# July 6, 2023

# RULES COMMITTEE PRINT 118–11 TEXT OF H.R. 3935, SECURING GROWTH AND ROBUST LEADERSHIP IN AMERICAN AVIATION ACT

[Showing the text of H.R. 3935, as ordered reported by the Committee on Transportation and Infrastructure, with modifications, H.R. 3559, as ordered reported by the Committee on Science, Space, and Technology, with modifications, and H.R. 3796 as reported by the Committee on Ways and Means, with modifications]

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

- 2 (a) Short Title.—This Act may be cited as the
- 3 "Securing Growth and Robust Leadership in American
- 4 Aviation Act".
- 5 (b) Table of Contents for
- 6 this Act is as follows:
  - Sec. 1. Short title; table of contents.

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- Sec. 103. Operations.
- Sec. 104. Extension of miscellaneous expiring authorities.

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- Sec. 138. Chief Technology Officer.
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	<ul> <li>Sec. 1146. Report on aviation cybersecurity directives.</li> <li>Sec. 1147. Rule of construction regarding collaborations.</li> <li>Sec. 1148. Turbulence research and development.</li> <li>Sec. 1149. Research, development, and demonstration programs.</li> <li>Sec. 1150. Limitation.</li> </ul>
	TITLE XII—AVIATION REVENUE PROVISIONS
	<ul><li>Sec. 1201. Airport and airway trust fund expenditure authority.</li><li>Sec. 1202. Extension of taxes funding airport and airway trust fund.</li><li>Sec. 1203. Designation of certain airports as ports of entry.</li></ul>
1	TITLE I—AUTHORIZATIONS AND
2	FAA ORGANIZATIONAL REFORM
3	Subtitle A—Authorizations
4	SEC. 101. AIRPORT PLANNING AND DEVELOPMENT AND
5	NOISE COMPATIBILITY PLANNING AND PRO-
6	GRAMS.
7	(a) Authorization.—Section 48103(a) of title 49,
8	United States Code, is amended—
9	(1) in paragraph (5) by striking "and" at the
10	end;
11	(2) in paragraph (6) by striking the period at
12	the end and inserting a semicolon; and
13	(3) by adding at the end the following:
14	"(7) \$4,000,000,000 for fiscal year 2024;
15	"(8) \$4,000,000,000 for fiscal year 2025;
16	"(9) \$4,000,000,000 for fiscal year 2026;
17	" $(10)$ \$4,000,000,000 for fiscal year 2027; and
18	"(11) $4,000,000,000$ for fiscal year $2028$ .".
19	(b) Obligation Authority.—Section 47104(c) of

20 title 49, United States Code, is amended in the matter

1	preceding paragraph (1) by striking "2023" and inserting
2	"2028".
3	SEC. 102. FACILITIES AND EQUIPMENT.
4	Section 48101(a) of title 49, United States Code, is
5	amended—
6	(1) by striking paragraphs (1) through (5);
7	(2) by redesignating paragraph (6) as para-
8	graph (1); and
9	(3) by adding at the end the following:
10	"(2) $$3,375,000,000$ for fiscal year 2024.
11	"(3) $$3,425,000,000$ for fiscal year 2025.
12	"(4) $$3,475,000,000$ for fiscal year 2026.
13	" $(5)$ \$3,475,000,000 for fiscal year 2027.
14	(6) \$3,475,000,000 for fiscal year 2028.".
15	SEC. 103. OPERATIONS.
16	(a) In General.—Section 106(k)(1) of title 49,
17	United States Code, is amended—
18	(1) by striking subparagraphs (A) through (E);
19	(2) in subparagraph (F) by striking the period
20	at the end and inserting a semicolon;
21	(3) by redesignating subparagraph (F) as sub-
22	paragraph (A); and
23	(4) by adding at the end the following:
24	"(B) \$12,730,000,000 for fiscal year 2024;
25	"(C) \$13,035,000,000 for fiscal year 2025;

1	"(D) $$13,334,000,000$ for fiscal year
2	2026;
3	"(E) \$13,640,000,000 for fiscal year 2027;
4	and
5	"(F) $$13,954,000,000$ for fiscal year
6	2028.".
7	(b) Authorized Expenditures.—Section
8	106(k)(2)(D) of title 49, United States Code, is amend-
9	ed—
10	(1) by striking clauses (i) through (v);
11	(2) by redesignating clause (vi) as clause (i);
12	and
13	(3) by adding at the end the following:
14	"(ii) \$46,815,000 for fiscal year 2024.
15	"(iii) \$52,985,000 for fiscal year
16	2025.
17	"(iv) \$59,044,000 for fiscal year
18	2026.
19	"(v) $$65,225,000$ for fiscal year 2027.
20	"(vi) \$71,529,000 for fiscal year
21	2028.".
22	(c) Authority to Transfer Funds.—Section
23	106(k)(3) of title 49, United States Code, is amended—
24	(1) by striking "Notwithstanding" and insert-

1	"(A) In general.—Notwithstanding";
2	(2) by striking "in each of fiscal years 2018
3	through 2023,"; and
4	(3) by adding at the end the following:
5	"(B) Prioritization.—In reducing non-
6	safety-related activities of the Administration
7	under subparagraph (A), the Secretary shall
8	prioritize such reductions from amounts other
9	than amounts authorized under this subsection,
10	section 48101, or section 48103.
11	"(C) Sunset.—This paragraph shall cease
12	to be effective after September 30, 2028.".
13	SEC. 104. EXTENSION OF MISCELLANEOUS EXPIRING AU-
14	THORITIES.
14 15	thorities.  (a) Marshall Islands, Micronesia, and
15	
15 16	(a) Marshall Islands, Micronesia, and
15 16 17	(a) Marshall Islands, Micronesia, and Palau.—Section 47115(i) of title 49, United States Code,
15 16 17	(a) Marshall Islands, Micronesia, and Palau.—Section 47115(i) of title 49, United States Code, is amended by striking "fiscal years 2018 through 2023"
15 16 17 18	(a) Marshall Islands, Micronesia, and Palau.—Section 47115(i) of title 49, United States Code, is amended by striking "fiscal years 2018 through 2023" and inserting "fiscal years 2023 through 2028".
15 16 17 18 19	(a) Marshall Islands, Micronesia, and Palau.—Section 47115(i) of title 49, United States Code, is amended by striking "fiscal years 2018 through 2023" and inserting "fiscal years 2023 through 2028".  (b) Weather Reporting Programs.—Section
15 16 17 18 19 20	(a) Marshall Islands, Micronesia, and Palau.—Section 47115(i) of title 49, United States Code, is amended by striking "fiscal years 2018 through 2023" and inserting "fiscal years 2023 through 2028".  (b) Weather Reporting Programs.—Section 48105 of title 49, United States Code, is amended by add-
15 16 17 18 19 20 21	(a) Marshall Islands, Micronesia, and Palau.—Section 47115(i) of title 49, United States Code, is amended by striking "fiscal years 2018 through 2023" and inserting "fiscal years 2023 through 2028".  (b) Weather Reporting Programs.—Section 48105 of title 49, United States Code, is amended by adding at the end the following:
15 16 17 18 19 20 21 22	(a) Marshall Islands, Micronesia, and Palau.—Section 47115(i) of title 49, United States Code, is amended by striking "fiscal years 2018 through 2023" and inserting "fiscal years 2023 through 2028".  (b) Weather Reporting Programs.—Section 48105 of title 49, United States Code, is amended by adding at the end the following:  "(5) \$45,000,000 for each of fiscal years 2024

1	(c) Midway Island Airport.—Section 186(d) of
2	the Vision 100—Century of Aviation Reauthorization Act
3	(Public Law 108–176) is amended by striking "for fiscal
4	years 2018 through 2023" and inserting "for fiscal years
5	2023 through 2028".
6	(d) Extension of the Safety Oversight and
7	CERTIFICATION ADVISORY COMMITTEE.—Section 202(h)
8	of the FAA Reauthorization Act of 2018 (Public Law
9	115–254) is amended by striking "shall terminate" and
10	all that follows through the period at the end and inserting
11	"shall terminate on October 1, 2028.".
12	Subtitle B—FAA Organizational
13	Reform
13 14	Reform SEC. 121. FAA LEADERSHIP.
14	SEC. 121. FAA LEADERSHIP.
14 15	SEC. 121. FAA LEADERSHIP.  Section 106 of title 49, United States Code, is
<ul><li>14</li><li>15</li><li>16</li></ul>	Section 106 of title 49, United States Code, is amended—
<ul><li>14</li><li>15</li><li>16</li><li>17</li></ul>	Section 106 of title 49, United States Code, is amended—  (1) in subsection (a) by striking "The Federal"
14 15 16 17 18	Section 106 of title 49, United States Code, is amended—  (1) in subsection (a) by striking "The Federal" and inserting "In General.—The Federal"; and
<ul><li>14</li><li>15</li><li>16</li><li>17</li><li>18</li><li>19</li></ul>	Section 106 of title 49, United States Code, is amended—  (1) in subsection (a) by striking "The Federal" and inserting "In General.—The Federal"; and  (2) by striking subsection (b) and inserting the
14 15 16 17 18 19 20	Section 106 of title 49, United States Code, is amended—  (1) in subsection (a) by striking "The Federal" and inserting "In General.—The Federal"; and  (2) by striking subsection (b) and inserting the following:
14 15 16 17 18 19 20 21	Section 106 of title 49, United States Code, is amended—  (1) in subsection (a) by striking "The Federal" and inserting "In General.—The Federal"; and  (2) by striking subsection (b) and inserting the following:  "(b) Administration Leadership.—

1	appointed by the President, by and with the ad-
2	vice and consent of the Senate.
3	"(B) QUALIFICATIONS.—The Adminis-
4	trator shall—
5	"(i) be a citizen of the United States;
6	"(ii) not be an active duty or retired
7	member of an Armed Force; and
8	"(iii) have experience in organiza-
9	tional management and a field directly re-
10	lated to aviation.
11	"(C) Fitness.—In appointing an indi-
12	vidual as Administrator, the President shall
13	consider the fitness of such individual to carry
14	out efficiently the duties and powers of the of-
15	fice.
16	"(D) TERM OF OFFICE.—The Term of of-
17	fice for any individual appointed as Adminis-
18	trator shall be 5 years.
19	"(E) Reporting Chain.—Except as pro-
20	vided in subsection (f) or in other provisions of
21	law, the Administrator reports directly to the
22	Secretary of Transportation.
23	"(2) Deputy administrator for programs
24	AND MANAGEMENT.—

1	"(A) In General.—The Administration
2	has a Deputy Administrator for Programs and
3	Management, who shall be a political appointee
4	of the President.
5	"(B) QUALIFICATIONS.—The Deputy Ad-
6	ministrator for Programs and Management
7	shall—
8	"(i) be a citizen of the United States;
9	and
10	"(ii) have experience in management
11	and a field directly related to aviation.
12	"(C) Fitness.—In appointing an indi-
13	vidual as Deputy Administrator for Programs
14	and Management, the President shall consider
15	the fitness of the individual to carry out effi-
16	ciently the duties and powers of the office, in-
17	cluding the duty to act for the Administrator
18	under the circumstances described in subpara-
19	graph (F).
20	"(D) REPORTING CHAIN.—The Deputy
21	Administrator for Programs and Management
22	reports directly to the Administrator.
23	"(E) Duties.—The Deputy Administrator
24	for Programs and Management shall—

1	"(i) manage the Assistant Administra-
2	tors and Chief Counsel established under
3	subsection (d), except the Assistant Ad-
4	ministrator for Rulemaking and Regu-
5	latory Improvement; and
6	"(ii) carry out duties and powers pre-
7	scribed by the Administrator.
8	"(F) Succession Plan.—The Deputy Ad-
9	ministrator for Programs and Management acts
10	for the Administrator when the Administrator
11	is absent or unable to serve, or when the office
12	of the Administrator is vacant.
13	"(G) Compensation.—
14	"(i) Annual rate of basic pay.—
15	The annual rate of basic pay of the Deputy
16	Administrator for Programs and Manage-
17	ment shall be set by the Secretary but
18	shall not exceed the annual rate of basic
19	pay payable to the Administrator.
20	"(ii) Exception.—A retired regular
21	officer of an Armed Force serving as the
22	Deputy Administrator for Programs and
23	Management is entitled to hold a rank and
24	grade not lower than that held when ap-
25	pointed as the Deputy Administrator for

1	Programs and Management and may elect
2	to receive—
3	"(I) the pay provided for the
4	Deputy Administrator for Programs
5	and Management under clause (i); or
6	"(II) the pay and allowances or
7	the retired pay of the military grade
8	held.
9	"(iii) Reimbursement of ex-
10	PENSES.—If the Deputy Administrator for
11	Programs and Management elects to re-
12	ceive compensation described in clause
13	(ii)(II), the Administration shall reimburse
14	the appropriate military department from
15	funds available for the expenses of the Ad-
16	ministration.
17	"(3) Deputy administrator for safety
18	AND OPERATIONS.—
19	"(A) In General.—The Administration
20	has a Deputy Administrator for Safety and Op-
21	erations, who—
22	"(i) shall be appointed by the Admin-
23	istrator; and
24	"(ii) shall not be a political appointee.

1	"(B) QUALIFICATIONS.—The Deputy Ad-
2	ministrator for Safety and Operations shall—
3	"(i) be a citizen of the United States;
4	and
5	"(ii) have experience in organizational
6	management and a field directly related to
7	aviation.
8	"(C) Fitness.—In appointing an indi-
9	vidual as Deputy Administrator for Safety and
10	Operations, the Administrator shall consider the
11	fitness of the individual to carry out efficiently
12	the duties and powers of the office, including
13	the duty to act for the Administrator under the
14	circumstances described in subparagraph (F).
15	"(D) REPORTING CHAIN.—The Deputy
16	Administrator for Safety and Operations re-
17	ports to the Administrator.
18	"(E) Duties.—The Deputy Administrator
19	for Safety and Operations shall—
20	"(i) manage the Associate Administra-
21	tors and Chief Operating Officer estab-
22	lished under subsection (c) and the Assist-
23	ant Administrator for Rulemaking and
24	Regulatory Improvement established under
25	subsection (d);

1	"(ii) develop and maintain a long-term
2	strategic plan of the Administration; and
3	"(iii) carry out other duties and pow-
4	ers prescribed by the Administrator.
5	"(F) Succession Plan.—The Deputy Ad-
6	ministrator for Safety and Operations acts for
7	the Administrator when the Administrator and
8	the Deputy Administrator for Programs and
9	Management are absent or unable to serve, or
10	when the office of the Administrator and the
11	Office of the Deputy Administrator for Pro-
12	grams and Management are vacant.
13	"(G) Compensation.—The annual rate of
14	basic pay of the Deputy Administrator for Safe-
15	ty and Operations shall be set by the Adminis-
16	trator but shall not exceed the annual rate of
17	basic pay payable to the Administrator.
18	"(4) Leadership of the administration
19	DEFINED.—In this section, the term 'leadership of
20	the Administration' means—
21	"(A) the Administrator under paragraph
22	(1);
23	"(B) the Deputy Administrator for Pro-
24	grams and Management under paragraph (2);
25	and

1	"(C) the Deputy Administrator for Safety
2	and Operations under paragraph (3).".
3	SEC. 122. FAA MANAGEMENT BOARD.
4	(a) FAA MANAGEMENT BOARD.—Section 106 of title
5	49, United States Code, is amended by striking sub-
6	sections (c) and (d) and inserting the following:
7	"(c) Associate Administrators.—
8	"(1) In General.—The Administration has
9	Associate Administrators, as determined necessary
10	by the Administrator, including—
11	"(A) appointed by the Administrator, an
12	Associate Administrator for Aviation Safety, an
13	Associate Administrator for Security and Haz-
14	ardous Materials Safety, a Chief Operating Of-
15	ficer of the Air Traffic Control System;
16	"(B) appointed by the President, an Asso-
17	ciate Administrator for Airports; and
18	"(C) when authority under chapter 509 of
19	title 51 is explicitly delegated by the Secretary
20	of Transportation to the Administrator, an As-
21	sociate Administrator for Commercial Space
22	Transportation who shall be appointed by the
23	Administrator.
24	"(2) Qualifications.—Associate Administra-
25	tors shall be citizens of the United States.

