8 to the Administrator, the covered committees of
9 Congress, and the Committee on Transportation and
10 Infrastructure of the House of Representatives a re-
11 port on the review conducted under paragraph (1)
12 and such recommendations as the Center determines
13 appropriate.

14 **SEC. 1017. CENTER OF EXCELLENCE FOR ALTERNATIVE**
15 **JET FUELS AND ENVIRONMENT.**

16 (a) IN GENERAL.—Chapter 445 of title 49, United
17 States Code, is amended by adding at the end the fol-
18 lowing:

19 **“§ 44520. Center of Excellence for Alternative Jet**
20 **Fuels and Environment**

21 “(a) IN GENERAL.—The Administrator shall con-
22 tinue operation of the Center of Excellence for Alternative
23 Jet Fuels and Environment (in this section referred to as
24 the ‘Center’).

25 “(b) RESPONSIBILITIES.—The Center shall—

1 “(1) focus on research to—

2 “(A) assist in the development, qualifica-
3 tion, and certification of the use of aviation fuel
4 from alternative and renewable sources (such as
5 biomass, next-generation feedstocks, alcohols,
6 organic acids, hydrogen, bioderived chemicals
7 and gaseous carbon) for commercial aircraft;

8 “(B) assist in informing the safe use of al-
9 ternative aviation fuels in commercial aircraft
10 that also apply electrified aircraft propulsion
11 systems;

12 “(C) reduce community exposure to civilian
13 aircraft noise and pollutant emissions;

14 “(D) inform decision making to support
15 United States leadership on international avia-
16 tion environmental issues, including the devel-
17 opment of domestic and international stand-
18 ards; and

19 “(E) improve and expand the scientific un-
20 derstanding of civil aviation noise and pollutant
21 emissions and their impacts, as well as support
22 the development of improved modeling ap-
23 proaches and tools;

1 “(ii) leverage private sector partner-
2 ships;

3 “(B) other Federal agencies;

4 “(C) consortia with experience across the
5 alternative fuels supply chain, including with re-
6 search, feedstock development and production,
7 small-scale development, testing, and technology
8 evaluation related to the creation, processing,
9 production, and transportation of alternative
10 aviation fuel; and

11 “(D) consortia with experience in innova-
12 tive technologies to reduce noise, emissions, and
13 fuel burn in commercial aircraft.

14 “(2) USE OF NASA FACILITIES.—The Center
15 shall, in consultation with the Administrator of
16 NASA, consider using, on a reimbursable basis, the
17 existing and available capacity in aeronautics re-
18 search facilities at the Langley Research Center, the
19 NASA John H. Glenn Center at the Neil A. Arm-
20 strong Test Facility, and other appropriate facilities
21 of the National Aeronautics and Space Administra-
22 tion.”.

23 (b) CLERICAL AMENDMENT.—The analysis for chap-
24 ter 445 of such title, as amended by section 817, is amend-

1 ed by inserting after the item relating to section 44519
2 the following:

“44520. Center of Excellence for Alternative Jet Fuels and Environment.”.

3 **SEC. 1018. NEXT GENERATION RADIO ALTIMETERS.**

4 (a) IN GENERAL.—Not later than 60 days after the
5 date of enactment of this Act, the Administrator, in co-
6 ordination with the aviation and commercial wireless in-
7 dustries, the National Telecommunications and Informa-
8 tion Administration, the Federal Communications Com-
9 mission, and other relevant government stakeholders, shall
10 carry out an accelerated research and development pro-
11 gram to inform the development and testing of the stand-
12 ards and technology necessary to ensure appropriate FAA
13 certification actions and industry production that meets
14 the installation requirements for next generation radio al-
15 timeters across all necessary aircraft by January 1, 2028.

16 (b) GRANT PROGRAM.—Subject to the availability of
17 appropriations, the Administrator may award grants for
18 the purposes of research and development, testing, and
19 other activities necessary to ensure that next generation
20 radio altimeter technology is developed, tested, certified,
21 and installed on necessary aircraft by 2028, including
22 through public-private partnership grants (which shall in-
23 clude protections for necessary intellectual property with
24 respect to any private sector entity testing, certifying, or
25 producing next generation radio altimeters under the pro-

1 gram carried out under this section) with industry to en-
2 sure the accelerated production and installation by Janu-
3 ary 1, 2028.

4 (c) REVIEW AND REPORT.—Not later than 180 days
5 after the enactment of this Act, the Administrator shall
6 submit to the covered committees of Congress and the
7 Committee on Transportation and Infrastructure of the
8 House of Representatives a report on the steps the Admin-
9 istrator has taken as of the date on which such report
10 is submitted and any actions the Administrator plans to
11 take, including as part of the program carried out under
12 this section, to ensure that next generation radio altimeter
13 technology is developed, tested, certified, and installed by
14 2028.

15 (d) RULE OF CONSTRUCTION.—Nothing in this sec-
16 tion shall be construed to apply to efforts to retrofit the
17 existing supply of altimeters in place as of the date of en-
18 actment of this Act.

19 **SEC. 1019. HYDROGEN AVIATION STRATEGY.**

20 (a) FAA AND DEPARTMENT OF ENERGY LEADER-
21 SHIP ON USING HYDROGEN TO PROPEL COMMERCIAL
22 AIRCRAFT.—The Secretary, acting through the Adminis-
23 trator and jointly with the Secretary of Energy, shall exer-
24 cise leadership in and shall conduct research and develop-
25 ment activities relating to enabling the safe use of hydro-

1 gen in civil aviation, including the safe and efficient use
2 and sourcing of hydrogen to propel commercial aircraft.

3 (b) RESEARCH STRATEGY.—Not later than 1 year
4 after the date of enactment of this Act, the Administrator,
5 in consultation with the Administrator of NASA and other
6 relevant Federal agencies, shall complete the development
7 of a research and development strategy on the safe use
8 of hydrogen in civil aviation.

9 (c) CONSIDERATIONS.—The strategy developed under
10 subsection (b) shall consider the following:

11 (1) The feasibility, opportunities, challenges,
12 and pathways toward the potential and safe uses of
13 hydrogen in civil aviation.

14 (2) The use of hydrogen in addition to electric
15 propulsion to propel commercial aircraft and any re-
16 lated operational efficiencies.

17 (d) EXERCISE OF LEADERSHIP.—The Secretary, the
18 Administrator, and the Secretary of Energy shall carry
19 out the research activities consistent with the strategy in
20 subsection (b), and that may include the following:

21 (1) Establishing positions and goals for the safe
22 use of hydrogen in civil aviation, including to propel
23 commercial aircraft.

24 (2) Understanding of the qualification of hydro-
25 gen aviation fuel, the safe transition to such fuel for

1 aircraft, the advancement of certification efforts for
2 such fuel, and risk mitigation measures for the use
3 of such fuel in aircraft systems, including propulsion
4 and storage systems.

5 (3) Through grant, contract, or interagency
6 agreements, carrying out research and development
7 to understand the contribution that the use of hy-
8 drogen would have on civil aviation, including hydro-
9 gen as an input for conventional jet fuel, hydrogen
10 fuel cells as a source of electric propulsion, sustain-
11 able aviation fuel, and power to liquids or synthetic
12 fuel, and researching ways of accelerating the intro-
13 duction of hydrogen-propelled aircraft.

14 (4) Reviewing grant eligibility requirements,
15 loans, loan guarantees, and other policies and re-
16 quirements of the FAA and the Department of En-
17 ergy to identify ways to increase the safe and effi-
18 cient use of hydrogen in civil aviation.

19 (5) Considering the needs of the aerospace in-
20 dustry, aviation suppliers, hydrogen producers, air-
21 lines, airport sponsors, fixed base operators, and
22 other stakeholders in creating policies that enable
23 the safe use of hydrogen in civil aviation.

24 (6) Coordinating with NASA, and obtaining
25 input from the aerospace industry, aviation sup-

1 pliers, hydrogen producers, airlines, airport spon-
2 sors, fixed base operators, academia and other stake-
3 holders regarding—

4 (A) the safe and efficient use of hydrogen
5 in civil aviation, including—

6 (i) updating or modifying existing
7 policies on such use;

8 (ii) assessing barriers to, and benefits
9 of, the introduction of hydrogen in civil
10 aviation, including aircraft propelled by hy-
11 drogen;

12 (iii) the operational differences be-
13 tween aircraft propelled by hydrogen and
14 aircraft propelled with other types of fuels;
15 and

16 (iv) public, economic, and noise bene-
17 fits of the operation of commercial aircraft
18 propelled by hydrogen and associated aero-
19 space industry activity; and

20 (B) other issues identified by the Sec-
21 retary, the Administrator, the Secretary of En-
22 ergy, or the advisory committee established
23 under paragraph (7) that must be addressed in
24 order to enable the safe and efficient use of hy-
25 drogen in civil aviation.

1 (7) Establish an advisory committee composed
2 of representatives of NASA, the aerospace industry,
3 aviation suppliers, hydrogen producers, airlines, air-
4 port sponsors, fixed base operators, and other stake-
5 holders to advise the Secretary, the Administrator,
6 and the Secretary of Energy on the activities carried
7 out under this subsection.

8 (e) INTERNATIONAL LEADERSHIP.—The Secretary,
9 the Administrator, and the Secretary of Energy, in the
10 appropriate international forums, shall take actions that—

11 (1) demonstrate global leadership in carrying
12 out the activities required by subsections (a) and
13 (b);

14 (2) consider the needs of the aerospace indus-
15 try, aviation suppliers, hydrogen producers, airlines,
16 airport sponsors, fixed base operators, and other
17 stakeholders identified under subsection (b);

18 (3) consider the needs of fuel cell manufactur-
19 ers; and

20 (4) seek to advance the competitiveness of the
21 United States in the safe use of hydrogen in civil
22 aviation.

23 (f) REPORT TO CONGRESS.—Not later than 3 years
24 after the date of enactment of this Act, the Secretary, act-
25 ing through the Administrator and jointly with the Sec-

1 retary of Energy, shall submit to the covered committees
2 of Congress and the Committee on Transportation and In-
3 frastructure of the House of Representatives a report de-
4 tailing—

5 (1) the actions of the Secretary, the Adminis-
6 trator, and the Secretary of Energy to exercise lead-
7 ership in conducting research relating to the safe
8 and efficient use of hydrogen in civil aviation;

9 (2) the planned, proposed, and anticipated ac-
10 tions to update or modify existing policies related to
11 the safe and efficient use of hydrogen in civil avia-
12 tion, based on the results of the research and devel-
13 opment carried out under this section, including
14 such actions identified as a result of consultation
15 with, and feedback from, the aerospace industry,
16 aviation suppliers, hydrogen producers, airlines, air-
17 port sponsors, fixed base operators, academia and
18 other stakeholders identified under subsection (b);
19 and

20 (3) a proposed timeline for any such actions
21 pursuant to paragraph (2).

22 **SEC. 1020. AVIATION FUEL SYSTEMS.**

23 (a) COORDINATION.—The Secretary, in coordination
24 with the stakeholders identified in subsection (b), shall re-
25 view, plan, and make recommendations with respect to co-

1 ordination and implementation issues relating to aircraft
2 powered by new aviation fuels or fuel systems, including
3 at a minimum, the following:

4 (1) Research and technical assistance related to
5 the development, certification, operation, and main-
6 tenance of aircraft powered by new aviation fuels
7 and fuel systems, along with refueling and charging
8 infrastructure and associated technologies critical to
9 their deployment.

10 (2) Data sharing with respect to the installa-
11 tion, maintenance, and utilization of charging and
12 refueling infrastructure at airports.

13 (3) Development and deployment of training
14 and certification programs for the development, con-
15 struction, and maintenance of aircraft, related fuel
16 systems, and charging and refueling infrastructure.

17 (4) Any other issues that the Secretary, in con-
18 sultation with the Secretary of Energy, shall deem
19 of interest related to the validation and certification
20 of new fuels for use or fuel systems in aircraft.

21 (b) CONSULTATION.—The Secretary shall consult
22 with—

23 (1) the Department of Energy;

24 (2) NASA;

25 (3) the Department of the Air Force; and

1 (4) other Federal agencies, as determined by
2 the Secretary.

3 (c) PROHIBITION ON DUPLICATION.—The Secretary
4 shall ensure that activities conducted under this section
5 do not duplicate other Federal programs or efforts.

6 (d) SAVINGS CLAUSE.—Nothing in this section shall
7 be construed as granting the Environmental Protection
8 Agency additional authority to establish alternative fuel
9 emissions standards.

10 (e) BRIEFING.—Not later than 1 year after the date
11 of enactment of this Act, the Secretary shall provide to
12 the covered committees of Congress a briefing on the re-
13 sults of the review of coordination efforts conducted under
14 this section.

15 **SEC. 1021. AIR TRAFFIC SURVEILLANCE OVER UNITED**
16 **STATES CONTROLLED OCEANIC AIRSPACE**
17 **AND OTHER REMOTE LOCATIONS.**

18 (a) PERSISTENT AVIATION SURVEILLANCE OVER
19 OCEANS AND REMOTE LOCATIONS.—Subject to the avail-
20 ability of appropriations, the Administrator, in consulta-
21 tion with the Administrator of NASA and other relevant
22 Federal agencies, shall carry out research, development,
23 demonstration, and testing to enable civil aviation surveil-
24 lance over oceans and other remote locations to improve
25 safety.