1	"(3) Duties.—The Associate Administrators
2	shall carry out duties and powers of their office de-
3	scribed in this section and those prescribed by the
4	Administrator.
5	"(d) CHIEF COUNSEL; ASSISTANT ADMINISTRA-
6	TORS.—
7	"(1) In General.—The Administration has
8	Assistant Administrators and a Chief Counsel.
9	"(A) CHIEF COUNSEL.—The Chief Counsel
10	shall be appointed by the President and shall—
11	"(i) advise the Administrator on legal
12	matters relating to the responsibilities,
13	functions, and management of the Admin-
14	istration;
15	"(ii) at the request of the Adminis-
16	trator, provide guidance, counsel, and ad-
17	vice regarding, but shall not have final de-
18	cision-making authority with regards to,
19	the activities of the Administrator, includ-
20	ing—
21	"(I) rulemaking activities;
22	"(II) policy and guidance docu-
23	ment production;
24	"(III) exemption and waiver deci-
25	sions; and

1	"(IV) certification and approval
2	determinations;
3	"(iii) represent the Administration be-
4	fore the National Transportation Safety
5	Board, Department of Transportation law
6	judges, the Equal Employment Oppor-
7	tunity Commission, Federal courts of the
8	United States, and other bodies and
9	courts, as appropriate;
10	"(iv) pursue enforcement actions on
11	behalf of the Administrator; and
12	"(v) perform other functions as deter-
13	mined by the Administrator.
14	"(B) Assistant administrator for
15	RULEMAKING AND REGULATORY IMPROVE-
16	MENT.—The Assistant Administrator for Rule-
17	making and Regulatory Improvement shall be
18	appointed by the Administrator and shall—
19	"(i) be responsible for developing and
20	managing the execution of a regulatory
21	agenda for the Administration that meets
22	statutory and Administration deadlines, in-
23	eluding by—

1	"(I) prioritizing rulemaking
2	projects that are necessary to improve
3	safety;
4	"(II) establishing the regulatory
5	agenda of the Administration; and
6	"(III) coordinating with offices of
7	the Administration, the Department,
8	and other Federal entities as appro-
9	priate to improve timely feedback gen-
10	eration and approvals when required
11	by law;
12	"(ii) not delegate overall responsibility
13	for meeting internal timelines and final
14	completion of the regulatory activities of
15	the Administration outside the Office of
16	the Assistant Administrator for Rule-
17	making and Regulatory Improvement;
18	"(iii) on an ongoing basis—
19	"(I) review the Administration's
20	regulations in effect to improve safety;
21	"(II) reduce undue regulatory
22	burden;
23	"(III) replace prescriptive regula-
24	tions with performance-based regula-
25	tions, as appropriate;

1	"(IV) prevent duplicative regula-
2	tions; and
3	"(V) increase regulatory clarity
4	and transparency whenever possible;
5	"(iv) make recommendations for the
6	Administrator's review under subsection
7	(f)(3)(C)(ii);
8	"(v) receive, coordinate, and respond
9	to petitions for rulemaking and for exemp-
10	tion as provided for in subpart A of part
11	11 of title 14, Code of Federal Regula-
12	tions, and provide an initial response to a
13	petitioner not later than 30 days after the
14	receipt of such a petition—
15	"(I) acknowledging receipt of
16	such petition;
17	"(II) confirming completeness of
18	such petition;
19	"(III) providing an initial indica-
20	tion of the complexity of the request
21	and how such complexity may impact
22	the timeline for adjudication; and
23	"(IV) requesting any additional
24	information, as appropriate, that

1	would assist in the consideration of
2	the petition;
3	"(vi) track the issuance of exemptions
4	and waivers by the Administration to sec-
5	tions of title 14, Code of Federal Regula-
6	tions, and establish a methodology by
7	which to determine if it would be more ef-
8	ficient and in the public's interest to
9	amend a rule to reduce the future need of
10	waivers and exemptions; and
11	"(vii) promulgate regulatory updates
12	as determined more efficient or in the
13	public's best interest under clause (vi).
14	"(C) Appointment.—Additional Assistant
15	Administrators, as determined necessary by the
16	Administrator, may be appointed by the Admin-
17	istrator.
18	"(2) QUALIFICATIONS.—The Assistant Admin-
19	istrators shall be a citizen of the United States.
20	"(3) Duties.—The Assistant Administrators
21	shall carry out duties and powers of their office de-
22	scribed in this section and those prescribed by the
23	Administrator.

1	"(4) Management board of the adminis-
2	TRATION.—In this section, the term 'Management
3	Board of the Administration' means—
4	"(A) the Associate Administrators and
5	Chief Operating Officer established under sub-
6	section (e); and
7	"(B) the Assistant Administrators and
8	Chief Counsel established under subsection
9	(d).".
10	(b) Systemically Addressing Need for Exemp-
1	TIONS AND WAIVERS.—Not later than 30 months after
12	the date of enactment of this Act, the Assistant Adminis-
13	trator for Rulemaking and Regulatory Improvement shall
14	brief the Committee on Transportation and Infrastructure
15	of the House of Representatives and the Committee on
16	Commerce, Science, and Transportation of the Senate on
17	the methodology developed pursuant to section
18	106(d)(B)(vi) of title 49, United States Code (as added
19	by this section).
20	SEC. 123. PROHIBITION ON CONFLICTING PECUNIARY IN-
21	TERESTS.
22	Section 106(e) of title 49, United States Code, is
23	amended to read as follows:
24	"(e) Prohibition on Conflicting Pecuniary In-
25	TERESTS —

1	"(1) IN GENERAL.—The leadership of the Ad-
2	ministration and the Management Board of the Ad-
3	ministration may not have a pecuniary interest in, or
4	hold a financial interest in, an aeronautical enter-
5	prise, or engage in another business, vocation, or
6	employment.
7	"(2) Teaching.—Notwithstanding paragraph
8	(1), the Deputy Administrators and the Manage-
9	ment Board of the Administration may not receive
10	compensation for teaching without prior approval of
11	the Administrator.
12	"(3) Financial interest defined.—In this
13	subsection, the term 'financial interest'—
14	"(A) means—
15	"(i) any current or contingent owner-
16	ship, equity, or security interest;
17	"(ii) any indebtedness or compensated
18	employment relationship; or
19	"(iii) any right to purchase or acquire
20	any such interest, including a stock option;
21	and
22	"(B) does not include securities held in an
23	index fund.".

1	SEC. 124. AUTHORITY OF SECRETARY AND ADMINIS-
2	TRATOR.
3	(a) In General.—Section 106(f) of title 49, United
4	States Code, is amended—
5	(1) in paragraph (1)—
6	(A) by striking "paragraph (2)" and in-
7	serting "paragraphs (2) and (3)";
8	(B) by striking "Neither" and inserting
9	"In exercising duties, powers, and authorities
10	that are assigned to the Secretary or the Ad-
11	ministrator under this title, neither"; and
12	(C) by striking "a committee, board, or or-
13	ganization established by executive order." and
14	inserting the following: "a committee, board,
15	council, or organization that is—
16	"(A) established by executive order; or
17	"(B) not explicitly directed by legislation
18	to review the exercise of such duties, powers,
19	and authorities by the Secretary or the Admin-
20	istrator.";
21	(2) in paragraph (2)—
22	(A) in subparagraph (A)(ii) by striking
23	"the acquisition" and all that follows through
24	the semicolon and inserting "the acquisition, es-
25	tablishment, improvement, operation, mainte-
26	nance, security (including cybersecurity), and

1	disposal of property, facilities, services, and
2	equipment of the Administration, including all
3	elements of the air traffic control system owned
4	by the Administration;";
5	(B) in subparagraph (A)(iii) by striking
6	"paragraph (3)" and inserting "paragraph
7	(4)";
8	(C) in subparagraph (B) by inserting "civil
9	aviation, any matter for which the Adminis-
10	trator is the final authority under subparagraph
11	(A), any duty carried out by the Administrator
12	pursuant to paragraph (3), or the provisions of
13	this title, or" after "with respect to"; and
14	(D) in subparagraph (D)—
15	(i) by inserting "(formally or infor-
16	mally)" after "required"; and
17	(ii) by inserting "or any other Federal
18	agency" after "Department of Transpor-
19	tation";
20	(3) in paragraph (3)—
21	(A) in subparagraph (A)—
22	(i) by striking "In the performance"
23	and inserting "(i) Issuance of Regula-
	G (,)

1	(ii) by striking "The Administrator
2	shall act" and inserting "(ii) Petitions
3	FOR RULEMAKING.—The Administrator
4	shall act'';
5	(iii) by striking "The Administrator
6	shall issue" and inserting "(iii) Rule-
7	MAKING TIMELINE.—The Administrator
8	shall issue''; and
9	(iv) by striking "On February 1" and
10	inserting "(iv) Reporting require-
11	MENT.—On February 1"; and
12	(B) by striking subparagraphs (B) and (C)
13	and inserting the following:
14	"(B) Approval of Secretary of Trans-
15	PORTATION.—
16	"(i) IN GENERAL.—The Administrator
17	may not issue, unless the Secretary of
18	Transportation approves the issuance of
19	the regulation in advance, a proposed regu-
20	lation or final regulation that—
21	"(I) is likely to result in the ex-
22	penditure by State, local, and Tribal
23	governments in the aggregate, or by
24	the private sector, of \$250,000,000 or
25	more (adjusted annually for inflation

beginning with the year following the
date of enactment of the Securing
Growth and Robust Leadership in
American Aviation Act) in any year;
or
"(II) is significant.
"(ii) Significant defined.—For
purposes of this paragraph, a regulation is
significant if the Administrator, in con-
sultation with the Secretary (as appro-
priate), determines that the regulation—
"(I) will have an annual effect on
the economy of $$250,000,000$ or more
(adjusted annually for inflation begin-
ning with the year following the date
of enactment of the Securing Growth
and Robust Leadership in American
Aviation Act);
"(II) raises novel or serious legal
or policy issues that will substantially
and materially affect other transpor-
tation modes; or
"(III) adversely affect, in a sub-
stantial and material way, the econ-
omy, a sector of the economy, produc-

1	tivity, competition, jobs, the environ-
2	ment, public health or safety, or a
3	State, local, or Tribal government or
4	communities.
5	"(iii) Emergency regulation.—In
6	an emergency, the Administrator may issue
7	a final regulation described in clause (i)
8	without prior approval of the Secretary. If
9	the Secretary objects to such regulation in
10	writing within 5 days (excluding Saturday,
11	Sundays, and legal public holidays) of the
12	issuance, the Administrator shall imme-
13	diately rescind such regulation.
14	(((' ) Omyron Drovy (myoya Mi
17	"(iv) OTHER REGULATIONS.—The
15	Secretary may not require that the Admin-
15	Secretary may not require that the Admin-
15 16	Secretary may not require that the Administrator submit a proposed or final regula-
15 16 17	Secretary may not require that the Administrator submit a proposed or final regulation to the Secretary for approval, nor may
15 16 17 18	Secretary may not require that the Administrator submit a proposed or final regulation to the Secretary for approval, nor may the Administrator submit a proposed or
15 16 17 18 19	Secretary may not require that the Administrator submit a proposed or final regulation to the Secretary for approval, nor may the Administrator submit a proposed or final regulation to the Secretary for ap-
15 16 17 18 19 20	Secretary may not require that the Administrator submit a proposed or final regulation to the Secretary for approval, nor may the Administrator submit a proposed or final regulation to the Secretary for approval, if the regulation—
15 16 17 18 19 20 21	Secretary may not require that the Administrator submit a proposed or final regulation to the Secretary for approval, nor may the Administrator submit a proposed or final regulation to the Secretary for approval, if the regulation—  "(I) does not require the Sec-

1	"(II) is a routine or frequent ac-
2	tion or a procedural action.
3	"(v) Timeline.—The Administrator
4	shall submit a copy of any proposed or
5	final regulation requiring approval by the
6	Secretary under clause (i) to the Secretary,
7	who shall either approve the regulation or
8	return the regulation to the Administrator
9	with comments within 30 days after receiv-
10	ing the regulation. If the Secretary fails to
11	approve or return the regulation with com-
12	ments to the Administrator within 30 days,
13	the regulation shall be deemed to have
14	been approved by the Secretary.
15	"(C) Periodic review.—
16	"(i) In general.—In addition to the
17	review requirements established under sec-
18	tion 5.13(d) of title 49, Code of Federal
19	Regulations, the Administrator shall review
20	any significant regulation issued 3 years
21	after the effective date of the regulation.
22	"(ii) DISCRETIONAL REVIEW.—The
23	Administrator may review any regulation
24	that has been in effect for more than 3
25	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 were
5	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 those related to
10	transportation, packaging, marking, or de-
11	scription of hazardous material) and stated
12	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.—Subsection (h) of
6	section 106 of title 49, United States Code, is repealed
7	(c) Preservation of Existing Authority.—
8	Nothing in this section or the amendments made by this
9	section shall be construed to restrict any authority vested
10	in the Administrator of the Federal Aviation Administra-
11	tion by statute or by delegation that was in effect on the
12	day before the date of the enactment of this Act.
13	SEC. 125. REVIEW OF FAA RULEMAKING PROCESSES.
14	(a) In General.—Not later than 30 months after
15	the date of enactment of this Act, the Administrator of
16	the Federal Aviation Administration shall enter into ap-
17	propriate arrangements with the National Academy of
18	Public Administration to evaluate and make recommenda-
19	tions to improve the Administration's rulemaking proc-
20	esses.
21	(b) Content of Review.—In completing the eval-
22	uation under subsection (a), the National Academy of
23	Public Administration shall—
23 24	Public Administration shall—  (1) review Administration and Department of

1	coordinating, reviewing, editing, and approving rule-
2	making documents;
3	(2) review part 11 of title 14, Code of Federal
4	Regulations, and section 106 of title 49, United
5	States Code—
6	(A) as such section was in effect the day
7	before the date of enactment of this Act; and
8	(B) as amended by this Act; and
9	(3) include in the review—
10	(A) advanced notices of proposed
11	rulemakings;
12	(B) notices of proposed rulemakings;
13	(C) supplemental proposed rulemakings;
14	(D) interim final rules; and
15	(E) final rules, including direct final rules.
16	(c) METHOD OF REVIEW.—As part of the evaluation
17	under this section, the National Academy of Public Ad-
18	ministration shall analyze the scoping, drafting, analysis,
19	and approval processes, including examining incidents in
20	which a rule was referred back to a program office for
21	revision, and the timeline associated with each review and
22	step for—
23	(1) at least 7 rules completed by the Adminis-
24	tration since 2012, including—

1	(A) at least 2 rules that leveraged the
2	work of an aviation rulemaking committee;
3	(B) at least 2 rules considered significant
4	as defined in section 106(f)(3)(B)(ii) (as
5	amended by this Act); and
6	(C) at least 1 rule promulgated through
7	rules considered routine and frequent in the
8	Department's Regulatory Agenda; and
9	(2) at least 2 rulemaking processes where a no-
10	tice of proposed rulemaking has not been followed by
11	a final rule for more than 3 years.
12	(d) Report.—The National Academy of Public Ad-
13	ministration shall provide to the Administrator, Secretary
14	of Transportation, the Committee on Transportation and
15	Infrastructure and the Committee on Science, Space, and
16	Technology of the House of Representatives and the Com-
17	mittee on Commerce, Science, and Transportation of the
18	Senate a report containing the results of the evaluation
19	required under subsection (a). The contents of the report
20	shall—
21	(1) identify procedural or resource constraints;
22	(2) identify inefficiencies in the process, includ-
23	ing any causes of delays;
24	(3) provide recommendations for expediting
25	rulemakings, including—

1	(A) ways to improve the efficiency of the
2	scoping process for rulemaking;
3	(B) the use of new routine and frequent
4	rulemakings to allow for the expediting of ac-
5	tivities that may be routinely needed or up-
6	dated;
7	(C) the use of rules of applicability to pro-
8	vide for the expediting of activities that may be
9	routinely needed or updated;
10	(D) the use of frameworks or shell rules to
11	improve the efficiency of drafting;
12	(E) the use of aviation rulemaking commit-
13	tees; and
14	(F) internal process improvements; and
15	(4) not review the policy merits of the reviewed
16	rulemakings, except to the extent that there are con-
17	clusions that can be drawn from the processes used
18	to develop such rules.
19	(e) Access to Documents.—The Administration
20	and Department shall provide the National Academy of
21	Public Administration access, as appropriate, to—
22	(1) the electronic management software the Ad-
23	ministration uses to track internal processing of
24	draft documents;

1	(2) appropriately redacted communications be-
2	tween offices and personnel that were used to coordi-
3	nate work outside of the electronic software; and
4	(3) such other documents and records, includ-
5	ing predecisional documents and records, that will
6	assist the National Academy of Public Administra-
7	tion in completing the evaluation required under
8	subsection (a).
9	SEC. 126. OFFICE OF INNOVATION.
10	Section 106 of title 49, United States Code, is further
11	amended by striking subsection (g) and inserting the fol-
12	lowing:
13	"(g) Office of Innovation.—
14	"(1) In general.—There is established within
15	the Federal Aviation Administration an Office of In-
16	novation (in this subsection referred to as the 'Of-
17	fice') comprised of employees of the Administration
18	who shall—
19	"(A) have a diverse set of expertise;
20	"(B) assist the leadership of the Adminis-
21	tration and the Management Board of the Ad-
22	ministration with—
23	"(i) scoping complex regulatory issues
24	and drafting documents on topics that

1	span multiple offices or lines of business of
2	the Administration;
3	"(ii) evaluating internal processes;
4	and
5	"(iii) positioning the Administration
6	to support aerospace innovation; and
7	"(C) receive taskings from the leadership
8	of the Administration and the Management
9	Board of the Administration, as determined
10	necessary by such individuals, and work collabo-
11	ratively with relevant program offices of the Ad-
12	ministration, as necessary, to respond to such
13	taskings.
14	"(2) Appointment of members.—
15	"(A) APPOINTMENTS.—The Administrator
16	shall appoint a maximum of 15 employees to
17	serve a 2-year term as a member of the Office
18	of Innovation with at least 1 employee ap-
19	pointed from each of the following:
20	"(i) Office of Aviation Safety.
21	"(ii) The Air Traffic Organization.
22	"(iii) Office of Airports.
23	"(iv) Office of Security and Haz-

1	"(v) When authority under chapter
2	509 of title 51 is explicitly delegated by the
3	Secretary of Transportation to the Admin-
4	istrator, the Office of Commercial Space
5	Transportation.
6	"(vi) Office of the Chief Counsel.
7	"(vii) Office of Policy, International
8	Affairs, and Environment.
9	"(B) Consultation.—The Office may
10	consult, as necessary, with other personnel of
11	the Administration.
12	"(3) Selection of members.—An employee
13	appointed under paragraph (2)—
14	"(A) may be appointed from nominations
15	made by Associate Administrators, Assistant
16	Administrators, and the Chief Counsel of the
17	Administration;
18	"(B) shall not be a senior executive of the
19	Administration;
20	"(C) shall have been an employee of the
21	Administration for at least 2 years; and
22	"(D) shall have expertise in the authorities
23	and duties of the respective office of the em-
24	ployee.

1	"(4) Innovation office lead.—The Admin-
2	istrator shall appoint a lead of the Office who shall
3	report to the leadership of the Administration and
4	who—
5	"(A) may have a set term, as determined
6	by the Administrator;
7	"(B) shall manage the personnel and ac-
8	tivities of such Office; and
9	"(C) may be a detailed employee of any of-
10	fice of the Administration, notwithstanding the
11	numerical limits placed on appointments in
12	paragraph (2)(A).
13	"(5) Status.—An appointment of an employee
14	to the Office established under this subsection shall
15	not impact the status or position of such employee
16	in the respective office of such employee and such
17	employee shall be considered a detailed employee to
18	the Office of Innovation.
19	"(6) Resources.—The Administrator shall
20	provide resources and staff, as necessary, to the Of-
21	fice to support the activities of the Office described
22	in paragraph (1), not to exceed more than 6 full-
23	time equivalent positions, including any necessary
24	project managers."

1	SEC. 127. FRANK A. LOBIONDO NATIONAL AEROSPACE
2	SAFETY AND SECURITY CAMPUS.
3	(a) IN GENERAL.—The campus and grounds of the
4	Federal Aviation Administration Technical Center located
5	at the Atlantic City International Airport in Egg Harbor
6	Township, New Jersey, shall be known and designated as
7	the "Frank A. LoBiondo National Aerospace Safety and
8	Security Campus".
9	(b) Reference.—Any reference in a law, map, regu-
10	lation, document, paper, or other record of the United
11	States to the campus and grounds at the Federal Aviation
12	Administration Technical Center referred to in subsection
13	(a) shall be deemed to be a reference to the "Frank A.
14	LoBiondo National Aerospace Safety and Security Cam-
15	pus".
16	SEC. 128. TECHNICAL CENTER FOR ADVANCED AERO-
17	SPACE.
18	(a) In General.—Section 106 of title 49, United
19	States Code, is further amended by inserting after sub-
20	section (g) (as added by section 126) the following:
21	"(h) TECHNICAL CENTER FOR ADVANCED AERO-
22	SPACE.—
23	"(1) IN GENERAL.—There is established within
24	the Administration a technology center located at
25	the Frank A. LoBiondo National Aerospace Safety
26	and Security Campus to support the advancement of

1	aerospace safety and innovation which shall be
2	known as the 'William J. Hughes Technical Center
3	for Advanced Aerospace' (in this subsection referred
4	to as the 'Technical Center') that shall be used by
5	the Administrator and, as permitted by the Adminis-
6	trator, other governmental entities, academia, and
7	the aerospace industry.
8	"(2) Management.—The activities of the
9	Technical Center shall be managed by a Director.
10	"(3) Activities.—The activities of the Tech-
11	nical Center shall include—
12	"(A) developing and stimulating technology
13	partnerships with and between industry, aca-
14	demia, and other government agencies and sup-
15	porting such partnerships by—
16	"(i) liaising between external persons
17	and offices of the Administration inter-
18	ested in such work;
19	"(ii) providing technical expertise and
20	input, as appropriate; and
21	"(iii) providing access to the prop-
22	erties, facilities, and systems of the Tech-
23	nical Center through appropriate agree-
24	ments;

1	"(B) managing technology demonstration
2	grants awarded by the Administrator;
3	"(C) identifying software, systems, serv-
4	ices, and technologies that could improve avia-
5	tion safety and the operations and management
6	of the air traffic control system and working
7	with relevant offices of the Administration to
8	consider the use and integration of such soft-
9	ware, systems, services, and technologies, as ap-
10	propriate;
11	"(D) supporting the work of any collocated
12	facilities and tenants of such facilities, and to
13	the extent feasible, enter into agreements as
14	necessary to utilize the facilities, systems, and
15	technologies of such collocated facilities and
16	tenants;
17	"(E) managing the facilities of the Tech-
18	nical Center and the Frank A. LoBiondo Na-
19	tional Aerospace Safety and Security Campus;
20	and
21	"(F) carrying out any other duties as de-
22	termined appropriate by the Administrator.".
23	(b) Conforming Amendment.—Section 44507 of
24	title 49, United States Code, is amended—

1	(1) by striking "(a) Civil Aeromedical Insti-
2	TUTE" and all that follows through "The Civil
3	Aeromedical Institute established" and inserting
4	"The Civil Aeromedical Institute established"; and
5	(2) by striking subsection (b).
6	SEC. 129. OFFICE OF NEXTGEN SUNSET.
7	(a) In General.—Not later than 30 months after
8	the date of enactment of this Act, the Administrator of
9	the Federal Aviation Administration shall terminate the
10	Office of NextGen.
11	(b) Closure Process.—In carrying out subsection
12	(a), the Administrator shall transfer duties, authorities,
13	activities, personnel, and assets managed by the Office of
14	NextGen to other officials of the Administration, as appro-
15	priate, including—
16	(1) transferring such duties, authorities, activi-
17	ties, personnel, and assets to—
18	(A) the Director of the William J. Hughes
19	Technical Center for Advanced Aerospace es-
20	tablished under subsection 106(h) of title 49,
21	United States Code;
22	(B) the Assistant Administrator for Fi-
23	nance and Management;
24	(C) the Chief Operating Officer of the Air
25	Traffic Control System; and

1	(D) other officials of the Administration,
2	as determined by the Administrator; and
3	(2) transferring management of the NextGen
4	Advisory Committee to the Chief Operating Officer
5	of the Air Traffic Control System.
6	SEC. 130. FAA OMBUDSMAN.
7	Section 106 of title 49, United States Code, is further
8	amended by striking subsection (i) and inserting the fol-
9	lowing:
10	"(i) FAA OMBUDSMAN.—
11	"(1) Establishment.—There is established
12	within the Federal Aviation Administration an Om-
13	budsman who shall coordinate or facilitate the adju-
14	dication of covered submissions.
15	"(2) Ombudsman.—
16	"(A) IN GENERAL.—The Ombudsman shall
17	be appointed by the Administrator and report
18	to the Assistant Administrator for Government
19	and Industry Affairs.
20	"(B) TERM.—The Ombudsman shall be
21	appointed for a term of 5 years.
22	"(3) Duties.—The duties of the Ombudsman
23	shall be as follows:
24	"(A) Work with the relevant offices within
25	the Administration to—

1	"(i) with respect to a covered submis-
2	sion, resolve, provide a status update, or
3	provide clarity on the status of such sub-
4	missions;
5	"(ii) bring to the attention of the rel-
6	evant office of the Administration con-
7	cerns, as necessary, regarding Administra-
8	tion processes or considerations discovered
9	while coordinating an activity related to a
10	covered submission under this subsection;
11	and
12	"(iii) address any gaps and commu-
13	nication lapses in Administration coordina-
14	tion processes.
15	"(B) Determine if, based on a coordinated
16	activity carried out under this subsection, re-
17	consideration with respect to covered submis-
18	sions or administrative actions are necessary
19	and report to the Administrator or the relevant
20	office within the Administration with rec-
21	ommendations relating to such reconsideration.
22	"(C) Determine if trends materialize that
23	could warrant process, procedural, or resource
24	changes and report recommendations regarding

1	such changes to the Administrator and relevant
2	offices within the Administration.
3	"(D) Ensure that reporting, processing, or
4	dispute resolution mechanisms within the Ad-
5	ministration are transparent and accessible to
6	the public, and facilitate the use of such report-
7	ing, processing, or dispute resolution mecha-
8	nisms, when appropriate.
9	"(E) Perform other duties as prescribed by
10	the Assistant Administrator.
11	"(4) Discretion on coordination and re-
12	VIEW.—
13	"(A) IN GENERAL.—The Ombudsman shall
14	determine whether to coordinate a review of a
15	covered submission in order to provide a re-
16	sponse, coordinate the reconsideration of an ad-
17	ministrative action, or take no additional action.
18	In making a determination under this subpara-
19	graph, the Ombudsman shall consider—
20	"(i) whether there are reporting, proc-
21	essing, or dispute resolution mechanisms
22	that have not been exhausted or that may
23	be more appropriate for dealing with, in-
24	vestigating, and responding to such cov-
25	ered submission;

1	"(ii) whether the subject or outcome
2	of a covered submission is alleged to be—
3	"(I) contrary to law or regula-
4	tion;
5	"(II) arbitrary and capricious; or
6	"(III) performed in an unreason-
7	ably inefficient or untimely manner;
8	and
9	"(iii) such other factors as the Om-
10	budsman considers appropriate.
11	"(B) Exception.—With regard to a cov-
12	ered submission concerning an activity relating
13	to an alleged violation of an order, a regulation,
14	or any other provision of Federal law by the
15	Administration or whistleblower retaliation, the
16	Ombudsman shall refer such covered submis-
17	sion to the appropriate Federal entity to adju-
18	dicate or investigate the subject of such submis-
19	sion.
20	"(C) COOPERATION.—The Administrator
21	shall ensure that the officers and employees of
22	the Administration fully cooperate with the ac-
23	tivities of the Ombudsman and provide such in-
24	formation, documents, or materials as may be
25	requested by the Ombudsman.

1	"(5) Response requirement.—The Ombuds-
2	man shall ensure that the Administration provides
3	an initial response to or status update on covered
4	submissions within 10 business days of the Ombuds-
5	man receiving such submission.
6	"(6) Definitions.—In this subsection:
7	"(A) ADMINISTRATIVE ACTION.—The term
8	'administrative action' means—
9	"(i) an action taken by the Adminis-
10	trator of the Federal Aviation Administra-
11	tion to issue, deny, modify, or revoke a cer-
12	tificate, registration, approval, waiver, li-
13	cense, exemption, determination, interpre-
14	tation, or any other authorizing action; or
15	"(ii) the lack of any action (or activity
16	related to an action) described in clause (i)
17	necessary to be taken by the Adminis-
18	trator.
19	"(B) COVERED SUBMISSION.—The term
20	'covered submission' means an inquiry or objec-
21	tion relating to—
22	"(i) an aircraft, aircraft engine, pro-
23	peller, or appliance certification;
24	"(ii) an airman or pilot certificate, in-
25	cluding scheduling an associated appoint-

1	ment with Administration personnel or
2	designees;
3	"(iii) a medical certificate;
4	"(iv) an operator certificate;
5	"(v) when authority under chapter
6	509 of title 51 is explicitly delegated by the
7	Secretary of Transportation to the Admin-
8	istrator, a license or permit issued under
9	chapter 509 of title 51;
10	"(vi) an aircraft registration;
11	"(vii) an operational approval, waiver,
12	or exemption;
13	"(viii) a legal interpretation;
14	"(ix) an outstanding determination;
15	"(x) an application of agency guid-
16	ance; and
17	"(xi) any certificate not otherwise de-
18	scribed in this subparagraph that is issued
19	pursuant to chapter 447.".
20	SEC. 131. PROJECT DASHBOARDS AND FEEDBACK PORTAL.
21	(a) In General.—The Ombudsman of the Federal
22	Aviation Administration shall, in reviewing Administration
23	processes, receiving, reviewing, and responding to covered
24	submissions, and through general due diligence, determine
25	whether a publicly facing dashboard that provides appli-

1	cants with the status of an application before the agency
2	would be—
3	(1) beneficial to applicants;
4	(2) an efficient use of resources to build, main-
5	tain, and update; or
6	(3) duplicative with other efforts within the Ad-
7	ministration to streamline and digitize paperwork
8	and certification processes to provide an applicant
9	with a greater awareness of the status of an applica-
10	tion before the Administration.
11	(b) RECOMMENDATION.—Not later than 30 months
12	after the date of enactment of this Act, the Ombudsman
13	shall provide a recommendation to the Administrator of
14	the Federal Aviation Administration regarding the need
15	or benefits of a dashboard or other means by which to
16	track an application status.
17	(c) Briefing.—Not later than 45 days after receiv-
18	ing recommendations under subsection (b), the Adminis-
19	trator shall brief the Committee on Transportation and
20	Infrastructure of the House of Representatives and the
21	Committee on Commerce, Science, and Transportation of
22	the Senate on—
23	(1) any recommendation received from the Om-
24	budsman; 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 Ombudsman shall,
5	through interacting with the public and general due
6	diligence, determine whether a publicly facing portal
7	on the website through which the public may provide
8	feedback to the Administrator about experiences
9	they have working with personnel of the Administra-
10	tion would be beneficial.
11	(2) Requirements.—The Ombudsman shall
12	ensure any portal established under this subsection
13	asks questions that seek to gauge any shortcomings
14	the Administration has in fulfilling its mission or
15	areas where the Administration is succeeding in
16	meetings its mission.
17	(e) COVERED SUBMISSION.—In this section, the term
18	"covered submission" has the meaning given the term in
19	subsection 106(i) of title 49, United States Code.
20	SEC. 132. SENSE OF CONGRESS ON FAA ENGAGEMENT DUR-
21	ING RULEMAKING ACTIVITIES.
22	It is the sense of Congress that—
23	(1) the Administrator of the Federal Aviation
24	Administration should engage with aviation stake-
25	holder groups and the public during pre-drafting

1	stages of rulemaking activities and use, to the great-
2	est extent practicable, properly docketed ex-parte
3	discussions during rulemaking activities in order
4	to—
5	(A) inform the work of the Administrator;
6	(B) assist the Administrator in developing
7	the scope of a rule; and
8	(C) reduce the timeline for issuance of pro-
9	posed and final rules; and
10	(2) when it would reduce the time required for
11	the Administrator to adjudicate public comments,
12	the Administrator should publicly provide informa-
13	tion describing the rationale behind a regulatory de-
14	cision included in proposed regulations in order to
15	better allow for the public to provide clear and in-
16	formed comments on such regulations.
17	SEC. 133. CIVIL AEROMEDICAL INSTITUTE.
18	Section 106(j) of title 49, United States Code, is
19	amended by striking "There is" and inserting "CIVIL
20	AEROMEDICAL INSTITUTE.—There is".
21	SEC. 134. MANAGEMENT ADVISORY COUNCIL.
22	Section 106 of title 49, United States Code, is further
23	amended—
24	(1) by transferring paragraph (8) of subsection
25	(p) as paragraph (7) of subsection (r); and

1	(2) by striking subsection (p) and inserting the
2	following:
3	"(p) Management Advisory Council.—
4	"(1) ESTABLISHMENT.—The Administrator
5	shall establish an advisory council which shall be
6	known as the Federal Aerospace Management Advi-
7	sory Council (in this subsection referred to as the
8	'Council').
9	"(2) Membership.—The Council shall consist
10	of 13 members, who shall consist of—
11	"(A) a designee of the Secretary of Trans-
12	portation;
13	"(B) a designee of the Secretary of De-
14	fense;
15	"(C) 5 members representing aerospace
16	and technology interests, appointed by the Ad-
17	ministrator;
18	"(D) 5 members representing aerospace
19	and technology interests, appointed by the Sec-
20	retary of Transportation; and
21	"(E) 1 member, appointed by the Sec-
22	retary of Transportation, who is the head of a
23	union representing air traffic control system
24	employees.