1 (b) REPORT.—Not later than 1 year after the date
2 of enactment of this Act, the Administrator shall submit
3 to the covered committees of Congress a report on the ac-
4 tivities carried out under this section.

5 (c) RULE OF CONSTRUCTION.—Nothing in this sec-
6 tion shall be construed to duplicate existing efforts con-
7 ducted by the Administrator, in coordination with other
8 Federal agencies.

9 **SEC. 1022. AVIATION WEATHER TECHNOLOGY REVIEW.**

10 (a) REVIEW.—The Administrator, in consultation
11 with the Administrator of the National Oceanic and At-
12 mospheric Administration, shall conduct a review of cur-
13 rent and planned research, modeling, and technology capa-
14 bilities that have the potential to—

15 (1) more accurately detect and predict weather
16 impacts to aviation;

17 (2) inform how advanced predictive models can
18 enhance aviation operations; and

19 (3) increase national airspace system safety and
20 efficiency.

21 (b) CONSIDERATION.—The review required under
22 subsection (a) shall include consideration of the unique
23 impacts of weather on unmanned aircraft systems (as de-
24 fined in section 44801 of title 49, United States Code)
25 and advanced air mobility operations.

1 (c) REPORT.—Not later than 1 year after the date
2 of enactment of this Act, the Administrator shall submit
3 to the covered committees of Congress a report containing
4 the results of the review conducted under subsection (a).

5 (d) RULE OF CONSTRUCTION.—Nothing in this sec-
6 tion shall be construed to duplicate existing efforts con-
7 ducted by the Administrator, in consultation with the Ad-
8 ministrator of the National Oceanic and Atmospheric Ad-
9 ministration.

10 **SEC. 1023. AIR TRAFFIC SURFACE OPERATIONS SAFETY.**

11 (a) RESEARCH.—Subject to the availability of appro-
12 priations, the Administrator, in consultation with the Ad-
13 ministrator of NASA and other appropriate Federal agen-
14 cies, shall continue to carry out research and development
15 activities relating to technologies and operations to en-
16 hance air traffic surface operations safety.

17 (b) REQUIREMENTS.—In carrying out the research
18 and development under subsection (a) shall examine the
19 following:

20 (1) Methods and technologies to enhance the
21 safety and efficiency of air traffic control operations
22 related to air traffic surface operations.

23 (2) Emerging technologies installed in aircraft
24 cockpits to enhance ground situational awareness,
25 including enhancements to the operational perform-

1 ance of runway traffic alerting and runway landing
2 safety technologies.

3 (3) Safety enhancements and adjustments to
4 air traffic surface operations to account for and en-
5 able safe operations of advanced aviation technology.

6 (c) REPORT.—Not later than 18 months after the
7 date of enactment of this Act, the Administrator shall sub-
8 mit to the covered committees of Congress a report on
9 the research and development activities carried out under
10 this section, including regarding the transition into oper-
11 ational use of such activities.

12 **SEC. 1024. TECHNOLOGY REVIEW OF ARTIFICIAL INTEL-**
13 **LIGENCE AND MACHINE LEARNING TECH-**
14 **NOLOGIES.**

15 (a) REVIEW.—The Administrator shall conduct a re-
16 view of current and planned artificial intelligence and ma-
17 chine learning technologies to improve airport efficiency
18 and safety.

19 (b) CONSIDERATIONS.—In conducting the review re-
20 quired under subsection (a), the Administrator may con-
21 sider—

22 (1) identifying best practices and lessons
23 learned from both domestic and international artifi-
24 cial intelligence and machine learning technology ap-
25 plications to improve airport operations; and

1 (2) coordinating with other relevant Federal
2 agencies to identify China's domestic application of
3 artificial intelligence and machine learning tech-
4 nologies relating to airport operations.

5 (c) **SUMMARIES.**—The review conducted under sub-
6 section (a) shall include examination of the application of
7 artificial intelligence and machine learning technologies to
8 the following:

9 (1) Jet bridges.

10 (2) Airport service vehicles on airport move-
11 ment areas.

12 (3) Aircraft taxi.

13 (4) Air traffic control operations.

14 (5) Any other areas the Administrator deter-
15 mines necessary to help improve airport efficiency
16 and safety.

17 (d) **REPORT.**—Not later than 1 year after the date
18 of enactment of this Act, the Administrator shall submit
19 to the covered committees of Congress a report containing
20 the results of the review conducted under subsection (a).

21 **SEC. 1025. RESEARCH PLAN FOR COMMERCIAL SUPER-**
22 **SONIC RESEARCH.**

23 (a) **IN GENERAL.**—Not later than 1 year after the
24 date of enactment of this Act, the Administrator, in con-
25 sultation with the Administrator of NASA and industry,

1 shall provide to the covered committees of Congress a
2 briefing on any plans to build on existing research and
3 development activities and identify any further research
4 and development needed to inform the development of
5 Federal and international policies, regulations, standards,
6 and recommended practices relating to the certification
7 and safe and efficient operation of civil supersonic aircraft
8 and supersonic overland flight.

9 (b) **RULE OF CONSTRUCTION.**—Nothing in this sec-
10 tion shall be construed to duplicate existing research and
11 development efforts conducted by the Administrator, in
12 consultation with the Administrator of NASA.

13 (c) **SUPERSONIC DEFINED.**—In this section, the term
14 “supersonic” means flights operating at speeds in excess
15 of Mach 1 but less than Mach 5.

16 **SEC. 1026. ELECTROMAGNETIC SPECTRUM RESEARCH AND**
17 **DEVELOPMENT.**

18 (a) **IN GENERAL.**—The Administrator, in consulta-
19 tion with the National Telecommunications and Informa-
20 tion Administration and the Federal Communications
21 Commission, shall conduct research, engineering, and de-
22 velopment related to the effective and efficient use and
23 management of radio frequency spectrum in the civil avia-
24 tion domain, including for aircraft, unmanned aircraft sys-
25 tems, and advanced air mobility.

1 (b) CONTENTS.—The research, engineering, and de-
2 velopment conducted under subsection (a) shall, at a min-
3 imum, address the following:

4 (1) How reallocation or repurposing of radio
5 frequency spectrum adjacent to spectrum allocated
6 for communication, navigation, and surveillance may
7 impact the safety of civil aviation.

8 (2) The effectiveness of measures to identify
9 risks, protect, and mitigate against spectrum inter-
10 ference in frequency bands used in civil aviation op-
11 erations to ensure public safety.

12 (3) The identification of any emerging civil
13 aviation systems and their anticipated spectrum re-
14 quirements.

15 (4) The implications of paragraphs (1) through
16 (3) on existing civil aviation systems that use radio
17 frequency spectrum, including on the operational
18 specifications of such systems, as it relates to exist-
19 ing and to future radio frequency spectrum require-
20 ments for civil aviation.

21 (c) REPORT.—Not later than 2 years after the date
22 of enactment of this Act, the Administrator shall submit
23 to the covered committees of Congress a report containing
24 the results of the research, engineering, and development
25 conducted under subsection (a).

1 **SEC. 1027. RESEARCH PLAN ON THE REMOTE TOWER PRO-**
2 **GRAM.**

3 (a) IN GENERAL.—Not later than 180 days after the
4 date of enactment of this Act, the Administrator shall sub-
5 mit to the covered committees of Congress a comprehen-
6 sive plan for research, development, testing, and evalua-
7 tion needed to further mature remote tower technologies
8 and systems and related requirements and provide a stra-
9 tegic roadmap to support deployment of such technologies.

10 (b) CONSIDERATIONS.—In developing the plan under
11 subsection (a), the Administrator shall consider—

12 (1) how remote tower systems could enhance
13 certain air traffic services, including providing addi-
14 tional air traffic support to existing air traffic con-
15 trol tower operations and providing air traffic sup-
16 port at airports without a manned air traffic control
17 tower;

18 (2) the validation and certification timeline and
19 structure of the FAA;

20 (3) existing remote tower technologies to the ex-
21 tent possible to inform technology maturation and
22 improvements;

23 (4) new and developing remote tower tech-
24 nologies and the extent to which remote tower sys-
25 tems enable the introduction of advanced techno-
26 logical capabilities; and

1 (5) collaborating with the exclusive bargaining
2 representative of air traffic controllers of the FAA
3 certified under section 7111 of title 5, United States
4 Code.

5 (c) SAVINGS CLAUSE.—Nothing in this section shall
6 be construed to limit or otherwise delay testing, validating,
7 certifying, or deploying remote tower technologies con-
8 ducted under section 47124 title 49, United States Code.

9 **SEC. 1028. AIR TRAFFIC CONTROL TRAINING.**

10 (a) RESEARCH.—Subject to the availability of appro-
11 priations, the Administrator shall carry out a research
12 program to evaluate opportunities to modernize, enhance,
13 and streamline on-the-job training and training time for
14 individuals seeking to become certified professional con-
15 trollers of the FAA, as required by the Administrator.

16 (b) REQUIREMENTS.—In carrying out the research
17 program under subsection (a), the Administrator shall—

18 (1) assess the benefits of deploying and using
19 advanced technologies, such as artificial intelligence,
20 machine learning, adaptive computer-based simula-
21 tion, virtual reality, or augmented reality, or any
22 other technology determined appropriate by the Ad-
23 ministrator, to enhance air traffic controller knowl-
24 edge retention and controller performance, strength-

1 (b) CONTENTS.—The report, at a minimum, shall in-
2 clude the following:

3 (1) A description of the progress of the Admin-
4 istrator in developing, implementing, and updating
5 such framework.

6 (2) An overview of completed research and de-
7 velopment projects to date and a description of re-
8 maining research and development activities
9 prioritized for the most needed improvements, with
10 target dates, to safeguard the national airspace sys-
11 tem.

12 (3) An explanation for any delays or challenges
13 in so implementing such section.

14 **SEC. 1030. TURBULENCE RESEARCH AND DEVELOPMENT.**

15 (a) IN GENERAL.—Subject to the availability of ap-
16 propriations, the Administrator, in collaboration with the
17 Administrator of the National Oceanic and Atmospheric
18 Administration, and in consultation with the Adminis-
19 trator of NASA, shall carry out applied research and de-
20 velopment to—

21 (1) enhance the monitoring and understanding
22 of severe turbulence, including clear-air turbulence;
23 and

1 (2) inform the development of measures to miti-
2 gate safety impacts on crew and the flying public
3 that may result from severe turbulence.

4 (b) RESEARCH AND DEVELOPMENT ACTIVITIES.—In
5 carrying out the research and development under sub-
6 section (a), the Administrator shall—

7 (1) establish processes and procedures for com-
8 prehensive and systematic data collection, through
9 both instrumentation and pilot reporting, of severe
10 turbulence, including clear-air turbulence;

11 (2) establish measures for storing and man-
12 aging such data collection;

13 (3) support measures for monitoring and char-
14 acterizing incidents of severe turbulence;

15 (4) consider relevant existing research and de-
16 velopment from other entities, including Federal de-
17 partments and agencies, academia, and the private
18 sector; and

19 (5) carry out research and development—

20 (A) to understand the impacts of relevant
21 factors on the nature of turbulence, including
22 severe turbulence and clear-air turbulence;

23 (B) to enhance turbulence forecasts for
24 flight planning and execution, seasonal pre-
25 dictions for schedule and route-planning, and

1 long-term projections of severe turbulence, in-
2 cluding clear-air turbulence; and

3 (C) on other subject matters areas related
4 to severe turbulence, as determined by the Ad-
5 ministrator; and

6 (6) support the effective transition of the re-
7 sults of research and development to operations, in
8 cases in which such transition is appropriate.

9 (c) **DUPLICATIVE RESEARCH AND DEVELOPMENT**
10 **ACTIVITIES.**—The Administrator shall ensure that re-
11 search and development activities under this section do not
12 duplicate other Federal programs relating to turbulence.

13 (d) **TURBULENCE DATA.**—

14 (1) **COMMERCIAL PROVIDERS.**—In carrying out
15 the research and development under subsection (a)
16 and the activities described in subsection (b), the
17 Administrator may enter into agreements with com-
18 mercial providers for the following:

19 (A) The purchase of turbulence data.

20 (B) The placement on aircraft of instru-
21 ments relevant to understanding and moni-
22 toring turbulence.

23 (2) **DATA ACCESS.**—The Administrator shall
24 make the data collected under subsection (b) widely
25 available and accessible to the scientific research,

1 user, and stakeholder communities, including the
2 Administrator of the National Oceanic and Atmos-
3 pheric Administration, to the greatest extent prac-
4 ticable and in accordance with FAA data manage-
5 ment policies.