1	"(3) QUALIFICATIONS.—No officer or employee
2	of the United States Government may be appointed
3	to the Council under subparagraph (C) or (D) of
4	paragraph (2).
5	"(4) Functions.—
6	"(A) In General.—
7	"(i) ADVISE; COUNSEL.—The Council
8	shall provide advice and counsel to the Ad-
9	ministrator on issues which affect or are
10	affected by the activities of the Adminis-
11	trator.
12	"(ii) Resource.—The Council shall
13	function as an oversight resource for man-
14	agement, policy, spending, and regulatory
15	matters under the jurisdiction of the Ad-
16	ministrator.
17	"(iii) Submissions to administra-
18	TION.—With respect to Administration
19	management, policy, spending, funding,
20	data management and analysis, safety ini-
21	tiatives, international agreements, activities
22	of the International Civil Aviation Organi-
23	zation, and regulatory matters affecting
24	the aerospace industry and the national
25	airspace system, the Council may—

1	"(I) regardless of whether solic-
2	ited by the Administrator, submit
3	comments, recommended modifica-
4	tions, proposals, and supporting or
5	dissenting views to the Administrator;
6	and
7	"(II) request the Administrator
8	include in any submission to Con-
9	gress, the Secretary, or the general
10	public, and in any submission for pub-
11	lication in the Federal Register, a de-
12	scription of the comments, rec-
13	ommended modifications, and dis-
14	senting or supporting views received
15	from the Council under subclause (I).
16	"(iv) Reasoning.—Together with a
17	Council submission that is published or de-
18	scribed under clause (iii)(II), the Adminis-
19	trator shall provide the reasons for any dif-
20	ferences between the views of the Council
21	and the views or actions of the Adminis-
22	trator.
23	"(v) Cost-Benefit analysis.—The
24	Council shall review the rulemaking cost-
25	benefit analysis process and develop rec-

1	ommendations to improve the analysis and
2	ensure that the public interest is fully pro-
3	tected.
4	"(vi) Process review.—The Council
5	shall review the process through which the
6	Administration determines to use advisory
7	circulars, service bulletins, and other exter-
8	nally facing guidance and regulatory mate-
9	rial.
10	"(B) Meetings.—The Council shall meet
11	on a regular and periodic basis or at the call of
12	the chair or of the Administrator.
13	"(C) Access to documents and
14	STAFF.—The Administration may give the
15	Council appropriate access to relevant docu-
16	ments and personnel of the Administration, and
17	the Administrator shall make available, con-
18	sistent with the authority to withhold commer-
19	cial and other proprietary information under
20	section 552 of title 5 (commonly known as the
21	'Freedom of Information Act'), cost data associ-
22	ated with the acquisition and operation of air
23	traffic service systems.
24	"(D) DISCLOSURE OF COMMERCIAL OR
25	PROPRIETARY DATA.—Any member of the

1	Council who receives commercial or other pro-
2	prietary data as provided for in this paragraph
3	from the Administrator shall be subject to the
4	provisions of section 1905 of title 18, pertaining
5	to unauthorized disclosure of such information.
6	"(5) Application of Chapter 10 of Title
7	5.—Chapter 10 of title 5 does not apply to—
8	"(A) the Council;
9	"(B) such aviation rulemaking committees
10	as the Administrator shall designate; or
11	"(C) such aerospace rulemaking commit-
12	tees as the Secretary shall designate.
13	"(6) Administrative matters.—
14	"(A) Terms.—Members of the Council ap-
15	pointed under paragraph (2)(C) shall be ap-
16	pointed for a term of 3 years.
17	"(B) TERM FOR AIR TRAFFIC CONTROL
18	REPRESENTATIVE.—The member appointed
19	under paragraph (2)(D) shall be appointed for
20	a term of 3 years, except that the term of such
21	individual shall end whenever the individual no
22	longer meets the requirements of paragraph
23	(2)(D).
24	"(C) VACANCY.—Any vacancy on the
25	Council shall be filled in the same manner as

1	the original appointment, except that any mem-
2	ber appointed to fill a vacancy occurring before
3	the expiration of the term for which the mem-
4	ber's predecessor was appointed shall be ap-
5	pointed for the remainder of that term.
6	"(D) CONTINUATION IN OFFICE.—A mem-
7	ber of the Council whose term expires shall con-
8	tinue to serve until the date on which the mem-
9	ber's successor takes office.
10	"(E) Removal.—Any member of the
11	Council appointed under paragraph (2) may be
12	removed for cause by whomever makes the ap-
13	pointment.
14	"(F) CHAIR; VICE CHAIR.—The Council
15	shall elect a chair and a vice chair from among
16	the members appointed under subparagraphs
17	(C) and (D) of paragraph (2), each of whom
18	shall serve for a term of 1 year. The vice chair
19	shall perform the duties of the chair in the ab-
20	sence of the chair.
21	"(G) TRAVEL AND PER DIEM.—Each
22	member of the Council shall be paid actual
23	travel expenses, and per diem in lieu of subsist-
24	ence expenses when away from the usual place

1	of residence of the member, in accordance with
2	section 5703 of title 5.
3	"(H) DETAIL OF PERSONNEL FROM THE
4	ADMINISTRATION.—The Administrator shall
5	make available to the Council such staff, infor-
6	mation, and administrative services and assist-
7	ance as may reasonably be required to enable
8	the Council to carry out its responsibilities
9	under this subsection.".
10	SEC. 135. AVIATION NOISE OFFICER.
11	(a) In General.—Section 106 of title 49, United
12	States Code, is further amended by striking subsection (q)
13	and inserting the following:
14	"(q) Aviation Noise Officer.—
15	"(1) In general.—The Administration has an
16	Aviation Noise Officer, who shall be appointed by
17	the Administrator.
18	"(2) Regional officers.—The Aviation Noise
19	Officer shall designate, within each region of the Ad-
20	ministration, a Regional Aviation Noise Officer.
21	"(3) Duties.—The Aviation Noise Officer, in
22	coordination with the Regional Aviation Noise Offi-
23	cers, shall—

1	"(A) serve as a liaison with the public, in-
2	cluding community groups, on issues regarding
3	aircraft noise;
4	"(B) make recommendations to the Ad-
5	ministrator to address concerns raised by the
6	public in decision making processes; and
7	"(C) be consulted when the Administration
8	proposes changes in aircraft routes so as to
9	minimize any increases in aircraft noise over
10	populated areas.
11	"(4) Number of full-time equivalent em-
12	PLOYEES.—The appointment of an Aviation Noise
13	Officer under this subsection shall not result in an
14	increase in the number of full-time equivalent em-
15	ployees in the Administration.".
16	(b) Conforming Amendments.—Section 180 of the
17	FAA Reauthorization Act of 2018 (49 U.S.C. 106 note)
18	and the items relating to such section in the table of con-
19	tents contained in section 1(b) of that Act, are repealed.
20	SEC. 136. CHIEF OPERATING OFFICER.
21	Section 106(r) of title 49, United States Code, is
22	amended—
23	(1) in paragraph (1)—
24	(A) by striking subparagraph (A) and in-
25	serting the following:

1	"(A) APPOINTMENT.—There shall be a
2	Chief Operating Officer for the air traffic con-
3	trol system that is appointed by the Adminis-
4	trator and subject to the authority of the Ad-
5	ministrator."; and
6	(B) in subparagraph (E) by striking "shall
7	be appointed for the remainder of that term"
8	and inserting "may be appointed for either the
9	remainder of the term or for a full term";
10	(2) in paragraph (2) by striking ", with the ap-
11	proval of the Air Traffic Services Committee";
12	(3) in paragraph (3)—
13	(A) by striking ", in consultation with the
14	Air Traffic Services Committee,"; and
15	(B) by striking "annual basis." and insert-
16	ing— "annual basis and shall include responsi-
17	bility for—
18	"(A) the state of good repair of the air traffic
19	control system;
20	"(B) the continuous improvement of the safety
21	and efficiency of the air traffic control system; and
22	"(C) identifying services and solutions to in-
23	crease the safety and efficiency of airspace use and
24	to support the safe integration of all airspace
25	users.'';

1	(4) in paragraph (4) by striking "such informa-
2	tion as may be prescribed by the Secretary" and in-
3	serting "the annual performance agreement required
4	under paragraph (3), an assessment of the perform-
5	ance of the Chief Operating Officer in relation to the
6	performance goals in the previous year's perform-
7	ance agreement, and such other information as may
8	be prescribed by the Administrator"; and
9	(5) in paragraph (5)—
10	(A) by striking "Chief Operating Officer,
11	or any other authority within the Administra-
12	tion responsibilities, including" and inserting
13	"Chief Operating Officer any authority of the
14	Administrator and shall delegate, at a min-
15	imum";
16	(B) in subparagraph (A)—
17	(i) in clause (iii) by striking "and" at
18	the end;
19	(ii) in clause (iv) by striking the pe-
20	riod at the end and inserting "; and"; and
21	(iii) by adding at the end the fol-
22	lowing:
23	"(v) plans to integrate new entrant
24	operations into the national airspace sys-
25	tem and associated action items."; and

1	(C) in subparagraph (C)(ii) by striking
2	"and the Committee".
3	SEC. 137. REPORT ON UNFUNDED CAPITAL INVESTMENT
4	NEEDS OF AIR TRAFFIC CONTROL SYSTEM.
5	Section 106(r) of title 49, United States Code, is fur-
6	ther amended by adding at the end the following:
7	"(6) Unfunded Capital Investment needs
8	REPORT.—
9	"(A) IN GENERAL.—Not later than 10
10	days after the date on which the budget of the
11	President for a fiscal year is submitted to Con-
12	gress pursuant to section 1150 of title 31, the
13	Chief Operating Officer shall submit directly to
14	the Administrator, the Secretary, the Com-
15	mittee on Transportation and Infrastructure of
16	the House of Representatives, and the Com-
17	mittee on Commerce, Science, and Transpor-
18	tation of the Senate a report on any unfunded
19	capital investment needs of the air traffic con-
20	trol system.
21	"(B) Contents of Report.—The report
22	required under subparagraph (A) shall include,
23	for each unfunded capital investment need, the
24	following:

1	"(i) A summary description of such
2	unfunded capital investment need.
3	"(ii) Objective to be achieved if such
4	unfunded capital investment need is fund-
5	ed in whole or in part.
6	"(iii) The additional amount of funds
7	recommended in connection with such ob-
8	jective.
9	"(iv) The Budget Line Item Program
10	and Budget Line Item number associated
11	with such unfunded capital investment
12	need, as applicable.
13	"(v) Any statutory requirement asso-
14	ciated with such unfunded capital invest-
15	ment need, as applicable.
16	"(C) Prioritization of require-
17	MENTS.—The report required under subpara-
18	graph (A) shall present unfunded capital invest-
19	ment needs in overall urgency of priority.
20	"(D) Definition of unfunded capital
21	INVESTMENT NEED.—In this paragraph the
22	term 'unfunded capital investment need' means
23	a program that—
24	"(i) is not funded in the budget of the
25	President for the fiscal year as submitted

1	to Congress pursuant to section 1105 of
2	title 31;
3	"(ii) is for infrastructure or a system
4	related to necessary modernization or
5	sustainment of the air traffic control sys-
6	tem;
7	"(iii) is listed for any year in the most
8	recent National Airspace System Capital
9	Investment Plan of the Administration;
10	and
11	"(iv) would have been recommended
12	for funding through the budget referred to
13	in subparagraph (A) by the Chief Oper-
14	ating Officer if—
15	"(I) additional resources had
16	been available for the budget to fund
17	the program, activity, or mission re-
18	quirement; or
19	"(II) the program, activity, or
20	mission requirement has emerged
21	since the budget was formulated.".
22	SEC. 138. CHIEF TECHNOLOGY OFFICER.
23	Section 106(s) of title 49, United States Code, is
24	amended—
25	(1) in paragraph (1)—

1	(A) in subparagraph (A) by striking
2	"There shall be" and all that follows through
3	the period at the end and inserting "The Chief
4	Technology Officer shall be appointed by the
5	Chief Operating Officer of the air traffic control
6	system with the consent of the Administrator.";
7	(B) in subparagraph (B) by striking "man-
8	agement" and inserting "management, systems
9	management,";
10	(C) by striking subparagraph (D);
11	(D) by redesignating subparagraphs (A)
12	through (C) as subparagraphs (B) through (D),
13	respectively; and
14	(E) by inserting before subparagraph (B),
15	as so redesignated, the following:
16	"(A) Establishment.—There shall be a
17	Chief Technology Officer for the air traffic con-
18	trol system that shall report directly to the
19	Chief Operating Officer of the air traffic control
20	system.";
21	(2) in paragraph (2)—
22	(A) in subparagraph (A) by striking "pro-
23	gram"; and
24	(B) in subparagraph (F) by striking "air-
25	craft operators" and inserting "the Administra-

1	tion, aircraft operators, or other private pro-
2	viders of information and services related to air
3	traffic management"; and
4	(3) in paragraph (3)—
5	(A) in subparagraph (A) by striking "The
6	Chief Technology Officer shall be subject to the
7	postemployment provisions of section 207 of
8	title 18 as if the position of Chief Technology
9	Officer were described in section
10	207(e)(2)(A)(i) of that title.";
11	(B) by redesignating subparagraph (B) as
12	subparagraph (C); and
13	(C) by inserting after subparagraph (A)
14	the following:
15	"(B) Post-employment.—The Chief
16	Technology Officer shall be subject to the
17	postemployment provisions of section 207 of
18	title 18 as if the position of Chief Technology
19	Officer were described in section
20	207(c)(2)(A)(i) of such title.".
21	SEC. 139. DEFINITION OF AIR TRAFFIC CONTROL SYSTEM.
22	Section 40102(a)(47) of title 49, United States Code,
23	is amended—
24	(1) in subparagraph (C) by striking "and" at
25	the end:

1	(2) in subparagraph (D) by striking the period
2	at the end and inserting "; and; and
3	(3) by adding at the end the following:
4	"(E) systems, software, and hardware op-
5	erated, owned, and maintained by third parties
6	that support or directly provide air navigation
7	information and air traffic management services
8	with Administration approval.".
9	SEC. 140. PEER REVIEW OF OFFICE OF WHISTLEBLOWER
10	PROTECTION AND AVIATION SAFETY INVES-
11	TIGATIONS.
12	Section 106(t) of title 49, United States Code, is
13	amended—
14	(1) by striking paragraph (7);
15	(2) by inserting after paragraph (6) the fol-
16	lowing:
17	"(7) Department of transportation of-
18	FICE OF THE INSPECTOR GENERAL PEER REVIEW.—
19	"(A) IN GENERAL.—Not later than 2 years
20	after the date of enactment of the Securing
21	Growth and Robust Leadership in American
22	Aviation Act, and every 5 years thereafter, the
23	inspector general of the Department of Trans-
24	portation shall perform a peer review of the Of-

1	fice of Whistleblower Protection and Aviation
2	Safety Investigations.
3	"(B) Peer review scope.—In completing
4	the peer reviews required under this paragraph,
5	the inspector general shall use the most recent
6	peer review guides published by the Council of
7	the Inspectors General on Integrity and Effi-
8	ciency Audit Committee and Investigations
9	Committee.
10	"(C) Reports to congress.—Not later
11	than 90 days after the completion of a peer re-
12	view required under this paragraph, the inspec-
13	tor general shall submit to the Committee on
14	Transportation and Infrastructure of the House
15	of Representatives and the Committee on Com-
16	merce, Science, and Transportation of the Sen-
17	ate a description of any actions taken or to be
18	taken to address the results of the peer re-
19	view."; and
20	(3) in paragraph (8)(B) by striking the comma.
21	SEC. 141. CYBERSECURITY LEAD.
22	(a) In General.—The Administrator of the Federal
23	Aviation Administration shall designate an executive of
24	the Administration to serve as the lead for the cybersecu-

1	rity of Administration systems and hardware (hereinafter
2	referred to as the "Cybersecurity Lead").
3	(b) Duties.—The Cybersecurity Lead shall carry out
4	duties and powers prescribed by the Administrator, includ-
5	ing the management of activities required under subtitle
6	B of title VI of the Securing Growth and Robust Leader-
7	ship in American Aviation Act.
8	(c) Briefing.—Not later than 1 and 3 years after
9	the date of enactment of this Act, the Cybersecurity Lead
10	shall provide a briefing to the Committee on Transpor-
11	tation and Infrastructure of the House of Representatives
12	and the Committee on Commerce, Science, and Transpor-
13	tation of the Senate on the implementation of subtitle B
14	of title VI of the Securing Growth and Robust Leadership
15	in American Aviation Act.
16	SEC. 142. REDUCING FAA WASTE, INEFFICIENCY, AND UN-
17	NECESSARY RESPONSIBILITIES.
18	(a) Annual Report on Aviation Activities.—
19	Section 308 of title 49, United States Code, is amended—
20	(1) by striking subsection (b);
21	(2) by redesignating subsection (c) as sub-
22	section (b); and
23	(3) by redesignating subsection (e) as sub-
24	section (c).