6 (e) REPORT ON TURBULENCE RESEARCH.—Not later
7 than 15 months after the date of enactment of this Act,
8 the Administrator, in collaboration with the Administrator
9 of the National Oceanic and Atmospheric Administration,
10 shall submit to the covered committees of Congress a re-
11 port that—

12 (1) details the activities conducted under this
13 section, including how the requirements of sub-
14 section (b) have contributed to the goals described in
15 paragraphs (1) and (2) of subsection (a);

16 (2) assesses the current state of scientific un-
17 derstanding of the causes, occurrence rates, and past
18 and projected future trends in occurrence rates of
19 severe turbulence, including clear-air turbulence;

20 (3) describes the processes and procedures for
21 collecting, storing, and managing, data in pursuant
22 to subsection (b);

23 (4) assesses—

24 (A) the use of commercial providers pursu-
25 ant to subsection (d)(1); and

1 (B) the need for any future Federal Gov-
2 ernment collection or procurement of data and
3 instruments related to turbulence, including an
4 assessment of costs;

5 (5) describes how such data will be made avail-
6 able to the scientific research, user, and stakeholder
7 communities; and

8 (6) identifies future research and development
9 needed to inform the development of measures to
10 predict and mitigate the safety impacts that may re-
11 sult from severe turbulence, including clear-air tur-
12 bulence.

13 **SEC. 1031. RULE OF CONSTRUCTION REGARDING COLLABO-**
14 **RATIONS.**

15 Nothing in this title may be construed as modifying
16 or limiting existing collaborations, or limiting potential en-
17 gagement on future collaborations, between the Adminis-
18 trator, stakeholders, and labor organizations, including
19 the exclusive bargaining representative of air traffic con-
20 trollers certified under section 7111 of title 5, United
21 States Code, pertaining to FAA research, engineering, de-
22 velopment, demonstration, and testing activities.

23 **SEC. 1032. LIMITATION.**

24 (a) **PROHIBITED ACTIVITIES.**—None of the funds au-
25 thorized in this title may be used to conduct research, de-

1 velop, design, plan, promulgate, implement, or execute a
2 policy, program, order, or contract of any kind with the
3 Chinese Communist Party or any entity that is domiciled
4 in China or under the influence of China unless such ac-
5 tivities are specifically authorized by a law enacted after
6 the date of enactment of this Act.

7 (b) EXEMPTION.—The Administrator is exempt from
8 the prohibitions under subsection (a) if the prohibited ac-
9 tivities are executed for the purposes of testing, research,
10 evaluating, analyzing, or training related to—

11 (1) counter-unmanned aircraft detection and
12 mitigation systems, including activities conducted—

13 (A) under the Center of Excellence for Un-
14 manned Aircraft Systems of the FAA; or

15 (B) by the test ranges designated under
16 section 44803 of title 49, United States Code;

17 (2) the safe, secure, or efficient operation of the
18 national airspace system or maintenance of public
19 safety;

20 (3) the safe integration of advanced aviation
21 technologies into the national airspace system, in-
22 cluding activities carried out by the Center of Excel-
23 lence for Unmanned Aircraft Systems of the FAA;

1 (4) in coordination with other relevant Federal
2 agencies, determining security threats of unmanned
3 aircraft systems; and

4 (5) intelligence, electronic warfare, and infor-
5 mation warfare operations.

6 (c) WAIVERS.—

7 (1) PUBLIC INTEREST DETERMINATION.—The
8 Administrator may waive any prohibitions under
9 subsection (a) on a case-by-case basis if the Admin-
10 istrator determines that activities described in sub-
11 section (a) are in the public interest.

12 (2) NOTIFICATION.—If the Administrator pro-
13 vides a waiver under paragraph (1), the Adminis-
14 trator shall notify the covered committees of Con-
15 gress in writing not later than 15 days after exer-
16 cising such waiver.

17 **Subtitle B—Unmanned Aircraft**
18 **Systems and Advanced Air Mo-**
19 **bility**

20 **SEC. 1041. DEFINITIONS.**

21 In this subtitle:

22 (1) ADVANCED AIR MOBILITY.—The term “ad-
23 vanced air mobility” means a transportation system
24 that is comprised of urban air mobility and regional
25 air mobility using manned or unmanned aircraft.

1 (2) INTERAGENCY WORKING GROUP.—The term
2 “interagency working group” means the advanced
3 air mobility and unmanned aircraft systems inter-
4 agency working group of the National Science and
5 Technology Council established under section 1042.

6 (3) LABOR ORGANIZATION.—The term “labor
7 organization” has the meaning given the term in
8 section 2(5) of the National Labor Relations Act (29
9 U.S.C. 152(5)), except that such term shall also in-
10 clude—

11 (A) any organization composed of labor or-
12 ganizations, such as a labor union federation or
13 a State or municipal labor body; and

14 (B) any organization which would be in-
15 cluded in the definition for such term under
16 such section 2(5) but for the fact that the orga-
17 nization represents—

18 (i) individuals employed by the United
19 States, any wholly owned Government cor-
20 poration, any Federal Reserve Bank, or
21 any State or political subdivision thereof;

22 (ii) individuals employed by persons
23 subject to the Railway Labor Act (45
24 U.S.C. 151 et seq.); or

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1 (iii) individuals employed as agricul-
2 tural laborers.

3 (4) NATIONAL LABORATORY.—The term “Na-
4 tional Laboratory” has the meaning given such term
5 in section 2 of the Energy Policy Act of 2005 (42
6 U.S.C. 15801).

7 (5) TECHNICAL STANDARD.—The term “tech-
8 nical standard” has the meaning given such term in
9 section 12(d)(5) of the National Technology Trans-
10 fer and Advancement Act of 1995 (15 U.S.C. 272
11 note).

12 (6) UNMANNED AIRCRAFT SYSTEM.—The term
13 “unmanned aircraft system” has the meaning given
14 such term in section 44801 of title 49, United
15 States Code.

16 **SEC. 1042. INTERAGENCY WORKING GROUP.**

17 (a) DESIGNATION.—

18 (1) IN GENERAL.—The National Science and
19 Technology Council shall establish or designate an
20 interagency working group on advanced air mobility
21 and unmanned aircraft systems to coordinate Fed-
22 eral research, development, deployment, testing, and
23 education activities to enable advanced air mobility
24 and unmanned aircraft systems.

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1 (2) MEMBERSHIP.—The interagency working
2 group shall be comprised of senior representatives
3 from NASA, the Department of Transportation, the
4 National Oceanic and Atmospheric Administration,
5 the National Science Foundation, the National Insti-
6 tute of Standards and Technology, Department of
7 Homeland Security, and such other Federal agencies
8 as appropriate.

9 (b) DUTIES.—The interagency working group shall—

10 (1) develop a strategic research plan to guide
11 Federal research to enable advanced air mobility and
12 unmanned aircraft systems and oversee implementa-
13 tion of the plan;

14 (2) oversee the development of—

15 (A) an assessment of the current state of
16 United States competitiveness and leadership in
17 advanced air mobility and unmanned aircraft
18 systems, including the scope and scale of
19 United States investments in relevant research
20 and development; and

21 (B) strategies to strengthen and secure the
22 domestic supply chain for advanced air mobility
23 systems and unmanned aircraft systems;

24 (3) facilitate communication and outreach op-
25 portunities with academia, industry, professional so-

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1 cieties, State, local, Tribal, and Federal govern-
2 ments, and other stakeholders;

3 (4) facilitate partnerships to leverage knowledge
4 and resources from industry, State, local, Tribal,
5 and Federal governments, National Laboratories,
6 unmanned aircraft systems test range (as defined in
7 section 44801 of title 49, United States Code), aca-
8 demic institutions, and others;

9 (5) coordinate with the advanced air mobility
10 working group established under section 2 of the Ad-
11 vanced Air Mobility Coordination and Leadership
12 Act (Public Law 117–203) and heads of other Fed-
13 eral departments and agencies to avoid duplication
14 of research and other activities to ensure that the
15 activities carried out by the interagency working
16 group are complementary to those being undertaken
17 by other interagency efforts; and

18 (6) coordinate with the National Security Coun-
19 cil and other authorized agency coordinating bodies
20 on the assessment of risks affecting the existing
21 Federal unmanned aircraft systems fleet and out-
22 lining potential steps to mitigate such risks.

23 (c) REPORT TO CONGRESS.—Not later than 1 year
24 after the date of enactment of this Act, and every 2 years
25 thereafter until December 31, 2028, the interagency work-

1 ing group shall transmit to the covered committees of Con-
2 gress a report that includes a summary of federally funded
3 advanced air mobility and unmanned aircraft systems re-
4 search, development, deployment, and testing activities,
5 including the budget for each of the activities described
6 in this paragraph.

7 (d) **RULE OF CONSTRUCTION.**—The interagency
8 working group shall not be construed to conflict with or
9 duplicate the work of the interagency working group es-
10 tablished under the advanced air mobility working group
11 established by the Advanced Air Mobility Coordination
12 and Leadership Act (Public Law 117–203).

13 **SEC. 1043. STRATEGIC RESEARCH PLAN.**

14 (a) **IN GENERAL.**—Not later than 2 years after the
15 date of enactment of this Act, the interagency working
16 group shall develop and periodically update, as appro-
17 priate, a strategic plan for Federal research, development,
18 deployment, and testing of advanced air mobility systems
19 and unmanned aircraft systems.

20 (b) **CONSIDERATIONS.**—In developing the plan re-
21 quired under subsection (a), the interagency working
22 group shall consider and use—

23 (1) information, reports, and studies on ad-
24 vanced air mobility and unmanned aircraft systems

1 that have identified research, development, develop-
2 ment, and testing needed;

3 (2) information set forth in the national avia-
4 tion research plan developed under section 44501(c)
5 of title 49, United States Code; and

6 (3) recommendations made by the National
7 Academies in the review of the plan under sub-
8 section (d).

9 (c) CONTENTS OF THE PLAN.—In developing the
10 plan required under subsection (a), the interagency work-
11 ing group shall—

12 (1) determine and prioritize areas of advanced
13 air mobility and unmanned aircraft systems re-
14 search, development, demonstration, and testing re-
15 quiring Federal Government leadership and invest-
16 ment;

17 (2) establish, for the 10-year period beginning
18 in the calendar year the plan is submitted, the goals
19 and priorities for Federal research, development,
20 and testing which will—

21 (A) support the development of advanced
22 air mobility technologies and the development of
23 an advanced air mobility research, innovation,
24 and manufacturing ecosystem;

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1 (B) take into account sustained, con-
2 sistent, and coordinated support for advanced
3 air mobility and unmanned aircraft systems re-
4 search, development, and demonstration, includ-
5 ing through grants, cooperative agreements,
6 testbeds, and testing facilities;

7 (C) apply lessons learned from unmanned
8 aircraft systems research, development, dem-
9 onstration, and testing to advanced air mobility
10 systems;

11 (D) inform the development of voluntary
12 consensus technical standards and best prac-
13 tices for the development and use of advanced
14 air mobility and unmanned aircraft systems;

15 (E) support education and training activi-
16 ties at all levels to prepare the United States
17 workforce to use and interact with advanced air
18 mobility systems and unmanned aircraft sys-
19 tems;

20 (F) support partnerships to leverage
21 knowledge and resources from industry, State,
22 local, Tribal, and Federal governments, the Na-
23 tional Laboratories, Center of Excellence for
24 Unmanned Aircraft Systems Research of the
25 FAA, unmanned aircraft systems test ranges

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1 (as defined in section 44801 of title 49, United
2 States Code), academic institutions, labor orga-
3 nizations, and others to advance research activi-
4 ties;

5 (G) leverage existing Federal investments;
6 and

7 (H) promote hardware interoperability and
8 open-source systems;

9 (3) support research and other activities on the
10 impacts of advanced air mobility and unmanned air-
11 craft systems on national security, safety, economic,
12 legal, workforce, and other appropriate societal
13 issues;

14 (4) reduce barriers to transferring research
15 findings, capabilities, and new technologies related
16 to advanced air mobility and unmanned aircraft sys-
17 tems into operation for the benefit of society and
18 United States competitiveness;

19 (5) in consultation with the Council of Eco-
20 nomic Advisers, measure and track the contributions
21 of unmanned aircraft systems and advanced air mo-
22 bility to United States economic growth and other
23 societal indicators; and

24 (6) identify relevant research and development
25 programs and make recommendations for the coordi-

1 nation of relevant activities of the Federal agencies
2 and set forth the role of each Federal agency in im-
3 plementing the plan.

4 (d) NATIONAL ACADEMIES OF SCIENCES, ENGINEER-
5 ING, AND MEDICINE EVALUATION.—The Administrator
6 shall seek to enter into an agreement with the National
7 Academies to review the plan every 5 years.

8 (e) PUBLIC PARTICIPATION.—In developing the plan
9 under subsection (a), the interagency working group shall
10 consult with representatives of stakeholder groups, which
11 may include academia, research institutions, and State, in-
12 dustry, and labor organizations. Not later than 90 days
13 before the plan, or any revision thereof, is submitted to
14 Congress, the plan shall be published in the Federal Reg-
15 ister for a public comment period of not less than 60 days.

16 (f) REPORTS TO CONGRESS ON THE STRATEGIC RE-
17 SEARCH PLAN.—

18 (1) PROGRESS REPORT.—Not later than 1 year
19 after the date of enactment of this Act, the inter-
20 agency working group described in section 1042 of
21 this Act shall transmit to the covered committees of
22 Congress a report that describes the progress in de-
23 veloping the plan required under this section.