1	(b) Annual Report on the Purchase of For-
2	EIGN MANUFACTURED ARTICLES.—Section 40110(d) of
3	title 49, United States Code, is amended by striking para-
4	graph (5).
5	(c) Annual Report on Assistance to Foreign
6	AVIATION AUTHORITIES.—Section 40113(e) of title 49,
7	United States Code, is amended—
8	(1) by striking paragraph (4); and
9	(2) by redesignating paragraph (5) as para-
10	graph (4).
11	(d) AIP ANNUAL REPORT.—Section 47131 of title
12	49, United States Code, and the item relating to such sec-
13	tion in the analysis for chapter 471 of such title, are re-
14	pealed.
15	(e) Transfer of Airport Land Use Compliance
16	REPORT TO NPIAS.—Section 47103 of title 49, United
17	States Code, is amended—
18	(1) by redesignating subsection (d) as sub-
19	section (e); and
20	(2) by inserting after subsection (c) the fol-
21	lowing:
22	"(d) Non-compliant Airports.—
23	"(1) In General.—The Secretary shall include
24	in the plan a detailed statement listing airports the
25	Secretary has reason to believe are not in compliance

1	with grant assurances or other requirements with re-
2	spect to airport lands and shall include—
3	"(A) the circumstances of noncompliance;
4	"(B) the timeline for corrective action with
5	respect to such noncompliance; and
6	"(C) any corrective action the Secretary
7	intends to require to bring the airport sponsor
8	into compliance.
9	"(2) Listing.—The Secretary is not required
10	to conduct an audit or make a final determination
11	before including an airport on the list referred to in
12	paragraph (1).".
13	(f) Notice to Airport Sponsors Regarding Pur-
14	CHASE OF AMERICAN MADE EQUIPMENT AND PROD-
15	UCTS.—Section 306 of the Federal Aviation Administra-
16	tion Authorization Act of 1994 (49 U.S.C. 50101 note)
17	is amended—
18	(1) in subsection (a) by striking "(a)" and all
19	that follows through "It is the sense" and inserting
20	"It is the sense"; and
21	(2) by striking subsection (b).
22	(g) Obsolete Aviation Security Require-
23	MENTS.—Sections 302, 307, 309, and 310 of the Federal
24	Aviation Reauthorization Act of 1996 (Public Law 104–

1	264), and the items relating to such sections in the table
2	of contents in section 1(b) of such Act, are repealed.
3	(h) REGULATION OF ALASKA GUIDE PILOTS.—Sec-
4	tion 732 of the Wendell H. Ford Aviation Investment and
5	Reform Act for the 21st Century (49 U.S.C. 44701 note)
6	is amended—
7	(1) by striking subsection (b);
8	(2) by redesignating subsection (c) as sub-
9	section (b); and
10	(3) in subsection (b), as so redesignated—
11	(A) in the heading by striking "Defini-
12	TIONS" and inserting "Definition of Alaska
13	Guide Pilot"; and
14	(B) by striking ", the following definitions
15	apply" and all that follows through "The term
16	'Alaska guide pilot'" and inserting "the term
17	'Alaska guide pilot'".
18	(i) NEXT GENERATION AIR TRANSPORTATION SEN-
19	IOR POLICY COMMITTEE.—Section 710 of the Vision 100–
20	Century of Aviation Reauthorization Act (49 U.S.C.
21	40101 note), and the item relating to such section in the
22	table of contents in section 1(b) of such Act, are repealed.
23	(j) Improved Pilot Licenses and Pilot License
24	Rulemaking.—

1	(1) Intelligence reform and terrorism
2	PREVENTION ACT.—Section 4022 of the Intelligence
3	Reform and Terrorism Prevention Act of 2004 (49
4	U.S.C. 44703 note), and the item relating to such
5	section in the table of contents in section 1(b) of
6	such Act, are repealed.
7	(2) FAA MODERNIZATION AND REFORM ACT OF
8	2012.—Section 321 of the FAA Modernization and
9	Reform Act of 2012 (49 U.S.C. 44703 note), and
10	the item relating to such section in the table of con-
11	tents in section 1(b) of such Act, are repealed.
12	(k) Technical Training and Staffing Study.—
13	Section 605 of the FAA Modernization and Reform Act
14	of 2012 (Public Law 112–95) is amended—
15	(1) by striking subsection (a);
16	(2) in subsection (b)—
17	(A) by striking "(b) Workload of Systems
18	Specialists.—"; and
19	(B) by redesignating paragraphs (1)
20	through (3) as subsections (a) through (c) (and
21	adjust the margins appropriately); and
22	(3) in subsection (e) (as so redesignated) by
23	striking "paragraph (1)" and inserting "subsection
24	(a)".

(1) FERRY FLIGHT DUTY PERIOD AND FLIGHT TIME 1 Rulemakings.—Section 345 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44701 note), and the 3 4 item relating to such section in the table of contents in 5 section 1(b) of such Act, are repealed. 6 (m) Laser Pointer Incident Reports.—Section 7 2104 of FAA Extension, Safety, and Security Act of 2016 8 (49 U.S.C. 46301 note) is amended— 9 (1) in subsection (a) by striking "quarterly" and inserting "annually"; and 10 11 (2) by adding at the end the following: "(c) REPORT SUNSET.—Subsection (a) shall cease to 12 be effective after September 30, 2028.". 14 (n) Cold Weather Projects Briefing.—Section 156 of the FAA Reauthorization Act of 2018 (49 U.S.C. 15 47112 note) is amended— 16 17 (1) by striking subsection (b); and 18 (2) by redesignating subsection (c) as sub-

19

section (b).

1	TITLE II—GENERAL AVIATION
2	Subtitle A—Expanding Pilot
3	<b>Privileges and Protections</b>
4	SEC. 201. REEXAMINATION OF PILOTS OR CERTIFICATE
5	HOLDERS.
6	The Pilot's Bill of Rights (49 U.S.C. 44703 note) is
7	amended by adding at the end the following:
8	"SEC. 5. REEXAMINATION OF AN AIRMAN CERTIFICATE.
9	"(a) In General.—The Administrator shall provide
10	timely, written notification to an individual subject to a
11	reexamination of an airman certificate issued under chap-
12	ter 447 of title 49, United States Code.
13	"(b) Information Required.—In providing notifi-
14	cation under subsection (a), the Administrator shall in-
15	form the individual—
16	"(1) of the nature of the reexamination and the
17	specific activity on which the reexamination is neces-
18	sitated;
19	"(2) that the reexamination shall occur within
20	1 year from the date of the notice provided by the
21	Administrator, after which, if the reexamination is
22	not conducted, the airman certificate may be sus-
23	pended or revoked; and

1	"(3) when, as determined by the Administrator,
2	an oral or written response to the notification from
3	the Administrator is not required.
4	"(c) Exception.—Nothing in this section prohibits
5	the Administrator from reexamining a certificate holder
6	if the Administrator has reasonable grounds—
7	"(1) to establish that an airman may not be
8	qualified to exercise the privileges of a certificate or
9	rating based upon an act or omission committed by
10	the airman while exercising such privileges or per-
11	forming ancillary duties associated with the exercise
12	of such privileges; or
13	"(2) to demonstrate that the airman obtained
14	such a certificate or rating through fraudulent
15	means or through an examination that was substan-
16	tially and inadequate to establish the qualifications
17	of an airman.
18	"(d) STANDARD OF REVIEW.—An order issued by the
19	Administrator to amend, modify, suspend, or revoke an
20	airman certificate after reexamination of the airman is
21	subject to the standard of review provided for under sec-
22	tion 2 of this Act.".
23	SEC. 202. GAO REVIEW OF PILOT'S BILL OF RIGHTS.
24	(a) In General.—Not later than 2 years after the
25	date of enactment of this Act, the Comptroller General

of the United States shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, 3 4 and Transportation of the Senate a study of the imple-5 mentation of the Pilot's Bill of Rights (49 U.S.C. 44703) 6 note). 7 (b) CONTENTS.—In conducting the study under sub-8 section (a), the Comptroller General shall review— 9 (1) the implementation and application of the 10 Pilot's Bill of Rights (49 U.S.C. 44703 note); 11 (2) the application of the Federal Rules of Civil 12 Procedure and the Federal Rules of Evidence to cov-13 ered proceedings by the National Transportation 14 Safety Board, as required by section 2 of the Pilot's 15 Bill of Rights (49 U.S.C. 44703 note); 16 (3) the appeal process and the typical length of 17 time associated with a final determination in a cov-18 ered proceeding; and 19 (4) any impacts of the implementation of the 20 Pilot's Bill of Rights (49 U.S.C. 44703 note). (c) COVERED PROCEEDINGS.—In this section, the 21 22 term "covered proceeding" means a proceeding conducted 23 under subpart C, D, or F of part 821 of title 49, Code of Federal Regulations, relating to denial, amendment,

1	modification, suspension, or revocation of an airman cer-
2	tificate.
3	SEC. 203. EXPANSION OF BASICMED.
4	(a) In General.—Section 2307 of the FAA Exten-
5	sion, Safety, and Security Act of 2016 (49 U.S.C. 44703
6	note) is amended—
7	(1) in subsection (a)—
8	(A) by striking paragraph (2) and insert-
9	ing the following:
10	"(2) the individual holds a medical certificate
11	issued by the Federal Aviation Administration or
12	has held such a certificate at any time after July 14,
13	2006;";
14	(B) in paragraph (7) by inserting "cal-
15	endar" before "months"; and
16	(C) in paragraph (8)(A) by striking "5"
17	and inserting "6";
18	(2) in subsection (b)(2)(A)(i) by inserting "(or
19	any successor form)" after "(3–99)";
20	(3) by striking subsection (h) and inserting the
21	following:
22	"(h) REPORT REQUIRED.—Not later than 4 years
23	after the date of enactment of the Securing Growth and
24	Robust Leadership in American Aviation Act, the Admin-
25	istrator, in coordination with the National Transportation

Safety Board, shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transpor-3 4 tation of the Senate a report that describes the effect of the regulations issued or revised under subsection (a) and includes statistics with respect to changes in small aircraft 6 activity and safety incidents."; and 8 (4) in subsection (j)— (A) in paragraph (1) by striking "6" and 9 inserting "7"; and 10 11 (B) in paragraph (2) by striking "6,000" 12 and inserting "12,500". 13 (b) Rulemaking.—The Administrator of the Fed-14 eral Aviation Administration shall update regulations in 15 parts 61 and 68 of title 14, Code of Federal Regulations, as necessary, to implement the amendments made by this 16 section. 17 18 (c) APPLICABILITY.—Beginning on the date that is 19 120 days after the date of enactment of this Act, the Administrator shall apply part 68, Code of Federal Regula-20 21 tions, in a manner reflecting the amendments made by 22 this section.

### 1 SEC. 204. DATA PRIVACY.

- 2 (a) In General.—Chapter 441 of title 49, United
- 3 States Code, is amended by adding at the end the fol-
- 4 lowing:

### 5 "§ 44114. Privacy

- 6 "(a) IN GENERAL.—Notwithstanding any other pro-
- 7 vision of law, the Administrator of the Federal Aviation
- 8 Administration shall establish and continuously improve a
- 9 process by which, upon request of a private aircraft owner
- 10 or operator, the Administrator blocks the registration
- 11 number and other similar identifiable data or information,
- 12 except for physical markings required by law, of the air-
- 13 craft of the owner or operator from any public dissemina-
- 14 tion or display (except in furnished data or information
- 15 made available to or from a Government agency pursuant
- 16 to a government contract, subcontract, or agreement) for
- 17 the noncommercial flights of the owner or operator.
- 18 "(b) Withholding Personally Identifiable In-
- 19 FORMATION ON AIRCRAFT REGISTRY.—Not later than 1
- 20 year after the date of enactment of this section and not-
- 21 withstanding any other provision of law, the Administrator
- 22 shall establish a procedure by which, upon request of a
- 23 private aircraft owner or operator, the Administrator shall
- 24 withhold from public disclosure (except in furnished data
- 25 or information made available to or from a Government
- 26 agency pursuant to a government contract, subcontract,

1	or agreement) the personally identifiable information of
2	such individual on the Civil Aviation Registry website.
3	"(c) ICAO AIRCRAFT IDENTIFICATION CODE.—
4	"(1) IN GENERAL.—The Administrator shall es-
5	tablish a program for aircraft owners and operators
6	to apply for a new ICAO aircraft identification code.
7	"(2) Limitations.—In carrying out the pro-
8	gram described in paragraph (1), the Administrator
9	shall require—
10	"(A) each applicant to substantiate the
11	safety or security need in applying for a new
12	ICAO aircraft identification code; and
13	"(B) each approved applicant who obtains
14	a new ICAO aircraft identification code to com-
15	ply with all applicable aspects of, or related to,
16	part 45 of title 14, Code of Federal Regula-
17	tions, including updating an aircraft's registra-
18	tion number and N-Number to reflect such air-
19	craft's new ICAO aircraft identification code.
20	"(d) Decoupling Mode S Codes.—The Adminis-
21	trator shall develop a plan for which the Administrator
22	could allow for a process to disassociate an assigned Mode
23	S code with the number assigned to an aircraft that is
24	registered pursuant to section 44103.
25	"(e) Definitions.—In this section:

1	"(1) ADS–B.—The term 'ADS–B' means auto-
2	matic dependent surveillance-broadcast.
3	"(2) ICAO.—The term 'ICAO' means the
4	International Civil Aviation Organization.
5	"(3) Personally identifiable informa-
6	TION.—The term 'personally identifiable informa-
7	tion' means—
8	"(A) the mailing address or registration
9	address of an individual;
10	"(B) an electronic address (including an e-
11	mail address) of an individual; or
12	"(C) the telephone number of an indi-
13	vidual.".
14	(b) STUDY ON ENCRYPTING ADS–B.—
15	(1) IN GENERAL.—Not later than 1 year after
16	the date of enactment of this Act, the Administrator
17	of the Federal Aviation Administration shall seek to
18	enter into an agreement with a qualified organiza-
19	tion to conduct a study assessing the technical chal-
20	lenges, impact to international aviation operations,
21	benefits, and costs of encrypting ADS-B signals to
22	provide for a safer and more secure environment for
23	national airspace system users.

1	(2) Consultation.—In carrying out the study
2	under paragraph (1), a qualified organization shall
3	consult with representatives of—
4	(A) air carriers;
5	(B) collective bargaining representatives of
6	the Federal Aviation Administration aero-
7	nautical information specialists;
8	(C) original equipment manufacturers of
9	ADS-B equipment;
10	(D) general aviation;
11	(E) business aviation; and
12	(F) aviation safety experts with specific
13	knowledge of aircraft cybersecurity.
14	(3) Considerations.—In carrying out the
15	study under paragraph (1), a qualified organization
16	shall consider—
17	(A) the technical requirements for
18	encrypting ADS-B signals for both the 978
19	Mhz and 1090 Mhz frequencies;
20	(B) the advantages of encrypting ADS-B
21	signals for both the 978 Mhz and 1090 Mhz
22	frequencies, including those related to cyberse-
23	curity protections, safety, and privacy of na-
24	tional airspace system users;

1	(C) the disadvantages of encrypting ADS-
2	B signals for both the 978 Mhz and 1090 Mhz
3	frequencies, including those related to cyberse-
4	curity protections, safety, and privacy of na-
5	tional airspace system users;
6	(D) the challenges of encrypting ADS-B
7	signals for both the 978 Mhz and 1090 Mhz
8	frequencies, including coordination consider-
9	ations with the International Civil Aviation Or-
10	ganization and foreign civil aviation authorities;
11	(E) potential new aircraft equipage re-
12	quirements and estimated costs;
13	(F) the impact to nongovernmental third-
14	party users of ADS-B data;
15	(G) the estimated costs to—
16	(i) the Federal Aviation Administra-
17	tion;
18	(ii) aircraft owners required to equip
19	with ADS-B equipment for aviation oper-
20	ations; and
21	(iii) other relevant persons the Admin-
22	istrator determines necessary; and
23	(H) the impact to national airspace system
24	operations during implementation and post-im-
25	plementation.

1	(4) Report.—In any agreement entered into
2	under paragraph (1), the Administrator shall ensure
3	that, not later than 1 year after the completion of
4	the study required under paragraph (1), the quali-
5	fied organization that has entered into such agree-
6	ment shall submit to the Administrator, the Com-
7	mittee on Transportation and Infrastructure of the
8	House of Representatives, and the Committee on
9	Commerce, Science, and Transportation of the Sen-
10	ate a report on the results of the study described in
11	paragraph (1), including the findings and rec-
12	ommendations related to each item specified under
13	paragraph (3).
14	(5) Definition of Qualified organiza-
15	TION.—In this subsection, the term "qualified orga-
16	nization" means an independent nonprofit organiza-
17	tion described in section 501(c)(3) of the Internal
18	Revenue Code of 1986 and exempt from taxation
19	under section 501(a) of such Code.
20	(c) Clerical Amendment.—The analysis for chap-
21	ter 441 of title 49, United States Code, is amended by
22	adding at the end the following:
	"44114. Privacy.".
23	(d) Conforming Amendment.—Section 566 of the
24	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 that Act are repealed.
3	SEC. 205. PROHIBITION ON USING ADS-B DATA TO INITIATE
4	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 Data to Ini-
8	TIATE AN INVESTIGATION.—
9	"(1) In general.—Notwithstanding any provi-
10	sion of this section, the Administrator of the Federal
11	Aviation Administration may not initiate an inves-
12	tigation (excluding a criminal investigation) of a per-
13	son based exclusively on automatic dependent sur-
14	veillance-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. 206. PROHIBITION ON N-NUMBER PROFITEERING.
24	Section 44103 of title 49, United States Code, is
25	amended by adding at the end the following:

1	"(e) Prohibition on N–Number Profiteering.—
2	"(1) In general.—No person may reserve an
3	aircraft registration number without certifying that
4	such person intends to use such registration num-
5	ber—
6	"(A) immediately on a specific aircraft; or
7	"(B) for future use on an aircraft owned
8	or controlled, or intended to be owned or con-
9	trolled, by such person.
10	"(2) Transfers.—A person may transfer a re-
11	served aircraft registration number to another per-
12	son if—
13	"(A) the transferor certifies that the air-
14	craft registration number is relinquished will-
15	ingly and at a cost to the transferee that does
16	not otherwise exceed the amount paid by the
17	transferor to reserve such number; and
18	"(B) the transferee—
19	"(i) certifies that the transferor did
20	not impose a dollar cost on the transfer
21	that exceeds the amount provided for in
22	subparagraph (A); and
23	"(ii) complies with the certification re-
24	quirement under paragraph (1).".

1	SEC. 207. ACCOUNTABILITY FOR AIRCRAFT REGISTRATION
2	NUMBERS.
3	(a) In General.—Not later than 180 days after the
4	date of enactment of this Act, the Administrator of the
5	Federal Aviation Administration shall initiate a review of
6	the process for reserving aircraft registration numbers to
7	ensure that such process offers an equal opportunity for
8	members of the general public to obtain specific aircraft
9	registration numbers.
10	(b) Assessment.—In conducting the review under
11	subsection (a), the Administrator shall assess the fol-
12	lowing:
13	(1) Whether the use of readily available soft-
14	ware to prevent computer or web-based auto-fill sys-
15	tems from reserving aircraft registration numbers in
16	bulk would improve participation in the reservation
17	process by the general public.
18	(2) Whether a limit should be imposed on the
19	number of consecutive years a person may reserve
20	an aircraft registration number.
21	(3) The impact of the prohibition imposed by
22	section 44103(e) of title 49, United States Code.
23	(c) Briefing.—Not later than 18 months after the
24	date of enactment of this Act, the Administrator shall
25	brief the Committee on Transportation and Infrastructure
26	of the House of Representatives and the Committee on

1	Commerce, Science, and Transportation of the Senate on
2	the review conducted under subsection (a), including any
3	recommendations of the Administrator to improve equal
4	participation in the process for reserving aircraft registra-
5	tion numbers by the general public.
6	SEC. 208. TIMELY RESOLUTION OF INVESTIGATIONS.
7	(a) In General.—Not later than 2 years after the
8	date of issuance of a letter of investigation to any person,
9	the Administrator of the Federal Aviation Administration
10	shall—
11	(1) make a determination regarding such inves-
12	tigation and pursue subsequent action; or
13	(2) close such investigation.
14	(b) Extension.—
15	(1) In general.—If, upon review of the facts
16	and status of an investigation described in sub-
17	section (a), the Administrator determines that the
18	time provided to make a final determination or close
19	such investigation is insufficient, the Administrator
20	may approve an extension of such investigation for
21	2 years.
22	(2) Additional extensions.—The Adminis-
23	trator may approve consecutive extensions under
24	paragraph (1).

1	(c) Delegation.—The Administrator may not dele-
2	gate the authority to approve an extension described in
3	subsection (b) to anyone other than the leadership of the
4	Administration as described in section 106(b) of title 49,
5	United States Code.
6	SEC. 209. EXPANSION OF VOLUNTEER PILOT ORGANIZA-
7	TION DEFINITION.
8	Section 821 of the FAA Modernization and Reform
9	Act of 2012 (49 U.S.C. 40101 note) is amended—
10	(1) in subsection (a)—
11	(A) by striking "for the fuel costs associ-
12	ated with" and inserting "for the fuel costs and
13	airport fees attributed to"; and
14	(B) by striking "for an individual or organ
15	for medical purposes (and for other associated
16	individuals)" and inserting "for the purposes
17	described in subsection (c)(2)"; and
18	(2) in subsection $(c)(2)$ by striking "charitable"
19	medical transportation." and inserting the following:
20	"charitable transportation for the following pur-
21	poses:
22	"(A) Assisting individuals in accessing
23	medical care or treatment (and for other associ-
24	ated individuals).

1	"(B) Delivering human blood, tissues, or
2	organs.
3	"(C) Aiding disaster relief efforts pursuant
4	to a—
5	"(i) presidential declaration of a
6	major disaster or an emergency under the
7	Robert T. Stafford Disaster Relief and
8	Emergency Assistance Act (42 U.S.C.
9	5121 et seq.); or
10	"(ii) declaration of a major disaster or
11	an emergency by a Governor of a State.".
12	SEC. 210. CHARITABLE FLIGHT FUEL REIMBURSEMENT EX-
13	EMPTIONS.
	<b>EMPTIONS.</b> (a) In General.—
13	
13 14	(a) In General.—
13 14 15	(a) In General.—  (1) Validity of exemption.—Except as oth-
13 14 15 16	(a) In General.—  (1) Validity of exemption.—Except as otherwise provided in this subsection, an exemption
13 14 15 16 17	(a) In General.—  (1) Validity of exemption.—Except as otherwise provided in this subsection, an exemption from section 61.113(c) of title 14, Code of Federal
13 14 15 16 17	(a) In General.—  (1) Validity of exemption.—Except as otherwise provided in this subsection, an exemption from section 61.113(c) of title 14, Code of Federal Regulations, that is granted by the Administrator of
13 14 15 16 17 18	(a) In General.—  (1) Validity of exemption.—Except as otherwise provided in this subsection, an exemption from section 61.113(c) of title 14, Code of Federal Regulations, that is granted by the Administrator of the Federal Aviation Administration for the purpose
13 14 15 16 17 18 19 20	(a) In General.—  (1) Validity of exemption.—Except as otherwise provided in this subsection, an exemption from section 61.113(c) of title 14, Code of Federal Regulations, that is granted by the Administrator of the Federal Aviation Administration for the purpose of allowing a volunteer pilot to accept reimburse-
13 14 15 16 17 18 19 20 21	(a) In General.—  (1) Validity of exemption.—Except as otherwise provided in this subsection, an exemption from section 61.113(c) of title 14, Code of Federal Regulations, that is granted by the Administrator of the Federal Aviation Administration for the purpose of allowing a volunteer pilot to accept reimbursement from a volunteer pilot organization for the fuel

1	of $2012$ (49 U.S.C. $40101$ note) shall be valid for
2	5 years.
3	(2) Failing to adhere.—If the Administrator
4	finds an exemption holder under paragraph (1) or a
5	volunteer pilot fails to adhere to the conditions and
6	limitations of the exemption described under such
7	paragraph, the Administrator may rescind or sus-
8	pend the exemption.
9	(3) No Longer Qualifying.—If the Adminis-
10	trator finds that such exemption holder no longer
11	qualifies as a volunteer pilot organization, the Ad-
12	ministrator shall rescind such exemption.
13	(4) Forgoing exemption.—If such exemption
14	holder informs the Administrator that such holder
15	no longer plans to exercise the authority granted by
16	such exemption, the Administrator may rescind such
17	exemption.
18	(b) Additional Requirements.—
19	(1) In general.—A volunteer pilot organiza-
20	tion may impose additional safety requirements on a
21	volunteer pilot without—
22	(A) being considered—
23	(i) an air carrier (as such term is de-
24	fined in section 40102 of title 49, United
25	States Code); or

1	(ii) a commercial operator (as such
2	term is defined in section 1.1 of title 14,
3	Code of Federal Regulations); or
4	(B) constituting common carriage.
5	(2) Savings clause.—Nothing in this sub-
6	section may be construed to limit or otherwise affect
7	the authority of the Administrator to regulate, as
8	appropriate, a flight operation associated with a vol-
9	unteer pilot organization that constitutes a commer-
10	cial operation or common carriage.
11	(c) Reissuance of Existing Exemptions.—In re-
12	issuing an expiring exemption described in subsection (a)
13	that was originally issued prior to the date of enactment
14	of this Act, the Administrator shall ensure that the re-
15	issued exemption—
16	(1) accounts for the provisions of this section
17	and section 821 of the FAA Modernization and Re-
18	form Act of 2012 (49 U.S.C. 40101 note), as
19	amended by this Act; and
20	(2) is otherwise substantially similar to the pre-
21	viously issued exemption.
22	(d) STATUTORY CONSTRUCTION.—Nothing in this
23	section shall be construed to—
24	(1) affect the authority of the Administrator to
25	exempt a pilot (exercising the private pilot privi-

1	leges) from any restriction on receiving reimburse-
2	ment for the fuel costs and airport fees attributed
3	to a flight operation to provide charitable transpor-
4	tation; or
5	(2) impose or authorize the imposition of any
6	additional requirements by the Administrator on a
7	flight that is arranged by a volunteer pilot organiza-
8	tion in which the volunteer pilot—
9	(A) is not reimbursed the fuel costs and
10	airport fees attributed to a flight operation to
11	provide charitable flights; or
12	(B) pays a pro rata share of expenses as
13	described in section 61.113(c) of title 14, Code
14	of Federal Regulations.
15	(e) DEFINITIONS.—In this section:
16	(1) VOLUNTEER PILOT.—The term "volunteer
17	pilot' means a person who—
18	(A) acts as a pilot in command of a flight
19	operation to provide charitable transportation
20	pursuant to section 821 of the FAA Moderniza-
21	tion and Reform Act of 2012 (49 U.S.C. 40101
22	note); and
23	(B) holds a private pilot certificate, com-
24	mercial pilot certificate, or an airline transpor-

1	tation pilot certificate issued under part 61 of
2	title 14, Code of Federal Regulations.
3	(2) VOLUNTEER PILOT ORGANIZATION.—The
4	term "volunteer pilot organization" has the meaning
5	given such term in section 821(c) of the FAA Mod-
6	ernization and Reform Act of 2012 (49 U.S.C.
7	40101 note).
8	SEC. 211. GAO REPORT ON CHARITABLE FLIGHTS.
9	(a) Report.—Not later than 4 years after the date
10	of enactment of this Act, the Comptroller General of the
11	United States shall initiate a review of the following:
12	(1) Applicable laws, regulations, policies, legal
13	opinions, and guidance pertaining to charitable
14	flights and the operations of such flights, including
15	reimbursement of fuel costs.
16	(2) Petitions for exemption from the require-
17	ments of section 61.113(c) of title 14, Code of Fed-
18	eral Regulations, for the purpose of allowing a pilot
19	to accept reimbursement for the fuel costs associated
20	with a flight operation to provide charitable trans-
21	portation pursuant to section 821 of the FAA Mod-
22	ernization and Reform Act of 2012 (49 U.S.C.
23	40101 note), as amended by this Act, including as-
24	sessment of—

1	(A) the conditions and limitations a peti-
2	tioner must comply with if the exemption is
3	granted and whether such conditions and limi-
4	tations are—
5	(i) applied to petitioners in a con-
6	sistent manner; and
7	(ii) commensurate with the types of
8	flight operations exemption holders propose
9	to conduct under any such exemptions;
10	(B) denied petitions for such an exemption
11	and the reasons for the denial of such petitions;
12	and
13	(C) the processing time of a petition for
14	such an exemption.
15	(3) Charitable flights conducted without an ex-
16	emption from section 61.113(c) of title 14, Code of
17	Federal Regulations, including an analysis of the
18	certificates, qualifications, and aeronautical experi-
19	ence of the operators of such flights.
20	(b) Consultation.—In carrying out the review initi-
21	ated under subsection (a), the Comptroller General shall
22	consult with charitable organizations, including volunteer
23	pilot organizations, aircraft owners, and pilots who volun-
24	teer to provide transportation for or on behalf of a chari-

1	table organization, flight safety experts, and employees of
2	the Federal Aviation Administration.
3	(c) RECOMMENDATIONS.—As part of the review initi-
4	ated under subsection (a), the Comptroller General shall
5	make recommendations, as determined appropriate, to the
6	Administrator of the Federal Aviation Administration to
7	improve the rules, policies, and guidance pertaining to
8	charitable flight operations.
9	(d) Report.—Upon completion of the review initi-
10	ated under subsection (a), the Comptroller General shall
11	submit to the Committee on Transportation and Infra-
12	structure of the House of Representatives and the Com-
13	mittee on Commerce, Science, and Transportation of the
14	Senate a report describing the findings of such review and
15	recommendations developed under subsection (c).
16	SEC. 212. ALL MAKES AND MODELS AUTHORIZATION.
17	(a) In General.—
18	(1) Unlimited letter of authorization.—
19	Not later than 180 days after the date of enactment
20	of this Act, the Administrator of the Federal Avia-
21	tion Administration shall take such action as may be
22	necessary to allow for the issuance of letters of au-
23	thorizations to airmen with the authorization for—

1	(A) all types and makes of experimental
2	high-performance single engine piston powered
3	aircraft; and
4	(B) all types and makes of experimental
5	high-performance multiengine piston powered
6	aircraft.
7	(2) Requirements.—An individual who holds
8	a letter of authorization and applies for an author-
9	ization described in paragraph $(1)(A)$ or $(1)(B)$ —
10	(A) shall be given an all-makes and models
11	authorization of—
12	(i) experimental single-engine piston
13	powered authorized aircraft; or
14	(ii) experimental multiengine piston
15	powered authorized aircraft;
16	(B) shall hold the appropriate category
17	and class rating for the authorized aircraft;
18	(C) shall hold 3 experimental aircraft au-
19	thorizations in aircraft of the same category
20	and class rating for the authorization sought;
21	and
22	(D) may become qualified in additional ex-
23	perimental aircraft by completing aircraft spe-
24	cific training.

1	(b) Rule of Construction.—Nothing in this sec-
2	tion may be construed to disallow an individual from being
3	given both an authorization described in paragraph $(1)(A)$
4	and an authorization described in paragraph (1)(B).
5	(c) Failure to Comply.—
6	(1) In general.—If the Administrator fails to
7	implement subsection (a) within the time period pre-
8	scribed in such subsection, the Administrator shall
9	brief the Committee on Transportation and Infra-
10	structure of the House of Representatives and the
11	Committee on Commerce, Science, and Transpor-
12	tation of the Senate on the status of the implemen-
13	tation of such subsection on a monthly basis until
14	the implementation is complete.
15	(2) No delegation.—The Administrator may
16	not delegate the briefing described in paragraph (1).
17	SEC. 213. RESPONSE TO LETTER OF INVESTIGATION.
18	Section 2(b) of the Pilot's Bill of Rights (49 U.S.C.
19	44703 note) is amended by adding at the end the fol-
20	lowing:
21	"(6) RESPONSE TO LETTER OF INVESTIGA-
22	TION.—If an individual decides to respond to a Let-
23	ter of Investigation described in paragraph (2)(B)
24	such individual may respond not later than 30 days
25	after receipt of such Letter, including providing

1	written comments on the incident to the inves-
2	tigating office.".
3	Subtitle B—General Aviation
4	Safety
5	SEC. 221. ADS-B SAFETY ENHANCEMENT INCENTIVE PRO-
6	GRAM.
7	(a) Establishment.—Not later than 120 days after
8	the date of enactment of this Act, the Administrator of
9	the Federal Aviation Administration shall establish a pro-
10	gram to provide rebates to owners of covered general avia-
11	tion aircraft for the purchase of covered ADS-B equip-
12	ment.
13	(b) APPLICATION.—To be eligible to receive a rebate
14	under this section, an owner of a covered general aviation
15	aircraft shall submit to the Administrator an application
16	in such form, at such time, and containing such informa-
17	tion as the Administrator may require, including proof of
18	successful installation of covered ADS–B equipment.
19	(c) Authorized Rebate.—
20	(1) Amount.—A rebate approved by the Ad-
21	ministrator to be issued to an owner of a covered
22	general aviation aircraft shall be equal to the lesser
23	of—
24	(A) the cost of purchasing the covered
25	ADS-B equipment; or

1	(B) \$2,000.
2	(2) Time.—A rebate issued under the program
3	under this section shall be redeemed or presented for
4	payment not later than 180 days after issuance,
5	after which time the rebate shall be deemed void.
6	(d) Sunset.—The program established under sub-
7	section (a) shall terminate on October 1, 2027.
8	(e) Restriction.—The Administrator may not offer
9	rebates for—
10	(1) a software upgrade for covered ADS–B
11	equipment;
12	(2) covered ADS–B equipment installed prior to
13	the date of enactment of this Act;
14	(3) covered general aviation aircraft manufac-
15	tured after January 1, 2020; or
16	(4) covered general aviation aircraft for which
17	the Administrator has previously issued a rebate re-
18	lated to the purchase and installation of covered
19	ADS-B equipment.
20	(f) Definitions.—In this section:
21	(1) ADS–B.—The term "ADS–B" means auto-
22	matic dependent surveillance-broadcast.
23	(2) COVERED ADS-B EQUIPMENT.—The term
24	"covered ADS–B equipment" means ADS–B equip-
25	ment that—

1	(A) meets the performance requirements
2	described in section 91.227 of title 14, Code of
3	Federal Regulations (or any successor regula-
4	tion); and
5	(B) is capable of receiving and displaying
6	ADS-B information from other aircraft.
7	(3) COVERED GENERAL AVIATION AIRCRAFT.—
8	The term "covered general aviation aircraft" means
9	a single-engine piston aircraft registered in the
10	United States that is not equipped with covered
11	ADS-B equipment.
12	(g) Authorization of Appropriations.—Out of
13	amounts made available under section 106(k) of title 49,
14	United States Code, there is authorized to be expended
15	to carry out this section and pay administrative costs
16	\$25,000,000 for fiscal year 2024 to remain available until
17	expended.
18	SEC. 222. GAO REPORT ON ADS-B TECHNOLOGY.
19	(a) IN GENERAL.—The Comptroller General of the
20	United States shall conduct a study on automatic depend-
21	ent surveillance-broadcast equipage and usage rates across
22	the active general aviation fleet in the United States.
23	(b) Contents.—In conducting the study described
24	in subsection (a), the Comptroller General shall, at a min-
25	imum—

1	(1) analyze the reasons why aircraft owners
2	choose not to equip or use an aircraft with auto-
3	matic dependent surveillance-broadcast technology;
4	(2) examine and substantiate any benefits and
5	drawbacks of using automatic dependent surveil-
6	lance-broadcast technology, including safety and
7	operational benefits and drawbacks;
8	(3) survey ways to further incentivize aircraft
9	owners to equip and use aircraft with automatic de-
10	pendent surveillance-broadcast technology; and
11	(4) examine the benefits, costs, and feasibility
12	of requiring equipage of automatic dependent sur-
13	veillance-broadcast technology on all newly manufac-
14	tured aircraft other than aircraft issued a special
15	airworthiness certificate.
16	(c) Report.—Not later than 18 months after the
17	date of enactment of this Act, the Comptroller General
18	shall submit to the Committee on Transportation and In-
19	frastructure of the House of Representatives and the Com-
20	mittee on Commerce, Science, and Transportation of the
21	Senate a report on automatic dependent surveillance-
22	broadcast described in subsection (b) and make rec-
23	ommendations to incentivize equipage and usage rates
24	across the active general aviation fleet in the United
25	States.