24 (2) INITIAL REPORT.—Not later than 2 years
25 after the date of enactment of this Act, the inter-

1 agency working group shall transmit to the covered
2 committees of Congress the strategic research plan
3 developed under this section.

4 (3) BIENNIAL REPORT.—Not later than 1 year
5 after the transmission of the initial report under
6 paragraph (2) and every 2 years thereafter until De-
7 cember 31, 2033, the interagency working group
8 shall transmit to the covered committees of Congress
9 a report that includes an analysis of the progress
10 made towards achieving the goals and priorities for
11 the strategic research plan.

12 **SEC. 1044. FEDERAL AVIATION ADMINISTRATION UN-**
13 **MANNED AIRCRAFT SYSTEM AND ADVANCED**
14 **AIR MOBILITY RESEARCH AND DEVELOP-**
15 **MENT.**

16 (a) IN GENERAL.—Consistent with the research plan
17 in section 1043, the Administrator, in coordination with
18 the Administrator of NASA and other Federal agencies,
19 shall carry out and support research, development, testing,
20 and demonstration activities and technology transfer, and
21 activities to facilitate the transition of such technologies
22 into application to enable advanced air mobility and un-
23 manned aircraft systems and to facilitate the safe integra-
24 tion of advanced air mobility and unmanned aircraft sys-

1 tems into the national airspace system, in areas includ-
2 ing—

- 3 (1) beyond visual-line-of-sight operations;
- 4 (2) command and control link technologies;
- 5 (3) development and integration of unmanned
6 aircraft system traffic management into the national
7 airspace system;
- 8 (4) noise and other societal and environmental
9 impacts;
- 10 (5) informing the development of an industry
11 consensus vehicle-to-vehicle standard;
- 12 (6) safety, including collisions between ad-
13 vanced air mobility and unmanned aircraft systems
14 of various sizes, traveling at various speeds, and var-
15 ious other crewed aircraft or various parts of other
16 crewed aircraft of various sizes and traveling at var-
17 ious speeds; and
- 18 (7) detect-and-avoid capabilities.

19 (b) **DUPLICATIVE RESEARCH AND DEVELOPMENT**
20 **ACTIVITIES.**—The Administrator shall ensure that re-
21 search and development and other activities conducted
22 under this section do not duplicate other Federal activities
23 related to the integration of unmanned aviation systems
24 or advanced air mobility.

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1 (c) LESSONS LEARNED.—The Administrator shall
2 apply lessons learned from unmanned aircraft systems re-
3 search, development, demonstration, and testing to ad-
4 vanced air mobility systems.

5 (d) RESEARCH ON APPROACHES TO EVALUATING
6 RISK.—The Administrator shall conduct research on ap-
7 proaches to evaluating risk in emerging vehicles, tech-
8 nologies, and operations for unmanned aircraft systems
9 and advanced air mobility systems. Such research shall in-
10 clude—

11 (1) defining quantitative metrics, including
12 metrics that may support the Administrator in mak-
13 ing determinations, and research to inform the de-
14 velopment of requirements, as practicable, for the
15 operations of certain unmanned aircraft systems, as
16 described under section 44807 of title 49, United
17 States Code;

18 (2) developing risk-based processes and criteria
19 to inform the development of regulations and certifi-
20 cation of complex operations, to include autonomous
21 beyond-visual-line-of-sight operations, of unmanned
22 aircraft systems of various sizes and weights, and
23 advanced air mobility systems; and

1 (3) considering the utility of performance
2 standards to make determinations under section
3 44807 of title 49, United States Code.

4 (e) REPORT.—Not later than 9 months after the date
5 of enactment of this Act, the Administrator shall submit
6 to the covered committees of Congress a report on the ac-
7 tions taken by the Administrator to implement provisions
8 under this section that includes—

9 (1) a summary of the costs and results of re-
10 search under subsection (a)(6);

11 (2) a description of plans for and progress to-
12 ward the implementation of research and develop-
13 ment under subsection (d);

14 (3) a description of the progress of the FAA in
15 using research and development to inform FAA cer-
16 tification guidance and regulations of—

17 (A) large unmanned aircraft systems, in-
18 cluding those weighing more than 55 pounds;
19 and

20 (B) extended autonomous and remotely pi-
21 loted operations beyond visual line of sight in
22 controlled and uncontrolled airspace; and

23 (4) a current plan for full operational capability
24 of unmanned aircraft systems traffic management,

1 as described in section 376 the FAA Reauthorization
2 Act of 2018 (49 U.S.C. 44802 note).

3 (f) PARALLEL EFFORTS.—

4 (1) IN GENERAL.—Research and development
5 activities under this section may be conducted con-
6 currently with the deployment of technologies out-
7 lined in (a) and in carrying out the this title and
8 title IX.

9 (2) RULE OF CONSTRUCTION.—Nothing in this
10 section shall be construed to delay appropriate ac-
11 tions to deploy the technologies outlined in sub-
12 section (a), including the deployment of beyond vis-
13 ual-line-of-sight operations of unmanned aircraft
14 systems, or delay the Administrator in carrying out
15 this title and title IX, or limit FAA use of existing
16 risk methodologies to make determinations pursuant
17 to section 44807 of title 49, United States Code,
18 prior to completion of relevant research and develop-
19 ment activities.

20 (3) PRACTICES AND REGULATIONS.—The Ad-
21 ministrator shall, to the maximum extent prac-
22 ticable, use the results of research and development
23 activities conducted under this section to inform de-
24 cisions on whether and how to maintain or update

1 existing regulations and practices, or whether to es-
2 tablish new practices or regulations.

3 **SEC. 1045. PARTNERSHIPS FOR RESEARCH, DEVELOPMENT,**
4 **DEMONSTRATION, AND TESTING.**

5 (a) STUDY.—The Administrator shall seek to enter
6 into an arrangement with the National Academy of Public
7 Administration to examine research, development, dem-
8 onstration, and testing partnerships of the FAA to ad-
9 vance unmanned aircraft systems and advanced air mobil-
10 ity and to facilitate the safe integration of unmanned air-
11 craft systems into the national airspace system.

12 (b) CONSIDERATIONS.—The Administrator shall en-
13 sure that the entity carrying out the study in subsection
14 (a) shall—

15 (1) identify existing FAA partnerships with ex-
16 ternal entities, including academia and Centers of
17 Excellence, industry, and nonprofit organizations,
18 and the types of such partnership arrangements;

19 (2) examine the partnerships in paragraph (1),
20 including the scope and areas of research, develop-
21 ment, demonstration, and testing carried out, and
22 associated arrangements for performing research
23 and development activities;

24 (3) review the extent to which the FAA uses the
25 results and outcomes of each partnership to advance

1 the research and development in unmanned aircraft
2 systems;

3 (4) identify additional research and develop-
4 ment areas, if any, that may benefit from partner-
5 ship arrangements, and whether such research and
6 development would require new partnerships;

7 (5) identify any duplication of ongoing or
8 planned research, development, demonstration, or
9 testing activities;

10 (6) identify effective and appropriate means for
11 publication and dissemination of the results and
12 sharing with the public, commercial, and research
13 communities related data from such research, devel-
14 opment, demonstration, and testing conducted under
15 such partnerships;

16 (7) identify effective mechanisms, either new or
17 already existing, to facilitate coordination, evalua-
18 tion, and information-sharing among and between
19 such partnerships;

20 (8) identify effective and appropriate means for
21 facilitating technology transfer activities within such
22 partnerships;

23 (9) identify the extent to which such partner-
24 ships broaden participation from groups historically
25 underrepresented in science, technology, engineering,

1 and mathematics, including computer science and
2 cybersecurity, and include participation by industry,
3 workforce, and labor organizations; and

4 (10) review options for funding models best
5 suited for such partnerships, which may include
6 cost-sharing and public-private partnership models
7 with industry.

8 (c) TRANSMITTAL.—Not later than 12 months after
9 the date of enactment of this Act, the Administrator shall
10 transmit to the covered committees of Congress the study
11 described in subsection (a).

12 **TITLE XI—MISCELLANEOUS**

13 **SEC. 1101. TECHNICAL CORRECTIONS.**

14 (a) TITLE 49 ANALYSIS.—The analysis for title 49,
15 United States Code, is amended by striking the item relat-
16 ing to subtitle IX and inserting the following:

“IX. MULTIMODAL FREIGHT TRANSPORTATION 70101”.

17 (b) SUBTITLE I ANALYSIS.—The analysis for subtitle
18 I of title 49, United States Code, is amended by striking
19 the item relating to chapter 7.

20 (c) SUBTITLE VII ANALYSIS.—The analysis for sub-
21 title VII of title 49, United States Code, is amended by
22 striking the item relating to chapter 448 and inserting the
23 following:

“448. Unmanned Aircraft Systems 44801”.

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1 (d) AUTHORITY TO EXEMPT.—Section 40109(b) of
2 title 49, United States Code, is amended by striking “sec-
3 tions 40103(b)(1) and (2) of this title” and inserting
4 “paragraphs (1) and (2) of section 40103(b)”.

5 (e) DISPOSAL OF PROPERTY.—Section 40110(c)(4)
6 of title 49, United States Code, is amended by striking
7 “subsection (a)(2)” and inserting “subsection (a)(3)”.

8 (f) GENERAL PROCUREMENT AUTHORITY.—Section
9 40110(d)(3) of title 49, United States Code, is further
10 amended—

11 (1) in subparagraph (B) by inserting “, as in
12 effect on October 9, 1996” after “Policy Act”;

13 (2) in subparagraph (C) by striking “the Office
14 of Federal Procurement Policy Act” and inserting
15 “division B of subtitle I of title 41”; and

16 (3) in subparagraph (D) by striking “section
17 27(e)(3)(A)(iv) of the Office of Federal Procurement
18 Policy Act” and inserting “section 2105(c)(1)(D) of
19 title 41”.

20 (g) GOVERNMENT-FINANCED AIR TRANSPOR-
21 TATION.—Section 40118(g)(1) of title 49, United States
22 Code, is amended by striking “detection and reporting of
23 potential human trafficking (as described in paragraphs
24 (9) and (10)” and inserting “detection and reporting of
25 potential severe forms of trafficking in persons and sex

1 trafficking (as such terms are defined in paragraphs (11)
2 and (12))”.

3 (h) FAA AUTHORITY TO CONDUCT CRIMINAL HIS-
4 TORY RECORD CHECKS.—Section 40130(a)(1)(A) of title
5 49, United States Code, is amended by striking “(42
6 U.S.C. 14616)” and inserting “(34 U.S.C. 40316)”.

7 (i) SUBMISSIONS OF PLANS.—Section 41313(c)(16)
8 of title 49, United States Code, is amended by striking
9 “will consult” and inserting “the foreign air carrier shall
10 consult”.

11 (j) PLANS AND POLICY.—Section 44501(c) of title
12 49, United States Code, is amended—

13 (1) in paragraph (2)(B)(i), by striking
14 “40119,”; and

15 (2) in paragraph (3) by striking “Subject to
16 section 40119(b) of this title and regulations pre-
17 scribed under section 40119(b),” and inserting
18 “Subject to section 44912(d)(2) and regulations pre-
19 scribed under such section,”.

20 (k) CIVIL PENALTY.—Section 44704(f) of title 49,
21 United States Code, is amended by striking “subsection
22 (a)(6)” and inserting “subsection (d)(3)”.

23 (l) USE AND LIMITATION OF AMOUNTS.—Section
24 44508 of title 49, United States Code, is amended by
25 striking “40119,” each place it appears.

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1 (m) STRUCTURES INTERFERING WITH AIR COM-
2 MERCE OR NATIONAL SECURITY.—Section 44718(h) of
3 title 49, United States Code, is amended to read as fol-
4 lows:

5 “(h) DEFINITIONS.—In this section, the terms ‘ad-
6 verse impact on military operations and readiness’ and
7 ‘unacceptable risk to the national security of the United
8 States’ have the meaning given those terms in section
9 183a(h) of title 10.”.

10 (n) METEOROLOGICAL SERVICES.—Section
11 44720(b)(2) of title 49, United States Code, is amended—

12 (1) by striking “the Administrator to persons”
13 and inserting “the Administrator, to persons”; and

14 (2) by striking “the Administrator and to” and
15 inserting “the Administrator, and to”.

16 (o) AERONAUTICAL CHARTS.—Section 44721(c)(1)
17 of title 49, United States Code, is amended by striking
18 “1947,” and inserting “1947”.

19 (p) FLIGHT ATTENDANT CERTIFICATION.—Section
20 44728(c) of title 49, United States Code, is amended by
21 striking “Regulation,” and inserting “Regulations,”.

22 (q) MANUAL SURCHARGE.—The analysis for chapter
23 453 of title 49, United States Code, is amended by adding
24 at the end the following:

“45306. Manual surcharge.”.

1019

1 (r) SCHEDULE OF FEES.—Section 45301(a) of title
2 49, United States Code, is amended by striking “The Ad-
3 ministrator shall establish” and inserting “The Adminis-
4 trator of the Federal Aviation Administration shall estab-
5 lish”.

6 (s) JUDICIAL REVIEW.—Section 46110(a) of title 49,
7 United States Code, is amended by striking “subsection
8 (l) or (s) of section 114” and inserting “subsection (l) or
9 (r) of section 114”.

10 (t) CIVIL PENALTIES.—Section 46301(a) of title 49,
11 United States Code, is amended—

12 (1) in the heading for paragraph (6), by strik-
13 ing “FAILURE TO COLLECT AIRPORT SECURITY
14 BADGES” and inserting “FAILURE TO COLLECT AIR-
15 PORT SECURITY BADGES”; and

16 (2) in paragraph (7), by striking “PENALTIES
17 RELATING TO HARM TO PASSENGERS WITH DISABIL-
18 ITIES” in the paragraph heading and inserting
19 “PENALTIES RELATING TO HARM TO PASSENGERS
20 WITH DISABILITIES”.

21 (u) PAYMENTS UNDER PROJECT GRANT AGREE-
22 MENTS.—Section 47111(e) of title 49, United States
23 Code, is amended by striking “fee” and inserting
24 “charge”.

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1 (v) AGREEMENTS FOR STATE AND LOCAL OPER-
2 ATION OF AIRPORT FACILITIES.—Section
3 47124(b)(1)(B)(ii) of title 49, United States Code, is
4 amended by striking the second period at the end.

5 (w) USE OF FUNDS FOR REPAIRS FOR RUNWAY
6 SAFETY REPAIRS.—Section 47144(b)(4) of title 49,
7 United States Code, is amended by striking “(42 U.S.C.
8 4121 et seq.)” and inserting “(42 U.S.C. 5121 et seq.)”.

9 (x) METROPOLITAN WASHINGTON AIRPORTS AU-
10 THORITY.—Section 49106 of title 49, United States Code,
11 is amended—

12 (1) in subsection (a)(1)(B) by striking “and
13 section 49108 of this title”; and

14 (2) in subsection (e)(6)(C) by inserting “the”
15 before “jurisdiction”.

16 (y) SEPARABILITY AND EFFECT OF JUDICIAL
17 ORDER.—Section 49112(b) of title 49, United States
18 Code, is amended—

19 (1) by striking paragraph (1); and

20 (2) by striking “(2) Any action” and inserting
21 “Any action”.

22 **SEC. 1102. TRANSPORTATION OF ORGANS.**

23 (a) IN GENERAL.—Not later than 90 days after the
24 date of enactment of this Act, the Secretary, in consulta-
25 tion with the Administrator, shall convene a working

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1 group (in this section referred to as the “working group”)
2 to assist in developing best practices for transportation of
3 an organ in the cabin of an aircraft operating under part
4 121 of title 14, Code of Federal Regulations, and to iden-
5 tify regulations that hinder such transportation, if applica-
6 ble.

7 (b) COMPOSITION.—The working group shall be com-
8 prised of representatives from the following:

9 (1) Air carriers operating under part 121 of
10 title 14, Code of Federal Regulations.

11 (2) Organ procurement organizations.

12 (3) Organ transplant hospitals.

13 (4) Flight attendants.

14 (5) Other relevant Federal agencies involved in
15 organ transportation or air travel.

16 (c) CONSIDERATIONS.—In establishing the best prac-
17 tices described in subsection (a), the working group shall
18 consider—

19 (1) a safe, standardized process for acceptance,
20 handling, management, and transportation of an
21 organ in the cabin of such aircraft; and

22 (2) protocols to ensure the safe and timely
23 transport of an organ in the cabin of such aircraft,
24 including through connecting flights.

1 (d) RECOMMENDATIONS.—Not later than 1 year
2 after the convening of the working group, such working
3 group shall submit to the Secretary a report containing
4 recommendations for the best practices described in sub-
5 section (a).

6 (e) DEFINITION OF ORGAN.—In this section, the
7 term “organ”—

8 (1) has the meaning given such term in section
9 121.2 of title 42, Code of Federal Regulations; and

10 (2) includes—

11 (A) organ-related tissue;

12 (B) bone marrow; and

13 (C) human cells, tissues, or cellular or tis-
14 sue-based products (as such term is defined in
15 section 1271.3(d) of title 21, Code of Federal
16 Regulations).

17 **SEC. 1103. ACCEPTANCE OF DIGITAL DRIVER'S LICENSE**
18 **AND IDENTIFICATION CARDS.**

19 The Administrator shall take such actions as may be
20 necessary to accept, in any instance where an individual
21 is required to submit government-issued identification to
22 the Administrator, a digital or mobile driver's license or
23 identification card issued to such individual by a State.

24 **SEC. 1104. QUASQUICENTENNIAL OF AVIATION.**

25 (a) FINDINGS.—Congress finds the following:

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1 (1) December 17, 2028, is the 125th anniversary of the first successful manned, free, controlled, and sustained flight by an aircraft.

2 (2) The first flight by Orville and Wilbur Wright in Kitty Hawk, North Carolina, is a defining moment in the history of the United States and the world.

3 (3) The Wright brothers' achievement is a testament to their ingenuity, perseverance, and commitment to innovation, which has inspired generations of aviators and scientists alike.

4 (4) The advent of aviation and the air transportation industry has fundamentally transformed the United States and the world for the better.

5 (5) The 125th anniversary of the Wright brothers' first flight is worthy of recognition and celebration to honor their legacy and to inspire a new generation of Americans as aviation reaches an inflection point of innovation and change.

6 (b) SENSE OF CONGRESS.—It is the sense of Congress that the Secretary, the Administrator, and the heads of other appropriate Federal agencies should facilitate and participate in local, national, and international observances and activities that commemorate and celebrate the 125th anniversary of powered flight.

1 **SEC. 1105. LIMITATIONS FOR CERTAIN CARGO AIRCRAFT.**

2 (a) IN GENERAL.—The standards adopted by the Ad-
3 ministrator of the Environmental Protection Agency in
4 part 1030 of title 40, Code of Federal Regulations, and
5 the requirements in part 38 of title 14, Code of Federal
6 Regulations, that were finalized by the Administrator of
7 the FAA under the final rule titled “Airplane Fuel Effi-
8 ciency Certification”, and published on February 16, 2024
9 (89 Fed. Reg. 12634) in part 38 of title 14, Code of Fed-
10 eral Regulations, shall not apply to any covered airplane
11 before the date that is 5 years after January 1, 2028.

12 (b) OPERATIONAL LIMITATION.—The Administrator
13 shall limit to domestic use or international operations,
14 consistent with relevant international agreements and
15 standards, the operation of any covered airplane that—

16 (1) does not meet the standards and require-
17 ments described in subsection (a); and

18 (2) received an original certificate of airworthi-
19 ness issued by the Administrator on or after Janu-
20 ary 1, 2028.

21 (c) DEFINITIONS.—In this section:

22 (1) COVERED AIRPLANE.—The term “covered
23 airplane” means an airplane that—

24 (A) is a subsonic jet that is a purpose-built
25 freighter;

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1 (B) has a maximum takeoff mass greater
2 than 180,000 kilograms but not greater than
3 240,000 kilograms; and

4 (C) has a type design certificated prior to
5 January 1, 2023.

6 (2) PURPOSE-BUILT FREIGHTER.—The term
7 “purpose-built freighter” means any airplane that—

8 (A) was configured to carry cargo rather
9 than passengers prior to receiving an original
10 certificate of airworthiness; and

11 (B) is configured to carry cargo rather
12 than passengers.

13 **SEC. 1106. PROHIBITION ON MANDATES.**

14 (a) PROHIBITION ON MANDATES.—The Adminis-
15 trator may not require any contractor to mandate that em-
16 ployees of such contractor obtain a COVID–19 vaccine or
17 enforce any condition regarding the COVID–19 vaccina-
18 tion status of employees of a contractor.

19 (b) PROHIBITION ON IMPLEMENTATION.—The Ad-
20 ministrator may not implement or enforce any require-
21 ment that—

22 (1) employees of air carriers be vaccinated
23 against COVID–19;

24 (2) employees of the FAA be vaccinated against
25 COVID–19; or

1 (3) passengers of air carriers be vaccinated
2 against COVID–19 or wear a mask as a result of a
3 COVID–19 related public health measure.

4 **SEC. 1107. COVID–19 VACCINATION STATUS.**

5 (a) IN GENERAL.—Chapter 417 of title 49, United
6 States Code, is further amended by adding at the end the
7 following:

8 **“§ 41729. COVID–19 vaccination status**

9 “(a) IN GENERAL.—An air carrier (as such term is
10 defined in section 40102) may not deny service to any in-
11 dividual solely based on the vaccination status of the indi-
12 vidual with respect to COVID–19.

13 “(b) RULE OF CONSTRUCTION.—Nothing in this sec-
14 tion shall be construed to apply to the regulation of intra-
15 state travel, transportation, or movement, including the
16 intrastate transportation of passengers.”.

17 (b) CLERICAL AMENDMENT.—The analysis for chap-
18 ter 417 of title 49, United States Code, is further amend-
19 ed by inserting after the item relating to section 41728
20 the following:

“41729. COVID–19 vaccination status.”.

21 (c) RULE OF CONSTRUCTION.—Nothing in this sec-
22 tion, or the amendment made by this section, shall be con-
23 strued to permit or otherwise authorize an executive agen-
24 cy to enact or otherwise impose a COVID–19 vaccine man-
25 date.

1 **SEC. 1108. RULEMAKING RELATED TO OPERATING HIGH-**
2 **SPEED FLIGHTS IN HIGH ALTITUDE CLASS E**
3 **AIRSPACE.**

4 Not later than 2 years after the date on which the
5 Administrator identifies the minimum altitude pursuant to
6 section 1011, the Administrator shall publish in the Fed-
7 eral Register a notice of proposed rulemaking to amend
8 sections 91.817 and 91.818 of title 14, Code of Federal
9 Regulations, and such other regulations as appropriate, to
10 permit flight operations with speeds above Mach 1 at or
11 above the minimum altitude identified under section 1011
12 without specific authorization, provided that such flight
13 operations—

14 (1) show compliance with airworthiness require-
15 ments;

16 (2) do not produce appreciable sonic boom over-
17 pressures that reach the surface under prevailing at-
18 mospheric conditions;

19 (3) have ordinary instrument flight rules clear-
20 ances necessary to operate in controlled airspace;
21 and

22 (4) comply with applicable environmental re-
23 quirements.

24 **SEC. 1109. FAA LEADERSHIP IN HYDROGEN AVIATION.**

25 (a) IN GENERAL.—The Administrator shall exercise
26 leadership in the development of Federal regulations,

1 standards, best practices, and guidance relating to the
2 safe and efficient certification of the use of hydrogen in
3 civil aviation, including the certification of hydrogen-pow-
4 ered commercial aircraft.

5 (b) EXERCISE OF LEADERSHIP.—In carrying out
6 subsection (a), the Administrator shall—

7 (1) develop a viable path for the certification of
8 the safe use of hydrogen in civil aviation, including
9 hydrogen-powered aircraft, that considers existing
10 frameworks, modifying an existing framework, or de-
11 veloping new standards, best practices, or guidance
12 to complement the existing frameworks, as appro-
13 priate;

14 (2) review certification regulations, guidance,
15 and other requirements of the FAA to identify ways
16 to safely and efficiently certify hydrogen-powered
17 commercial aircraft;

18 (3) consider the needs of the aerospace indus-
19 try, aviation suppliers, hydrogen producers, airlines,
20 airport sponsors, fixed base operators, and other
21 stakeholders when developing regulations and stand-
22 ards that enable the safe certification and deploy-
23 ment of the use of hydrogen in civil aviation, includ-
24 ing hydrogen-powered commercial aircraft, in the
25 national airspace system; and

1 (4) obtain the input of the aerospace industry,
2 aviation suppliers, hydrogen producers, airlines, air-
3 port sponsors, fixed base operators, academia, re-
4 search institutions, and other stakeholders regard-
5 ing—

6 (A) an appropriate regulatory framework
7 and timeline for permitting the safe and effi-
8 cient use of hydrogen in civil aviation, including
9 the deployment and operation of hydrogen-pow-
10 ered commercial aircraft in the United States,
11 which may include updating or modifying exist-
12 ing regulations;

13 (B) how to accelerate the resolution of
14 issues related to data, standards development,
15 and related regulations necessary to facilitate
16 the safe and efficient certification of the use of
17 hydrogen in civil aviation, including hydrogen-
18 powered commercial aircraft; and

19 (C) other issues identified and determined
20 appropriate by the Administrator or the advi-
21 sory committee established under section
22 1019(d)(7) to be addressed to enable the safe
23 and efficient use of hydrogen in civil aviation,
24 including the deployment and operation of hy-
25 drogen-powered commercial aircraft.