1	SEC. 223. PROTECTING GENERAL AVIATION AIRPORTS
2	FROM FAA CLOSURE.
3	(a) Non-surplus Property.—Section 47125 of
4	title 49, United States Code, is amended by adding at the
5	end the following:
6	"(c) Waiving Restrictions.—
7	"(1) In general.—Subject to paragraph (2),
8	the Secretary may grant to an airport, city, or coun-
9	ty a waiver of any of the terms, conditions, reserva-
10	tions, or restrictions contained in a deed under
11	which the United States conveyed to the airport,
12	city, or county an interest in real property for air-
13	port purposes pursuant to section 16 of the Federal
14	Airport Act (60 Stat. 179), section 23 of the Airport
15	and Airway Development Act of 1970 (84 Stat.
16	232), or this section.
17	"(2) Conditions.—Any waiver granted by the
18	Secretary pursuant to paragraph (1) shall be subject
19	to the following conditions:
20	"(A) The applicable airport, city, county,
21	or other political subdivision shall agree that in
22	conveying any interest in the real property
23	which the United States conveyed to the air-
24	port, city, or county, the airport, city, or county
25	will receive consideration for such interest that
26	is equal to its current fair market value.

1	"(B) Any consideration received by the air-
2	port, city, or county under subparagraph (A)
3	shall be used exclusively for the development,
4	improvement, operation, or maintenance of a
5	public airport by the airport, city, or county.
6	"(C) Such waiver—
7	"(i) will not significantly impair the
8	aeronautical purpose of an airport;
9	"(ii) will not result in the permanent
10	closure of an airport (unless the Secretary
11	determines that the waiver will directly fa-
12	cilitate the construction of a replacement
13	airport); or
14	"(iii) is necessary to protect or ad-
15	vance the civil aviation interests of the
16	United States.
17	"(D) Any other conditions required by the
18	Secretary.
19	"(3) Annual reporting.—The Secretary shall
20	include a list and description of each waiver granted
21	pursuant to paragraph (1) in the report required
22	under section 47131.".
23	(b) Surplus Property.—
24	(1) In general.—Section 47151 of title 49,
25	United States Code, is amended—

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1	(A) by striking subsection (d) and insert-
2	ing the following:
3	"(d) Waiver of Condition.—The Secretary may
4	not waive any condition imposed on an interest in surplus
5	property conveyed under subsection (a) that such interest
6	be used for an aeronautical purpose unless the Secretary
7	provides public notice not less than 30 days before the
8	issuance of such waiver and determines that such waiver—
9	"(1) will not significantly impair the aero-
10	nautical purpose of an airport;
11	"(2) will not result in the permanent closure of
12	an airport (unless the Secretary determines that the
13	waiver will directly facilitate the construction of a
14	replacement airport); or
15	"(3) is necessary to protect or advance the civil
16	aviation interests of the United States."; and
17	(B) by adding at the end the following:
18	"(f) Reversions of Property.—The Secretary
19	shall take all necessary action to revert surplus property
20	conveyed under this subchapter back to the United States
21	if—
22	"(1) the Secretary determines that an instru-
23	ment conveying an interest in surplus property
24	under this subchapter incorporates a provision pro-

1	viding for the reversion of such property in the event
2	the property is not used for aeronautical purposes;
3	"(2) other efforts by the Secretary to ensure
4	that the property is used by the relevant airport
5	sponsor is used for aeronautical purposes are unsuc-
6	cessful; and
7	"(3) the Secretary determines that a rever-
8	sion—
9	"(A) will result in the property being used
10	for aeronautical purposes; or
11	"(B) will not transfer liabilities, including
12	environmental liabilities, greater than the fair
13	market value of the property to the Govern-
14	ment."; and
15	(2) Waiving and adding terms.—Section
16	47153(e) of title 49, United States Code, is amend-
17	ed to read as follows:
18	"(c) RESTRICTIONS ON WAIVER.—Notwithstanding
19	subsections (a) and (b), the Secretary may not waive any
20	term under this section that an interest in land be used
21	for an aeronautical purpose unless—
22	"(1) the Secretary provides public notice not
23	less than 30 days before the issuance of a waiver;
24	and

1	"(2) the Secretary determines that such waiv-
2	er—
3	"(A) will not significantly impair the aero-
4	nautical purpose of an airport;
5	"(B) will not result in the permanent clo-
6	sure of an airport (unless the Secretary deter-
7	mines that the waiver will directly facilitate the
8	construction of a replacement airport); or
9	"(C) is necessary to protect or advance the
10	civil aviation interests of the United States.".
11	(c) Repeals.—
12	(1) AIRPORTS NEAR CLOSED OR REALIGNED
13	Bases.—Section 1203 of the Federal Aviation Reau-
14	thorization Act of 1996 (49 U.S.C. 47101 note), and
15	the item relating to such section in the table of con-
16	tents under section 1(b) of such Act, are repealed.
17	(2) Release from restrictions.—Section
18	817 of the FAA Modernization and Reform Act of
19	2012 (49 U.S.C. 47125 note), and the item relating
20	to such section in the table of contents under section
21	1(b) of such Act, are repealed.
22	SEC. 224. ENSURING SAFE LANDINGS DURING OFF-AIR-
23	PORT OPERATIONS.
24	The Administrator of the Federal Aviation Adminis-
25	tration shall not apply section 91.119 of title 14, Code

1	of Federal Regulations, in any manner that requires a
2	pilot to continue a landing that is unsafe.
3	SEC. 225. AIRPORT DIAGRAM TERMINOLOGY.
4	(a) In General.—The Administrator of the Federal
5	Aviation Administration shall update Airport Diagram
6	Order JO 7910.4 and any related advisory circulars, pol-
7	icy, and guidance to ensure the clear and consistent use
8	of terms to delineate the types of parking available to gen-
9	eral aviation pilots.
10	(b) Collaboration.—In carrying out subsection
11	(a), the Administrator shall collaborate with industry
12	stakeholders, commercial service airports, and general
13	aviation airports in—
14	(1) facilitating basic standardization of general
15	aviation parking terms;
16	(2) accounting for the majority of uses of gen-
17	eral aviation parking terms; and
18	(3) providing clarity for chart users.
19	(c) IAC Specifications.—The Administrator shall
20	encourage the Interagency Air Committee to incorporate
21	the terms developed under subsection (a) in publications
22	produced by the Committee.

1	SEC. 226. ALTERNATIVE ADS-B TECHNOLOGIES FOR USE IN
2	CERTAIN SMALL AIRCRAFT.
3	(a) In General.—Not later than 3 years after the
4	date of enactment of this Act, the Administrator of the
5	Federal Aviation Administration shall publish an approved
6	list of effective alternatives to automatic dependent sur-
7	veillance–broadcast equipment (in this section referred to
8	as "alternative ADS-B equipment") for covered aircraft
9	operating outside of Mode C veil airspace so that such air-
10	craft may voluntarily broadcast positioning to other air-
11	craft.
12	(b) Review; Approval.—
13	(1) Review.—In carrying out subsection (a),
14	the Administrator shall, to the maximum extent
15	practicable, review available commercial-off-the-
16	shelf alternative ADS-B equipment that are used
17	outside of the United States for purposes of allowing
18	a pilot to voluntarily utilize such equipment while
19	operating outside of Mode C veil airspace and within
20	the national airspace system.
21	(2) Approval.—The Administrator shall work
22	with manufacturers of such equipment to expedite
23	technical standard order authorization, or other ap-
24	provals, required by the Administrator for such
25	equipment for use in covered aircraft.
26	(c) Definitions.—In this section:

1	(1) ALTERNATIVE ADS-B EQUIPMENT.—The
2	term "alternative ADS-B equipment" means a posi-
3	tioning technology that—
4	(A) does not otherwise meet the perform-
5	ance requirements prescribed in section 91.227
6	of title 14, Code of Federal Regulations;
7	(B) may be affixed to, or portable within,
8	a covered aircraft; and
9	(C) can broadcast positioning of a covered
10	aircraft to other aircraft operating outside of
11	Mode C veil airspace.
12	(2) COVERED AIRCRAFT.—The term "covered
13	aircraft" means—
14	(A) a single-engine piston aircraft;
15	(B) an ultralight aircraft; or
16	(C) an aircraft not equipped with an elec-
17	trical system.
18	(d) Rule of Construction.—Nothing in this sec-
19	tion may be construed by the Administrator to require cov-
20	ered aircraft to install—
21	(1) alternative ADS-B equipment; or
22	(2) automatic dependent surveillance-broadcast
23	equipment.

## 1 SEC. 227. AIRSHOW SAFETY TEAM.

2	(a) In General.—Not later than 180 days after the
3	date of enactment of this Act, the Administrator of the
4	Federal Aviation Administration shall coordinate with the
5	General Aviation Joint Safety Committee to establish an
6	Airshow Safety Team focused on airshow and aerial event
7	safety.
8	(b) Objective.—The objective of the Airshow Safety
9	Team described in subsection (a) shall be to—
10	(1) serve as a mechanism for Federal Govern-
11	ment and industry cooperation, communication, and
12	coordination on airshow and aerial event safety; and
13	(2) reduce airshow and aerial event accidents
14	and incidents through non-regulatory, proactive safe-
15	ty strategies.
16	(c) Activities.—In carrying out the objectives pur-
17	suant to subsection (b), the Airshow Safety Team shall,
18	at a minimum—
19	(1) perform an analysis of airshow and aerial
20	event accidents and incidents in conjunction with the
21	Safety Analysis Team;
22	(2) publish and update every 2 years after ini-
23	tial publication an Airshow Safety Plan that incor-
24	porates consensus based and data driven mitigation
25	measures and non-regulatory safety strategies to im-

1	prove and promote safety of the public, performers,
2	and airport personnel; and
3	(3) engage the airshow and aerial event commu-
4	nity to—
5	(A) communicate non-regulatory, proactive
6	safety strategies identified by the Airshow Safe-
7	ty Plan to mitigate incidents; and
8	(B) discuss best practices to uphold and
9	maintain safety at events.
10	(d) Membership.—The Administrator may request
11	the Airshow Safety Team be comprised of at least 10 indi-
12	viduals, each of whom shall have knowledge or a back-
13	ground in the planning, execution, operation, or manage-
14	ment of an airshow or aerial event.
15	(e) Meetings.—The Airshow Safety Team shall
16	meet at least twice a year at the direction of the co-chairs
17	of the General Aviation Joint Safety Committee.
18	(f) Construction.—The Administrator shall not
19	initiate a regulatory action based on any—
20	(1) discussion or sharing of information and
21	data that occurs as part of an official meeting of the
22	Airshow Safety Team; or
23	(2) safety strategies or best practices identified
24	by the Airshow Safety Plan that are not intended to

1	be used by the Administrator for regulatory pur-
2	poses.
3	SEC. 228. TOWER MARKING NOTICE OF PROPOSED RULE-
4	MAKING.
5	(a) In General.—Not later than 1 year after the
6	date of enactment of this Act, the Administrator of the
7	Federal Aviation Administration shall issue a notice of
8	proposed rulemaking to implement section 2110 of the
9	FAA Extension, Safety, and Security Act of 2016 (49
10	U.S.C. 44718 note).
11	(b) Report.—If the Administrator fails to issue the
12	notice of proposed rulemaking pursuant to subsection (a),
13	the Administrator shall submit to the Committee on
14	Transportation and Infrastructure of the House of Rep-
15	resentatives and the Committee on Commerce, Science,
16	and Transportation of the Senate an annual report on the
17	status of such rulemaking, including—
18	(1) the reasons that the Administrator has
19	failed to issue the rulemaking; and
20	(2) a list of fatal aircraft accidents associated
21	with unmarked towers that have occurred over the
22	5 years previous to the date of submission of the re-
23	port.

1	Subtitle C—Improving FAA
2	Services
3	SEC. 241. AIRCRAFT REGISTRATION VALIDITY DURING RE-
4	NEWAL.
5	(a) In General.—Section 44103 of title 49, United
6	States Code, is further amended by adding at the end the
7	following:
8	"(f) Validity of Aircraft Registration During
9	Renewal.—
10	"(1) In general.—An aircraft may be oper-
11	ated on or after the expiration date found on the
12	certificate of registration issued for such aircraft
13	under this section as if it were not expired if the op-
14	erator of such aircraft has aboard the aircraft—
15	"(A) documentation validating that—
16	"(i) an aircraft registration renewal
17	application form (AC Form $8050{\text -}1\mathrm{B},$ or a
18	succeeding form) has been submitted to
19	the Administrator for such aircraft but not
20	yet approved or denied; and
21	"(ii) such aircraft is compliant with
22	maintenance, inspections, and any other
23	requirements for the aircraft's airworthi-
24	ness certificate issued under section
25	44704(d); and

1	"(B) the most recent aircraft registration.
2	"(2) Proof of Pending Renewal Applica-
3	TION.—The Administrator shall provide an applicant
4	for renewal of registration under this section with
5	documentation described in paragraph (1)(A). Such
6	documentation shall—
7	"(A) be made electronically available to the
8	applicant immediately upon submitting an air-
9	craft registration renewal application to the
10	Civil Aviation Registry for an aircraft;
11	"(B) notify the applicant of the operational
12	allowance described in paragraph (1);
13	"(C) deem an aircraft's airworthiness cer-
14	tificate issued under section 44704(d) as valid
15	provided that the applicant confirms acknowl-
16	edgment of the requirements of paragraph
17	(1)(A)(ii);
18	"(D) confirm the applicant acknowledged
19	the limitations described in paragraph (3)(A)
20	and $(3)(B)$ ; and
21	"(E) include identifying information per-
22	taining to such aircraft and to the registered
23	owner.

1	"(3) Rule of construction.—Nothing in
2	this subsection shall be construed to permit any per-
3	son to operate an aircraft—
4	"(A) with an expired registration, except
5	as specifically provided for under this sub-
6	section; or
7	"(B) if the Administrator has denied an
8	application to renew the registration of such
9	aircraft.".
10	(b) Rulemaking; Guidance.—Not later than 18
11	months after the date of enactment of this Act, the Ad-
12	ministrator of the Federal Aviation Administration shall
13	issue a final rule, if necessary, and update all applicable
14	guidance and policies to implement the amendment made
15	by this section.
16	SEC. 242. TEMPORARY AIRMAN CERTIFICATES.
17	Section 44703 of title 49, United States Code, is
18	amended by adding at the end the following:
19	"(l) Temporary Airman Certificate.—An indi-
20	vidual may obtain a temporary airman certificate from the
21	Administrator after requesting a permanent replacement
22	airman certificate issued under this section. A temporary
23	airman certificate shall be—
24	"(1) made available—

1	"(A) electronically to the individual imme-
2	diately upon submitting an online application
3	for a replacement certificate to the Adminis-
4	trator; or
5	"(B) physically to the individual at a flight
6	standards district office—
7	"(i) if the individual submits an online
8	application for a replacement certificate; or
9	"(ii) if the individual applies for a
10	permanent replacement certificate other
11	than by online application and such appli-
12	cation has been received by the Federal
13	Aviation Administration; and
14	"(2) destroyed upon receipt of the permanent
15	replacement airman certificate from the Adminis-
16	trator.".
17	SEC. 243. FLIGHT INSTRUCTION OR TESTING.
18	(a) In General.—An authorized flight instructor
19	providing student instruction, flight instruction, or flight
20	training shall not be deemed to be operating an aircraft
21	carrying persons or property for compensation or hire.
22	(b) Authorized Additional Pilots.—An indi-
23	vidual acting as an authorized additional pilot during
24	Phase I flight testing of aircraft holding an experimental
25	airworthiness certificate, in accordance with section

127 21.191 of title 14, Code of Federal Regulations, and meeting the requirements set forth in Federal Aviation Administration regulations and policy in effect as of the date of enactment of this section, shall not be deemed to be operating an aircraft carrying persons or property for compensation or hire. 6 7 (c) Use of Aircraft.—An individual who uses, 8 causes to use, or authorizes to use aircraft for flights conducted under subsection (a) or (b) shall not be deemed 10 to be operating an aircraft carrying persons or property for compensation or hire. 11 12 (d) REVISION OF RULES.— 13 (1) In general.—The requirements of this 14 section shall become effective upon the date of enact-15 ment of this Act. 16 (2) REVISION.—The Administrator of the Fed-17 eral Aviation Administration shall issue, revise, or 18 repeal the rules, regulations, guidance, or procedures 19 of the Federal Aviation Administration to conform 20 to the requirements of this section. 21 SEC. 244. LETTER OF DEVIATION AUTHORITY. 22 (a) In General.—A flight instructor, registered 23 owner, lessor, or lessee of a covered aircraft shall not be required to obtain a letter of deviation authority from the

Administrator of the Federal Aviation Administration to

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1	allow, conduct, or receive flight training, checking, and
2	testing in such aircraft if—
3	(1) the flight instructor is not providing both
4	the training and the aircraft;
5	(2) no person advertises or broadly offers the
6	aircraft as available for flight training, checking, or
7	testing; and
8	(3) no person receives compensation for use of
9	the aircraft for a specific flight during which flight
10	training, checking, or testing was received, other
11	than expenses for owning, operating, and maintain-
12	ing the aircraft.
13	(b) COVERED AIRCRAFT DEFINED.—In this section,
14	the term "covered aircraft" means—
15	(1) an experimental category aircraft;
16	(2) a limited category aircraft; and
17	(3) a primary category aircraft.
18	SEC. 245. NATIONAL COORDINATION AND OVERSIGHT OF
19	DESIGNATED PILOT EXAMINERS.
20	(a) In General.—Not later than 16 months after
21	the date of enactment of this Act, the Administrator of
22	the Federal Aviation Administration shall establish a pro-
23	gram or office to provide national coordination and over-
24	sight of designated pilot examiners appointed under sec-
25	tion 183.23 of title 14, Code of Federal Regulations.