1 **SEC. 1110. ADVANCING GLOBAL LEADERSHIP ON CIVIL SU-**
2 **PERSONIC AIRCRAFT.**

3 Section 181 of the FAA Reauthorization Act of 2018
4 (49 U.S.C. 40101 note) is amended—

5 (1) in subsection (a) by striking “regulations,
6 and standards” and inserting “regulations, stand-
7 ards, and recommended practices”; and

8 (2) by adding at the end the following new sub-
9 section:

10 “(g) **ADDITIONAL REPORTS.—**

11 “(1) **INITIAL PROGRESS REPORT.—**Not later
12 than 1 year after the date of enactment of this sub-
13 section, the Administrator shall submit to the appro-
14 priate committees of Congress a report describing—

15 “(A) the progress of the actions described
16 in subsection (d)(1);

17 “(B) any planned, proposed, or anticipated
18 action to update or modify existing policies and
19 regulations related to civil supersonic aircraft,
20 including such actions identified as a result of
21 stakeholder consultation and feedback (such as
22 landing and takeoff noise); and

23 “(C) any other information determined ap-
24 propriate by the Administrator.

25 “(2) **SUBSEQUENT REPORT.—**Not later than 2
26 years after the date on which the Administrator sub-

1 mits the initial progress report under paragraph (1),
2 the Administrator shall update the report described
3 in paragraph (1) and submit to the appropriate com-
4 mittees of Congress such report.”.

5 **SEC. 1111. LEARNING PERIOD.**

6 Section 50905(c)(9) of title 51, United States Code,
7 is amended by striking “May 11, 2024” and inserting
8 “January 1, 2025”.

9 **SEC. 1112. COUNTER-UAS AUTHORITIES.**

10 Section 210G(i) of the Homeland Security Act of
11 2002 (6 U.S.C. 124n(i)) is amended by striking “May 11,
12 2024” and inserting “October 1, 2024”.

13 **SEC. 1113. STUDY ON AIR CARGO OPERATIONS.**

14 (a) IN GENERAL.—Not later than 1 year after the
15 date of enactment of this Act, the Comptroller General
16 shall initiate a study on the economic sustainability of air
17 cargo operations.

18 (b) CONTENTS.—In conducting the study required
19 under subsection (a), the Comptroller General shall ad-
20 dress the following:

21 (1) Airport and cargo development strategies,
22 including the pursuit of new air carriers and plans
23 for physical expansion.

24 (2) Key historical statistics for passenger, cargo
25 volumes, including freight, express, and mail cargo,

1 and operations, including statistics distinguishing
2 between passenger and freight operations.

3 (3) A description of air cargo facilities, includ-
4 ing the age and condition of such facilities and the
5 square footage and configuration of the landside and
6 airside infrastructure of such facilities, and cargo
7 buildings.

8 (4) The projected square footage deficit of the
9 cargo facilities and infrastructure described in para-
10 graph (3).

11 (5) The projected requirements and square
12 footage deficit for air cargo support facilities.

13 (6) The general physical and operating issues
14 and constraints associated with air cargo operations.

15 (7) A description of delays in truck bays associ-
16 ated with the infrastructure and critical landside
17 issues, including truck maneuvering and queuing
18 and parking for employees and customers.

19 (8) The estimated cost of developing new cargo
20 facilities and infrastructure, including the identifica-
21 tion of percentages for development with a return on
22 investment and without a return on investment.

23 (9) The projected leasing costs to tenants per
24 square foot with and without Federal funding of the
25 non-return on investment allocation.

1 (10) A description of customs and general staff-
2 ing issues associated with air cargo operations and
3 the impacts of such issues on service.

4 (11) An assessment of the impact, cost, and es-
5 timated cost savings of using modern comprehensive
6 communications and technology systems in air cargo
7 operations.

8 (12) A description of the impact of Federal reg-
9 ulations and local enforcement of interdiction and
10 facilitation policies on throughput.

11 (c) REPORT.—The Comptroller General shall submit
12 to the appropriate committees of Congress the results of
13 the study carried out under this section.

14 **SEC. 1114. WING-IN-GROUND-EFFECT CRAFT.**

15 (a) MEMORANDUM OF UNDERSTANDING.—

16 (1) IN GENERAL.—Not later than 24 months
17 after the date of enactment of this Act, the Adminis-
18 trator and the Commandant of the Coast Guard
19 shall execute a memorandum of understanding gov-
20 erning the specific roles, authorities, delineations of
21 responsibilities, resources, and commitments of the
22 FAA and the Coast Guard, respectively, pertaining
23 to wing-in-ground-effect craft that are—

24 (A) only capable of operating either in
25 water or in ground effect over water; and

1 (B) operated exclusively over waters sub-
2 ject to the jurisdiction of the United States.

3 (2) CONTENTS.—The memorandum of under-
4 standing described in paragraph (1) shall—

5 (A) cover, at a minimum, the processes of
6 the FAA and the Coast Guard will follow to
7 promote communications, efficiency, and non-
8 duplication of effort in carrying out such memo-
9 randum of understanding; and

10 (B) provide procedures for, at a min-
11 imum—

12 (i) the approval of wing-in-ground-ef-
13 fect craft designs;

14 (ii) the operation of wing-in-ground-
15 effect craft, including training and certifi-
16 cation of persons responsible for operating
17 such craft;

18 (iii) pilotage of wing-in-ground-effect
19 craft;

20 (iv) the inspection, including pre-deliv-
21 ery and service, of wing-in-ground-effect
22 craft; and

23 (v) the maintenance of wing-in-
24 ground-effect craft.

1 (b) STATUS BRIEFING.—Not later than 1 year after
2 the date of enactment of this Act, the Administrator and
3 the Commandant shall brief the appropriate committees
4 of Congress on the status of the memorandum of under-
5 standing described in subsection (a) as well as provide any
6 recommendations for legislative action to improve efficacy
7 or efficiency of wing-in-ground-effect craft governance.

8 (c) 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. 1115. CERTIFICATES OF AUTHORIZATION OR WAIVER.**

15 (a) REQUIRED COORDINATION.—

16 (1) IN GENERAL.—On an annual basis, the Ad-
17 ministrator shall convene a meeting with representa-
18 tives of FAA-approved air shows, the general avia-
19 tion community, stadiums and other large outdoor
20 events and venues or organizations that run such
21 events, the Department of Homeland Security, and
22 the Department of Justice—

23 (A) to identify scheduling conflicts between
24 FAA-approved air shows and large outdoor
25 events and venues where—

1 (i) flight restrictions will be imposed
2 pursuant to section 521 of division F of
3 the Consolidated Appropriations Act, 2004
4 (49 U.S.C. 40103 note); or

5 (ii) any other restriction will be im-
6 posed pursuant to FAA Flight Data Cen-
7 ter Notice to Airmen 4/3621 (or any suc-
8 cessor notice to airmen); and

9 (B) in instances where a scheduling con-
10 flict between events is identified or is found to
11 be likely to occur, develop appropriate oper-
12 ational and communication procedures to en-
13 sure for the safety and security of both events.

14 (2) SCHEDULING CONFLICT.—If the Adminis-
15 trator or any other stakeholder party to the required
16 annual coordination required in paragraph (1) iden-
17 tifies a scheduling conflict outside of the annual
18 meeting at any point prior to the scheduling conflict,
19 the Administrator shall work with impacted stake-
20 holders to develop appropriate operational and com-
21 munication procedures to ensure for the safety and
22 security of both events.

23 (b) OPERATIONAL PURPOSES.—Section 521(a)(2)(B)
24 of division F of the Consolidated Appropriations Act, 2004
25 (49 U.S.C. 40103 note) is amended—

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1 (1) in clause (ii) by inserting “(or attendees ap-
2 proved by)” after “guests of”;

3 (2) in clause (iv) by striking “and” at the end;
4 and

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

6 “(vi) to permit the safe operation of
7 an aircraft that is operated by an airshow
8 performer in connection with an airshow,
9 provided such aircraft is not permitted to
10 operate directly over the stadium (or adja-
11 cent parking facilities) during the sporting
12 event; and”.

13 **TITLE XII—NATIONAL TRANS-**
14 **PORTATION SAFETY BOARD**

15 **SEC. 1201. SHORT TITLE.**

16 This title may be cited as the “National Transpor-
17 tation Safety Board Amendments Act of 2024”.

18 **SEC. 1202. AUTHORIZATION OF APPROPRIATIONS.**

19 Section 1118(a) of title 49, United States Code, is
20 amended to read as follows:

21 “(a) IN GENERAL.—

22 “(1) AUTHORIZATIONS.—There is authorized to
23 be appropriated for purposes of this chapter—

24 “(A) \$140,000,000 for fiscal year 2024;

25 “(B) \$145,000,000 for fiscal year 2025;

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1 “(C) \$148,000,000 for fiscal year 2026;

2 “(D) \$151,000,000 for fiscal year 2027;

3 and

4 “(E) \$154,000,000 for fiscal year 2028.

5 “(2) AVAILABILITY.—Amounts authorized
6 under paragraph (1) shall remain available until ex-
7 pended.”.

8 **SEC. 1203. CLARIFICATION OF TREATMENT OF TERRI-**
9 **TORIES.**

10 Section 1101 of title 49, United States Code, is
11 amended to read as follows:

12 **“§ 1101. Definitions**

13 “(a) IN GENERAL.—In this chapter:

14 “(1) ACCIDENT.—The term ‘accident’ includes
15 damage to or destruction of vehicles in surface or air
16 transportation or pipelines, regardless of whether the
17 initiating event is accidental or otherwise.

18 “(2) STATE.—The term ‘State’ means a State
19 of the United States, the District of Columbia, Puer-
20 to Rico, the Virgin Islands, American Samoa, the
21 Northern Mariana Islands, and Guam.

22 “(b) APPLICABILITY OF OTHER DEFINITIONS.—Sec-
23 tion 2101(23) of title 46 and section 40102(a) of this title
24 shall apply to this chapter.”.

1 **SEC. 1204. ADDITIONAL WORKFORCE TRAINING.**

2 (a) TRAINING ON EMERGING TRANSPORTATION
3 TECHNOLOGIES.—Section 1113(b)(1) of title 49, United
4 States Code, is amended—

5 (1) in subparagraph (I) by striking “; and” and
6 inserting a semicolon;

7 (2) in subparagraph (J) by striking the period
8 and inserting “; and”; and

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

10 “(K) notwithstanding section 3301 of title 41,
11 acquire training on emerging transportation tech-
12 nologies if such training—

13 “(i) is required for an ongoing investiga-
14 tion; and

15 “(ii) meets the criteria under section
16 3304(a)(7)(A) of title 41.”.

17 (b) ADDITIONAL TRAINING NEEDS.—Section
18 1115(d) of title 49, United States Code, is amended by
19 inserting “and in those subjects furthering the personnel
20 and workforce development needs set forth in the strategic
21 workforce plan of the Board as required under section
22 1113(h)” after “of accident investigation”.

23 **SEC. 1205. OVERTIME ANNUAL REPORT TERMINATION.**

24 Section 1113(g)(5) of title 49, United States Code,
25 is repealed.

1 **SEC. 1206. STRATEGIC WORKFORCE PLAN.**

2 Section 1113 of title 49, United States Code, is
3 amended by adding at the end the following:

4 “(h) STRATEGIC WORKFORCE PLAN.—

5 “(1) IN GENERAL.—The Board shall develop a
6 strategic workforce plan that addresses the imme-
7 diate and long-term workforce needs of the Board
8 with respect to carrying out the authorities and du-
9 ties of the Board under this chapter.

10 “(2) ALIGNING THE WORKFORCE TO STRATEGIC
11 GOALS.—In developing the strategic workforce plan
12 under paragraph (1), the Board shall take into con-
13 sideration—

14 “(A) the current state and capabilities of
15 the Board, including a high-level review of mis-
16 sion requirements, structure, workforce, and
17 performance of the Board;

18 “(B) the significant workforce trends,
19 needs, issues, and challenges with respect to the
20 Board and the transportation industry;

21 “(C) with respect to employees involved in
22 transportation safety work, the needs, issues,
23 and challenges, including accident severity and
24 risk, posed by each mode of transportation, and
25 how the Board’s staffing for each transpor-
26 tation mode reflects these aspects;

1 “(D) the workforce policies, strategies, per-
2 formance measures, and interventions to miti-
3 gate succession risks that guide the workforce
4 investment decisions of the Board;

5 “(E) a workforce planning strategy that
6 identifies workforce needs, including the knowl-
7 edge, skills, and abilities needed to recruit and
8 retain skilled employees at the Board;

9 “(F) a workforce management strategy
10 that is aligned with the mission of the Board,
11 including plans for continuity of leadership and
12 knowledge sharing;

13 “(G) an implementation system that ad-
14 dresses workforce competency gaps, particularly
15 in mission-critical occupations; and

16 “(H) a system for analyzing and evalu-
17 ating the performance of the Board’s workforce
18 management policies, programs, and activities.

19 “(3) PLANNING PERIOD.—The strategic work-
20 force plan developed under paragraph (1) shall ad-
21 dress a 5-year forecast period, but may include plan-
22 ning for longer periods based on information about
23 emerging technologies or safety trends in transpor-
24 tation.

1 “(4) PLAN UPDATES.—The Board shall update
2 the strategic workforce plan developed under para-
3 graph (1) not less than once every 5 years.

4 “(5) RELATIONSHIP TO STRATEGIC PLAN.—The
5 strategic workforce plan developed under paragraph
6 (1) may be developed separately from, or incor-
7 porated into, the strategic plan required under sec-
8 tion 306 of title 5.

9 “(6) AVAILABILITY.—The strategic workforce
10 plan under paragraph (1) and the strategic plan re-
11 quired under section 306 of title 5 shall be—

12 “(A) submitted to the Committee on
13 Transportation and Infrastructure of the House
14 of Representatives and the Committee on Com-
15 merce, Science, and Transportation of the Sen-
16 ate; and

17 “(B) made available to the public on a
18 website of the Board.”.

19 **SEC. 1207. TRAVEL BUDGETS.**

20 (a) IN GENERAL.—Section 1113 of title 49, United
21 States Code, is further amended by adding at the end the
22 following:

23 “(i) NON-ACCIDENT-RELATED TRAVEL BUDGET.—

1 “(1) IN GENERAL.—The Board shall establish
2 annual fiscal year budgets for non-accident-related
3 travel expenditures for each Board member.

4 “(2) NOTIFICATION.—The Board shall notify
5 the Committee on Transportation and Infrastructure
6 of the House of Representatives and the Committee
7 on Commerce, Science, and Transportation of the
8 Senate of any non-accident-related travel budget
9 overrun for any Board member not later than 30
10 days of such overrun becoming known to the
11 Board.”.

12 (b) CONFORMING AMENDMENT.—Section 9 of the
13 National Transportation Safety Board Amendments Act
14 of 2000 (49 U.S.C. 1113 note) is repealed.

15 **SEC. 1208. NOTIFICATION REQUIREMENT.**

16 (a) IN GENERAL.—Section 1114(b) of title 49,
17 United States Code, is amended—

18 (1) in the subsection heading by striking
19 “TRADE SECRETS” and inserting “CERTAIN CON-
20 FIDENTIAL INFORMATION”; and

21 (2) in paragraph (1)—

22 (A) by striking “The Board” and inserting
23 “IN GENERAL.—The Board”; and

24 (B) by striking “information related to a
25 trade secret referred to in section 1905 of title

1 18” and inserting “confidential information de-
2 scribed in section 1905 of title 18, including
3 trade secrets,”.

4 (b) AVIATION ENFORCEMENT.—Section 1151 of title
5 49, United States Code, is amended by adding at the end
6 the following:

7 “(d) NOTIFICATION TO CONGRESS.—If the Board or
8 Attorney General carry out such civil actions described in
9 subsection (a) or (b) of this section against an airman em-
10 ployed at the time of the accident or incident by an air
11 carrier operating under part 121 of title 14, Code of Fed-
12 eral Regulations, the Board shall immediately notify the
13 Committee on Transportation and Infrastructure of the
14 House of Representatives and the Committee on Com-
15 merce, Science, and Transportation of the Senate of such
16 civil actions, including—

17 “(1) the labor union representing the airman
18 involved, if applicable;

19 “(2) the air carrier at which the airman is em-
20 ployed;

21 “(3) the docket information of the incident or
22 accident in which the airman was involved;

23 “(4) the date of such civil actions taken by the
24 Board or Attorney General; and

1 “(5) a description of why such civil actions were
2 taken by the Board or Attorney General.

3 “(e) SUBSEQUENT NOTIFICATION TO CONGRESS.—
4 Not later than 15 days after the notification described in
5 subsection (d), the Board shall submit a report to or brief
6 the Committee on Transportation and Infrastructure of
7 the House of Representatives and the Committee on Com-
8 merce, Science, and Transportation of the Senate describ-
9 ing the status of compliance with the civil actions taken.”.

10 **SEC. 1209. BOARD JUSTIFICATION OF CLOSED UNACCEPT-**
11 **ABLE RECOMMENDATIONS.**

12 Section 1116(e) of title 49, United States Code, is
13 amended—

14 (1) by redesignating paragraphs (3) through
15 (6) as paragraphs (4) through (7), respectively; and

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

18 “(3) a list of each recommendation made by the
19 Board to the Secretary of Transportation or the
20 Commandant of the Coast Guard that was closed in
21 an unacceptable status in the preceding 12 months,
22 including—

23 “(A) any explanation the Board received
24 from the Secretary or Commandant; and

1 “(II) an accident or incident involving
2 a trespasser, unless selected by the Board;

3 or

4 “(ii) accident or incident that involves a
5 passenger train, except in any case in which
6 such accident or incident resulted in no fatali-
7 ties or serious injuries to the passengers or
8 crewmembers of such train, and—

9 “(I) was a grade crossing accident or
10 incident, unless selected by the Board; or

11 “(II) such accident or incident in-
12 volved a trespasser, unless selected by the
13 Board;”.

14 **SEC. 1211. PUBLIC AVAILABILITY OF ACCIDENT REPORTS.**

15 Section 1131(e) of title 49, United States Code, is
16 amended by striking “public at reasonable cost.” and in-
17 serting the following: “public—

18 “(1) in electronic form at no cost in a publicly
19 accessible database on a website of the Board; and

20 “(2) if the electronic form required in para-
21 graph (1) is not printable, in printed form upon a
22 reasonable request at a reasonable cost.”.

1 **SEC. 1212. ENSURING ACCOUNTABILITY FOR TIMELINESS**
2 **OF REPORTS.**

3 Section 1131 of title 49, United States Code, is
4 amended by adding at the end the following:

5 “(f) **TIMELINESS OF REPORTS.**—If any accident re-
6 port under subsection (e) is not completed within 2 years
7 from the date of the accident, the Board shall submit to
8 the Committee on Transportation and Infrastructure of
9 the House of Representatives and the Committee on Com-
10 merce, Science, and Transportation of the Senate a report
11 identifying such accident report and the reasons for which
12 such report has not been completed. The Board shall re-
13 port progress toward completion of the accident report to
14 each such Committees every 90 days thereafter, until such
15 time as the accident report is completed.”.

16 **SEC. 1213. ENSURING ACCESS TO DATA.**

17 Section 1134 of title 49, United States Code, is
18 amended by adding at the end the following:

19 “(g) **RECORDERS AND DATA.**—In investigating an
20 accident under this chapter, the Board may require from
21 a transportation operator or equipment manufacturer or
22 the vendors, suppliers, subsidiaries, or parent companies
23 of such manufacturer, or operator of a product or service
24 which is subject to an investigation by the Board—

25 “(1) any recorder or recorded information perti-
26 nent to the accident;

1 “(2) without undue delay, information the
2 Board determines necessary to enable the Board to
3 read and interpret any recording device or recorded
4 information pertinent to the accident; and

5 “(3) design specifications or data related to the
6 operation and performance of the equipment the
7 Board determines necessary to enable the Board to
8 perform independent physics-based simulations and
9 analyses of the accident situation.”.

10 **SEC. 1214. PUBLIC AVAILABILITY OF SAFETY REC-**
11 **COMMENDATIONS.**

12 Section 1135(e) of title 49, United States Code, is
13 amended by striking “public at reasonable cost.” and in-
14 serting the following: “public—

15 “(1) in electronic form at no cost in a publicly
16 accessible database on a website of the Board; and

17 “(2) if the electronic form required in para-
18 graph (1) is not printable, in printed form upon a
19 reasonable request at a reasonable cost.”.

20 **SEC. 1215. IMPROVING DELIVERY OF FAMILY ASSISTANCE.**

21 (a) AIRCRAFT ACCIDENTS.—Section 1136 of title 49,
22 United States Code, is amended—

23 (1) in the heading by striking “**to families of**
24 **passengers involved in aircraft acci-**
25 **dents**” and inserting “**to passengers involved**

1 **in aircraft accidents and families of such**
2 **passengers”;**

3 (2) in subsection (a)—

4 (A) by inserting “within United States air-
5 space or airspace delegated to the United
6 States” after “aircraft accident”;

7 (B) by striking “National Transportation
8 Safety Board shall” and inserting “Board
9 shall”; and

10 (C) in paragraph (2)—

11 (i) by striking “emotional care and
12 support” and inserting “emotional care,
13 psychological care, and family support
14 services”; and

15 (ii) by striking “the families of pas-
16 sengers involved in the accident” and in-
17 serting “passengers involved in the acci-
18 dent and the families of such passengers”;

19 (3) in subsection (c)—

20 (A) in the matter preceding paragraph (1),
21 by striking “the families of passengers involved
22 in the accident” and inserting “passengers in-
23 volved in the accident and the families of such
24 passengers”;

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1 (B) in paragraph (1) by striking “mental
2 health and counseling services” and inserting
3 “emotional care, psychological care, and family
4 support services”;

5 (C) in paragraph (3)—

6 (i) by striking “the families who have
7 traveled to the location of the accident”
8 and inserting “passengers involved in the
9 accident and the families of such pas-
10 sengers who have traveled to the location
11 of the accident”;

12 (ii) by inserting “passengers and” be-
13 fore “affected families”; and

14 (iii) by striking “periodically” and in-
15 sserting “regularly”; and

16 (D) in paragraph (4), by inserting “pas-
17 sengers and” before “families”;

18 (4) by amending subsection (d) to read as fol-
19 lows:

20 “(d) PASSENGER LISTS.—

21 “(1) REQUESTS FOR PASSENGER LISTS BY THE
22 DIRECTOR OF FAMILY SERVICES.—

23 “(A) REQUESTS BY DIRECTOR OF FAMILY
24 SUPPORT SERVICES.—It shall be the responsi-
25 bility of the director of family support services

1 designated for an accident under subsection
2 (a)(1) to request, as soon as practicable, from
3 the air carrier or foreign air carrier involved in
4 the accident a passenger list, which is based on
5 the best available information at the time of the
6 request.

7 “(B) USE OF INFORMATION.—The director
8 of family support services may not release to
9 any person information on a list obtained under
10 subparagraph (A), except that the director may,
11 to the extent the director considers appropriate,
12 provide information on the list about a pas-
13 senger to—

14 “(i) the family of the passenger; or

15 “(ii) a local, Tribal, State, or Federal
16 agency responsible for determining the
17 whereabouts or welfare of a passenger.

18 “(C) LIMITATION.—A local, Tribal, State,
19 or Federal agency may not release to any per-
20 son any information obtained under subpara-
21 graph (B)(ii), except if given express authority
22 from the director of family support services.

23 “(D) RULE OF CONSTRUCTION.—Nothing
24 in subparagraph (C) shall be construed to pre-
25 clude a local, Tribal, State, or Federal agency

1 from releasing information that is lawfully ob-
2 tained through other means independent of re-
3 leases made by the director of family support
4 services under subparagraph (B).

5 “(2) REQUESTS FOR PASSENGER LISTS BY DES-
6 IGNATED ORGANIZATION.—

7 “(A) REQUESTS BY DESIGNATED ORGANI-
8 ZATION.—The organization designated for an
9 accident under subsection (a)(2) may request
10 from the air carrier or foreign air carrier in-
11 volved in the accident a passenger list.

12 “(B) USE OF INFORMATION.—The des-
13 ignated organization may not release to any
14 person information on a passenger list but may
15 provide information on the list about a pas-
16 senger to the family of the passenger to the ex-
17 tent the organization considers appropriate.”;

18 (5) in subsection (g)(1) by striking “the fami-
19 lies of passengers involved in the accident” and in-
20 sserting “passengers involved in the accident and the
21 families of such passengers”;

22 (6) in subsection (g)(3)—

23 (A) in the paragraph heading by striking
24 “PREVENT MENTAL HEALTH AND COUNSELING”

1 and inserting “PREVENT CERTAIN CARE AND
2 SUPPORT”;

3 (B) by striking “providing mental health
4 and counseling services” and inserting “pro-
5 viding emotional care, psychological care, and
6 family support services”; and

7 (C) by inserting “passengers and” before
8 “families”;
9 (7) in subsection (h)—

10 (A) by striking “National Transportation
11 Safety”; and

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

13 “(3) PASSENGER LIST.—The term ‘passenger
14 list’ means a list based on the best available infor-
15 mation at the time of a request, of the name of each
16 passenger aboard the aircraft involved in the acci-
17 dent.”; and

18 (8) in subsection (i) by striking “the families of
19 passengers involved in an aircraft accident” and in-
20 serting “passengers involved in the aircraft accident
21 and the families of such passengers”.

22 (b) CLERICAL AMENDMENT.—The analysis for chap-
23 ter 11 of title 49, United States Code, is further amended
24 by striking the item relating to section 1136 and inserting
25 the following:

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“1136. Assistance to passengers involved in aircraft accidents and families of such passengers.”.

1 (c) RAIL ACCIDENTS.—Section 1139 of title 49,
2 United States Code, is amended—

3 (1) in the heading by striking “**to families of**
4 **passengers involved in rail passenger ac-**
5 **cidents**” and inserting “**to passengers in-**
6 **involved in rail passenger accidents and**
7 **families of such passengers**”;

8 (2) in subsection (a) by striking “National
9 Transportation Safety Board shall” and inserting
10 “Board shall”;

11 (3) in subsection (a)(2)—

12 (A) by striking “emotional care and sup-
13 port” and inserting “emotional care, psycho-
14 logical care, and family support services”; and

15 (B) by striking “the families of passengers
16 involved in the accident” and inserting “pas-
17 sengers involved in the accident and the fami-
18 lies of such passengers”;

19 (4) in subsection (c)—

20 (A) in the matter preceding paragraph (1)
21 by striking “the families of passengers involved
22 in the accident” and inserting “passengers in-
23 volved in the accident and the families of such
24 passengers”;

1 (B) in paragraph (1) by striking “mental
2 health and counseling services” and inserting
3 “emotional care, psychological care, and family
4 support services”;

5 (C) in paragraph (3)—

6 (i) by striking “the families who have
7 traveled to the location of the accident”
8 and inserting “passengers involved in the
9 accident and the families of such pas-
10 sengers who have traveled to the location
11 of the accident”; and

12 (ii) by inserting “passengers and” be-
13 fore “affected families”; and

14 (D) in paragraph (4) by inserting “pas-
15 sengers and” before “families”;

16 (5) by amending subsection (d) to read as fol-
17 lows:

18 “(d) PASSENGER LISTS.—

19 “(1) REQUESTS FOR PASSENGER LISTS BY THE
20 DIRECTOR OF FAMILY SERVICES.—

21 “(A) REQUESTS BY DIRECTOR OF FAMILY
22 SUPPORT SERVICES.—It shall be the responsi-
23 bility of the director of family support services
24 designated for an accident under subsection
25 (a)(1) to request, as soon as practicable, from

1 the rail passenger carrier involved in the acci-
2 dent a passenger list, which is based on the best
3 available information at the time of the request.

4 “(B) USE OF INFORMATION.—The director
5 of family support services may not release to
6 any person information on a list obtained under
7 subparagraph (A), except that the director may,
8 to the extent the director considers appropriate,
9 provide information on the list about a pas-
10 senger to—

11 “(i) the family of the passenger; or

12 “(ii) a local, Tribal, State, or Federal
13 agency responsible for determining the
14 whereabouts or welfare of a passenger.

15 “(C) LIMITATION.—A local, Tribal, State,
16 or Federal agency may not release to any per-
17 son any information obtained under subpara-
18 graph (B)(ii), except if given express authority
19 from the director of family support services.

20 “(D) RULE OF CONSTRUCTION.—Nothing
21 in subparagraph (C) shall be construed to pre-
22 clude a local, Tribal, State, or Federal agency
23 from releasing information that is lawfully ob-
24 tained through other means independent of re-

1 leases made by the director of family support
2 services under subparagraph (B).

3 “(2) REQUESTS FOR PASSENGER LISTS BY DES-
4 IGNATED ORGANIZATION.—

5 “(A) REQUESTS BY DESIGNATED ORGANI-
6 ZATION.—The organization designated for an
7 accident under subsection (a)(2) may request
8 from the rail passenger carrier involved in the
9 accident a passenger list.

10 “(B) USE OF INFORMATION.—The des-
11 ignated organization may not release to any
12 person information on a passenger list but may
13 provide information on the list about a pas-
14 senger to the family of the passenger to the ex-
15 tent the organization considers appropriate.”;
16 (6) in subsection (g)—

17 (A) in paragraph (1) by striking “the fam-
18 ilies of passengers involved in the accident” and
19 inserting “passengers involved in the accident
20 and the families of such passengers”; and

21 (B) in paragraph (3)—

22 (i) in the paragraph heading by strik-
23 ing “PREVENT MENTAL HEALTH AND
24 COUNSELING” and inserting “PREVENT
25 CERTAIN CARE AND SUPPORT”;

1 (ii) by striking “providing mental
2 health and counseling services” and insert-
3 ing “providing emotional care, psycho-
4 logical care, and family support services”;
5 and

6 (iii) by inserting “passengers and” be-
7 fore “families”; and

8 (7) in subsection (h)—

9 (A) by striking “National Transportation
10 Safety”; and

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

12 “(4) PASSENGER LIST.—The term ‘passenger
13 list’ means a list based on the best available infor-
14 mation at the time of the request, of the name of
15 each passenger aboard the rail passenger carrier’s
16 train involved in the accident. A rail passenger car-
17 rier shall use reasonable efforts, with respect to its
18 unreserved trains, and passengers not holding res-
19 ervations on its other trains, to ascertain the names
20 of passengers aboard a train involved in an acci-
21 dent.”.

22 (d) PLANS TO ADDRESS NEEDS OF FAMILIES OF
23 PASSENGERS INVOLVED IN RAIL PASSENGER ACCI-
24 DENTS.—Section 24316(a) of title 49, United States

1 Code, is amended by striking “a major” and inserting
2 “any”.

3 (e) INFORMATION FOR FAMILIES OF INDIVIDUALS
4 INVOLVED IN ACCIDENTS.—Section 1140 of title 49,
5 United States Code, is amended—

6 (1) in the heading by striking “**for families**
7 **of individuals involved in accidents**” and
8 inserting “**individuals involved in accidents**
9 **and families of such individuals**”; and

10 (2) by striking “the families of individuals in-
11 volved in the accident” and inserting “individuals in-
12 volved in accidents and the families of such individ-
13 uals”.

14 (f) CLERICAL AMENDMENT.—The analysis for chap-
15 ter 11 of title 49, United States Code, is further amended
16 by striking the item relating to section 1139 and inserting
17 the following:

“1139. Assistance to passengers involved in rail passenger accidents and families
of such passengers.”.

18 **SEC. 1216. UPDATING CIVIL PENALTY AUTHORITY.**

19 (a) IN GENERAL.—Section 1155 of title 49, United
20 States Code, is amended—

21 (1) in the heading by striking “**Aviation**
22 **penalties**” and inserting “**Penalties**”; and

1 (c) BRIEFINGS.—The Board shall provide the appro-
2 priate committees of Congress an annual briefing on the
3 implementation of this section until requirements of sub-
4 section (a) are fulfilled. Such briefings shall include—

5 (1) the number of public dockets that have been
6 made electronically available pursuant to this sec-
7 tion; and

8 (2) the number of public dockets that were un-
9 able to be made electronically available, including all
10 reasons for such inability.

11 (d) DEFINITIONS.—In this section, the terms “public
12 docket” and “record” have the same meanings given such
13 terms in section 801.3 of title 49, Code of Federal Regula-
14 tions, as in effect on the date of enactment of this Act.

15 **SEC. 1218. DRUG-FREE WORKPLACE.**

16 Not later than 12 months after the date of enactment
17 of this Act, the National Transportation Safety Board
18 shall implement a drug testing program applicable to
19 Board employees, including employees in safety or security
20 sensitive positions, in accordance with Executive Order
21 No. 12564 (51 Fed. Reg. 32889).

22 **SEC. 1219. ACCESSIBILITY IN WORKPLACE.**

23 (a) IN GENERAL.—Not later than 12 months after
24 the date of enactment of this Act, the National Transpor-
25 tation Safety Board shall conduct an assessment of the

1 headquarters and regional offices of the Board to deter-
2 mine barriers to accessibility to facilities.

3 (b) CONTENTS.—In conducting the assessment under
4 subsection (a), the Board shall consider compliance with—

5 (1) the Architectural Barriers Act of 1968 (42
6 U.S.C. 4151 et seq.) and the corresponding accessi-
7 bility guidelines established under part 1191 of title
8 36, Code of Federal Regulations; and

9 (2) the Americans with Disabilities Act of 1990
10 (42 U.S.C. 12101 et seq.).

11 **SEC. 1220. MOST WANTED LIST.**

12 (a) REPORTING REQUIREMENTS.—Section 1135 of
13 title 49, United States Code, is amended by striking sub-
14 section (e).

15 (b) REPORT ON MOST WANTED LIST METHOD-
16 OLOGY.—Section 1106 of the FAA Reauthorization Act
17 of 2018 (Public Law 115–254) and the item relating to
18 such section in the table of contents under section 1(b)
19 of such Act are repealed.

20 **SEC. 1221. TECHNICAL CORRECTIONS.**

21 (a) EVALUATION AND AUDIT OF NATIONAL TRANS-
22 PORTATION SAFETY BOARD.—Section 1138(a) of title 49,
23 United States Code, is amended by striking “expenditures
24 of the National Transportation Safety” and inserting “ex-
25 penditures of the”.

1 (b) ORGANIZATION AND ADMINISTRATIVE.—The
2 analysis for chapter 11 of title 49, United States Code,
3 is further amended—

4 (1) by striking the items relating to sections
5 117 and 1117; and

6 (2) by inserting after the item relating to sec-
7 tion 1116 the following:

“1117. Methodology.”.

8 (c) SURFACE TRANSPORTATION BOARD.—The anal-
9 ysis for subtitle II of title 49, United States Code, is
10 amended by inserting after the item relating to chapter
11 11 the following:

“13. Surface Transportation Board 1301”.

12 **SEC. 1222. AIR SAFETY INVESTIGATORS.**

13 (a) REMOVAL OF FAA MEDICAL CERTIFICATE RE-
14 QUIREMENT.—Not later than 60 days after the date of
15 enactment of this Act, the Director of the Office of Per-
16 sonnel Management, in consultation with the Adminis-
17 trator and the Chairman of the National Transportation
18 Safety Board, shall take such actions as may be necessary
19 to revise the eligibility requirements for the Air Safety In-
20 vestigating Series 1815 occupational series (and any simi-
21 lar occupational series relating to transportation accident
22 investigating) to remove any requirement that an indi-
23 vidual hold a current medical certificate issued by the Ad-
24 ministrato

1 (b) UPDATES TO OTHER REQUIREMENTS.—

2 (1) IN GENERAL.—Not later than 2 years after
3 the date of enactment of this Act, the Director, in
4 coordination with the Administrator and Chairman,
5 shall take such actions as may be necessary to up-
6 date and revise experiential, educational, and other
7 eligibility requirements for the Air Safety Inves-
8 tigating Series 1815 occupational series (and any
9 similar occupational series relating to transportation
10 accident investigating).

11 (2) CONSIDERATIONS.—In updating the re-
12 quirements under paragraph (1), the Director shall
13 consider—

14 (A) the direct relationship between any re-
15 quirement and the duties expected to be per-
16 formed by the position;

17 (B) changes in the skills and tools nec-
18 essary to perform transportation accident inves-
19 tigations; and

20 (C) such other considerations as the Direc-
21 tor, Administrator, or Chairman determines ap-
22 propriate.

1 **SEC. 1223. REVIEW OF NATIONAL TRANSPORTATION SAFE-**
2 **TY BOARD PROCUREMENTS.**

3 Not later than 18 months after the date of enactment
4 of this Act, the Comptroller General shall, pursuant to sec-
5 tion 1138 of title 49, United States Code, submit to the
6 appropriate committees of Congress a report regarding the
7 procurement and contracting planning, practices, and poli-
8 cies of the National Transportation Safety Board, includ-
9 ing such planning, practices, and policies regarding sole-
10 source contracts.

11 **TITLE XIII—REVENUE**
12 **PROVISIONS**

13 **SEC. 1301. EXPENDITURE AUTHORITY FROM AIRPORT AND**
14 **AIRWAY TRUST FUND.**

15 (a) IN GENERAL.—Section 9502(d)(1) of the Inter-
16 nal Revenue Code of 1986 is amended—

17 (1) in the matter preceding subparagraph (A)
18 by striking “May 11, 2024” and inserting “October
19 1, 2028”; and

20 (2) in subparagraph (A) by striking the semi-
21 colon at the end and inserting “or the FAA Reau-
22 thorization Act of 2024;”.

23 (b) CONFORMING AMENDMENT.—Section 9502(e)(2)
24 of such Code is amended by striking “May 11, 2024” and
25 inserting “October 1, 2028”.

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1 **SEC. 1302. EXTENSION OF TAXES FUNDING AIRPORT AND**
2 **AIRWAY TRUST FUND.**

3 (a) **FUEL TAXES.**—Section 4081(d)(2)(B) of the In-
4 ternal Revenue Code of 1986 is amended by striking “May
5 10, 2024” and inserting “September 30, 2028”.

6 (b) **TICKET TAXES.**—

7 (1) **PERSONS.**—Section 4261(k)(1)(A)(ii) of the
8 Internal Revenue Code of 1986 is amended by strik-
9 ing “May 10, 2024” and inserting “September 30,
10 2028”.

11 (2) **PROPERTY.**—Section 4271(d)(1)(A)(ii) of
12 the Internal Revenue Code of 1986 is amended by
13 striking “May 10, 2024” and inserting “September
14 30, 2028”.

15 (c) **FRACTIONAL OWNERSHIP PROGRAMS.**—

16 (1) **FUEL TAX.**—Section 4043(d) of the Inter-
17 nal Revenue Code of 1986 is amended by striking
18 “May 10, 2024” and inserting “September 30,
19 2028”.

20 (2) **TREATMENT AS NONCOMMERCIAL AVIA-**
21 **TION.**—Section 4083(b) of the Internal Revenue
22 Code of 1986 is amended by striking “May 11,
23 2024” and inserting “October 1, 2028”.

24 (3) **EXEMPTION FROM TICKET TAX.**—Section
25 4261(j) of the Internal Revenue Code of 1986 is

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- 1 amended by striking “May 10, 2024” and inserting
- 2 “September 30, 2028”.