1	(b) RESPONSIBILITIES.—The program or office es-
2	tablished under subsection (a) shall be responsible for the
3	following:
4	(1) Oversight of designated pilot examiners ap-
5	pointed under section 183.23 of title 14, Code of
6	Federal Regulations, including the selection, train-
7	ing, duties, and deployment of such examiners.
8	(2) Supporting the standardization of policy,
9	guidance, and regulations across the Administration
10	pertaining to the selection, training, duties, and de-
11	ployment of designated pilot examiners appointed
12	under section 183.23 of title 14, Code of Federal
13	Regulations, including evaluating the consistency by
14	which such examiners apply Administration policies,
15	orders, and guidance.
16	(3) Coordinating placement and deployment of
17	such examiners across regions based on demand for
18	examinations from the pilot community.
19	(4) Developing a code of conduct for such ex-
20	aminers.
21	(5) Deploying a survey system to track the per-
22	formance and merit of such examiners.
23	(6) Facilitating an industry partnership to cre-
24	ate a formal mentorship program for such exam-
25	iners.

1	(c) Coordination.—In carrying out the responsibil-
2	ities listed in subsection (b), the Administrator shall en-
3	sure the program—
4	(1) coordinates on an ongoing basis with flight
5	standards district offices, designated pilot examiner
6	managing specialists, and aviation industry stake-
7	holders, including representatives of the general
8	aviation community; and
9	(2) considers (or reconsiders) implementing the
10	final recommendations report issued by the Des-
11	ignated Pilot Examiner Reforms Working Group
12	and accepted by the Aviation Rulemaking Advisory
13	Committee on June 17, 2021.
14	(d) Briefing.—The Administrator shall brief the
15	Committee on Transportation and Infrastructure of the
16	House of Representatives and the Committee on Com-
17	merce, Science, and Transportation of the Senate in each
18	fiscal year beginning after the date of enactment of this
19	Act through fiscal year 2028 detailing—
20	(1) the methodology by which designated pilot
21	examiners appointed under section 183.23 of title
22	14, Code of Federal Regulations, are deployed and
23	any subsequent changes to the methodology to fulfill
24	the demand for examinations;

1	(2) a review of the previous fiscal year detailing
2	the average time an individual in each region must
3	wait to schedule an appointment with such an exam-
4	iner; and
5	(3) the turnover rates and resource costs associ-
6	ated with such examiners.
7	SEC. 246. BASICMED FOR EXAMINERS ADMINISTERING
8	TESTS OR PROFICIENCY CHECKS.
9	(a) Equivalent Pilot-in-command Medical Re-
10	QUIREMENTS.—Notwithstanding section 61.23(a)(3)(iv)
11	of title 14, Code of Federal Regulations, an examiner may
12	administer a practical test or proficiency check if such ex-
13	aminer meets the medical qualification requirements
14	under part 68 of title 14, Code of Federal Regulations,
15	if the operation being conducted is in a covered aircraft,
16	as such term is defined in section 2307(j) of the FAA Ex-
17	tension, Safety, and Security Act of 2016 (49 U.S.C.
18	44703 note).
19	(b) Rulemaking.—Not later than 18 months after
20	the date of enactment of this Act, the Administrator of
21	the Federal Aviation Administration shall issue a final
22	rule to update part 61 of title 14, Code of Federal Regula-
23	tions, to implement the requirements under subsection (a),
24	in addition to any related requirements the Administrator
25	finds are in the interest of aviation safety.

1	SEC. 247. DESIGNEE LOCATOR TOOL IMPROVEMENTS.
2	Not later than 2 years after the date of enactment
3	of this Act, the Administrator of the Federal Aviation Ad-
4	ministration shall ensure that the designee locator search
5	function of the public website of the Designee Manage-
6	ment System of the Administration has the functionality
7	to—
8	(1) filter a search for an Aviation Medical Ex-
9	aminer (as described in section 183.21 of title 14,
10	Code of Federal Regulations) by sex, if such infor-
11	mation is available;
12	(2) display credentials and aircraft qualifica-
13	tions of a designated pilot examiner (as described in
14	section 183.23 of such title); and
15	(3) display the scheduling availability of a des-
16	ignated pilot examiner (as described in section
17	ignated phot examiner (as described in section
1 /	183.23 of such title) to administer a test or pro-
18	
	183.23 of such title) to administer a test or pro-
18	183.23 of such title) to administer a test or proficiency check to an airman.
18 19	183.23 of such title) to administer a test or proficiency check to an airman.  SEC. 248. DEADLINE TO ELIMINATE AIRCRAFT REGISTRA-
18 19 20	183.23 of such title) to administer a test or proficiency check to an airman.  SEC. 248. DEADLINE TO ELIMINATE AIRCRAFT REGISTRATION BACKLOG.
18 19 20 21	183.23 of such title) to administer a test or proficiency check to an airman.  SEC. 248. DEADLINE TO ELIMINATE AIRCRAFT REGISTRATION BACKLOG.  Not later than 120 days after the date of enactment

25 ordation backlog at the Civil Aviation Registry so that,

1	on average, applications are processed not later than 10
2	business days after receipt.
3	SEC. 249. PART 135 AIR CARRIER CERTIFICATE BACKLOG.
4	(a) In General.—The Administrator of the Federal
5	Aviation Administration shall take such actions as may
6	be necessary to achieve the goal of reducing the backlog
7	of air carrier certificate applications under part 135 of
8	title 14, Code of Federal Regulations, to—
9	(1) not later than 1 year after the date of en-
10	actment of this Act, maintain an average certificate
11	decision time of less than 60 days; and
12	(2) not later than 2 years after the date of en-
13	actment of this Act, maintain an average certificate
14	decision time of less than 30 days.
15	(b) Measures.—In meeting the goal under sub-
16	section (a), the Administrator may—
17	(1) assign, as appropriate, additional personnel
18	or support staff, including on a temporary basis, to
19	review, adjudicate, and approve applications;
20	(2) improve and expand promotion of existing
21	applicant resources which could improve the quality
22	of applications submitted to decrease the need for
23	Administration applicant coordination and commu-
24	nications; and

1	(3) take into consideration any third-party enti-
2	ty that assisted in the preparation of an application
3	for an air carrier certificate under part 135 of title
4	14, Code of Federal Regulations.
5	(c) Working Group.—The Administrator shall con-
6	vene a working group comprised of industry stakeholders
7	and aviation experts to—
8	(1) not later than 1 year after the date of en-
9	actment of this Act, study methods and make rec-
10	ommendations to clarify requirements and stand-
11	ardize the process for conducting and completing
12	aircraft conformity processes for existing air carriers
13	and operators under part 135 of title 14, Code of
14	Federal Regulations, in a timely manner, which shall
15	include—
16	(A) developing a plan to honor or expedite
17	the consideration of previously accepted aircraft
18	configuration evaluations when an aircraft
19	moves from one certificate under part 135 of
20	title 14, Code of Federal Regulations, to an-
21	other such certificate;
22	(B) streamlining protocols for operators
23	under such part 135 to add an aircraft that
24	was listed on another certificate under such

1	part 135 immediately prior to moving to the
2	new carrier; and
3	(C) evaluating non-safety related Federal
4	Aviation Administration policies, guidance, and
5	documentation and identify needed changes to
6	such policies, guidance, and documentation to
7	accomplish subparagraph (B); and
8	(2) not later than 2 years after of the date of
9	enactment of this Act—
10	(A) study and review methods to mod-
11	ernize and improve the air carrier certification
12	process under part 135 of title 14, Code of
13	Federal Regulations; and
14	(B) recommend long-term solutions for ef-
15	fective management of Administration resources
16	dedicated to approving air carrier certificate ap-
17	plications under such part 135.
18	(d) Congressional Briefing.—Beginning 6
19	months after the date of enactment of this Act, and not
20	less than every 6 months thereafter until the Adminis-
21	trator complies with the requirements under subsection
22	(a)(2), the Administrator shall provide a briefing to the
23	Committee on Transportation and Infrastructure of the
24	House of Representatives and the Committee on Com-
25	merce, Science, and Transportation of the Senate on the

1	status of the backlog of air carrier certificate applications
2	under part 135 of title 14, Code of Federal Regulations,
3	any measures the Administrator has put in place under
4	subsection (b), and any recommendations received from
5	the review under subsection (c).
6	SEC. 250. LOGGING FLIGHT TIME ACCRUED IN CERTAIN
7	PUBLIC AIRCRAFT.
8	(a) Completion of Rulemaking.—Not later than
9	18 months after the date of enactment of this Act, the
10	Administrator of the Federal Aviation Administration
11	shall issue a final rule modifying section $61.51(j)(4)$ of
12	title 14, Code of Federal Regulations, to include aircraft
13	under the direct operational control of forestry and fire
14	protection agencies, as required by section 517 of the FAA
15	Reauthorization Act of 2018 (49 U.S.C. 44703 note).
16	(b) Failure to Complete Rulemaking.—If the
17	Administrator fails to issue a final rule pursuant to sub-
18	section (a) by the deadline described in such subsection,
19	beginning on the date that is 18 months after the date
20	of enactment of this Act—
21	(1) notwithstanding section $61.51(j)(4)$ of title
22	14, Code of Federal Regulations, a pilot, while en-
23	gaged on an official flight for a Federal, State,
24	county, or municipal forestry or fire protection agen-

1	cy, may log flight time so long as the time acquired
2	is in an aircraft that—
3	(A) is identified as an aircraft under sec-
4	tion 61.5(b) of such title; and
5	(B) is a public aircraft under the direct
6	operational control of a forestry or fire protec-
7	tion agency; and
8	(2) the Administrator may not take an enforce-
9	ment action against the pilot for logging such flight
10	time as described in paragraph (1).
11	(c) Sunset.—Subsection (b) shall cease to be effec-
12	tive on the date on which the final rule required under
13	subsection (a) is effective.
14	SEC. 251. FLIGHT INSTRUCTOR CERTIFICATES.
	( ) Correspond on Dry marrows W. 1.1.
15	(a) Completion of Rulemaking.—Not later than
	(a) COMPLETION OF RULEMAKING.—Not later than 36 months after the date of enactment of this Act, the
16	
16 17	36 months after the date of enactment of this Act, the
16 17 18	36 months after the date of enactment of this Act, the Administrator of the Federal Aviation Administration
16 17 18 19	36 months after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue a final rule for the rulemaking activity titled
16 17 18 19	36 months after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue a final rule for the rulemaking activity titled "Removal of the Expiration Date on a Flight Instructor
116 117 118 119 220 221	36 months after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue a final rule for the rulemaking activity titled "Removal of the Expiration Date on a Flight Instructor Certificate", published in Fall 2022 in the Unified Agenda
116 117 118 119 220 221	36 months after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue a final rule for the rulemaking activity titled "Removal of the Expiration Date on a Flight Instructor Certificate", published in Fall 2022 in the Unified Agenda of Federal Regulatory and Deregulatory Actions (RIN
16 17 18 19 20 21 22	36 months after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue a final rule for the rulemaking activity titled "Removal of the Expiration Date on a Flight Instructor Certificate", published in Fall 2022 in the Unified Agenda of Federal Regulatory and Deregulatory Actions (RIN 2120–AL25) to, at a minimum, update part 61 of title

1	(2) replace the requirement that a flight in-
2	structor renews their flight instructor certificate
3	with appropriate recent experience requirements for
4	the holder of a flight instructor certificate to exer-
5	cise the privileges of such certificate.
6	(b) Failure to Complete Rulemaking.—If the
7	Administrator fails to issue a final rule pursuant to sub-
8	section (a) before the deadline prescribed in that sub-
9	section, beginning on the date that is 36 months after the
10	date of enactment of this Act—
11	(1) notwithstanding sections 61.19(d) and
12	61.197 of title 14, Code of Federal Regulations, an
13	individual holding a flight instructor certificate that
14	is not expired as of the date that is 36 months after
15	the date of enactment of this Act may exercise the
16	privileges of the certificate regardless of whether the
17	certificate subsequently expires, provided that the in-
18	dividual meets eligibility requirements in accordance
19	with section 61.183 of title 14, Code of Federal Reg-
20	ulations; and
21	(2) the Administrator—
22	(A) shall consider a flight instructor cer-
23	tificate described in paragraph (1) as having no
24	expiration date; and

1	(B) may not enforce any regulation attrib-
2	uted to the renewal of a flight instructor certifi-
3	cate of an individual.
4	(c) Sunset.—Subsection (b) shall cease to be effec-
5	tive on the effective date of a final rule issued pursuant
6	to subsection (a).
7	SEC. 252. CONSISTENCY OF POLICY APPLICATION IN
8	FLIGHT STANDARDS AND AIRCRAFT CERTIFI-
9	CATION.
10	(a) In General.—The inspector general of the De-
11	partment of Transportation shall initiate audits, as de-
12	scribed in subsection (d), of the Flight Standards and Air-
13	craft Certification Services of the Federal Aviation Admin-
14	istration, and the personnel of such offices, on the consist-
15	ency of—
16	(1) the interpretation of policies, orders, guid-
17	ance, and regulations; and
18	(2) the application of policies, orders, guidance,
19	and regulations.
20	(b) Components.—In completing the audits re-
21	quired under this section, the inspector general shall inter-
22	view stakeholders, including at a minimum, individuals or
23	entities that—
24	(1) hold a certificate or authorization related to
25	the issue being audited under subsection (d):

1	(2) are from different regions of the country
2	with matters before different flight standards dis-
3	trict offices or aircraft certification offices of the Ad-
4	ministration;
5	(3) work with multiple flight standards district
6	offices or aircraft certification offices of the Admin-
7	istration; or
8	(4) hold a single or multiple relevant certifi-
9	cates or authorizations.
10	(c) Reports.—The inspector general of the Depart-
11	ment of Transportation shall submit to the Committee on
12	Transportation and Infrastructure of the House of Rep-
13	resentatives, the Committee on Commerce, Science, and
14	Transportation of the Senate, the Secretary of Transpor-
15	tation, and the Administrator of the Federal Aviation Ad-
16	ministration a report for each audit required in this sec-
17	tion, containing the results of the audit, including findings
18	and recommendations to the Administrator to improve the
19	consistency of decision-making by Flight Standards and
20	Aircraft Certification Services offices of the Administra-
21	tion.
22	(d) Audits.—The inspector general shall complete
23	an audit and issue the associated report required under
24	subsection (c) not later than—

1	(1) 18 months after the date of enactment of
2	this Act, with regard to supplemental type certifi-
3	cates;
4	(2) 34 months after the date of enactment of
5	this Act, with regard to repair stations certificated
6	under part 145 of title 14, Code of Federal Regula-
7	tions; and
8	(3) 50 months after the date of enactment of
9	this Act, with regard to technical standards orders.
10	(e) Implementation.—In addressing any rec-
11	ommendations from the inspector general contained in the
12	reports required under subsection (c), the Administrator
13	shall—
13 14	shall— (1) maintain an implementation plan; and
14	(1) maintain an implementation plan; and
14 15	<ul><li>(1) maintain an implementation plan; and</li><li>(2) broadly adopt any best practices to improve</li></ul>
<ul><li>14</li><li>15</li><li>16</li></ul>	<ul><li>(1) maintain an implementation plan; and</li><li>(2) broadly adopt any best practices to improve</li><li>the consistency of interpretation and application of</li></ul>
<ul><li>14</li><li>15</li><li>16</li><li>17</li></ul>	<ul> <li>(1) maintain an implementation plan; and</li> <li>(2) broadly adopt any best practices to improve</li> <li>the consistency of interpretation and application of</li> <li>policies, orders, guidance, and regulations by other</li> </ul>
<ul><li>14</li><li>15</li><li>16</li><li>17</li><li>18</li></ul>	(1) maintain an implementation plan; and (2) broadly adopt any best practices to improve the consistency of interpretation and application of policies, orders, guidance, and regulations by other offices of the Administration and with regard to
<ul><li>14</li><li>15</li><li>16</li><li>17</li><li>18</li><li>19</li></ul>	(1) maintain an implementation plan; and (2) broadly adopt any best practices to improve the consistency of interpretation and application of policies, orders, guidance, and regulations by other offices of the Administration and with regard to other activities of the Administration.
14 15 16 17 18 19 20	<ul> <li>(1) maintain an implementation plan; and</li> <li>(2) broadly adopt any best practices to improve the consistency of interpretation and application of policies, orders, guidance, and regulations by other offices of the Administration and with regard to other activities of the Administration.</li> <li>(f) BRIEFING.—Not later than 6 months after receiv-</li> </ul>
14 15 16 17 18 19 20 21	<ul> <li>(1) maintain an implementation plan; and</li> <li>(2) broadly adopt any best practices to improve the consistency of interpretation and application of policies, orders, guidance, and regulations by other offices of the Administration and with regard to other activities of the Administration.</li> <li>(f) Briefing.—Not later than 6 months after receiving a report required under subsection (c), the Adminis-</li> </ul>
14 15 16 17 18 19 20 21 22 23	<ul> <li>(1) maintain an implementation plan; and</li> <li>(2) broadly adopt any best practices to improve the consistency of interpretation and application of policies, orders, guidance, and regulations by other offices of the Administration and with regard to other activities of the Administration.</li> <li>(f) Briefing.—Not later than 6 months after receiving a report required under subsection (c), the Administrator shall brief the Committee on Transportation and</li> </ul>

1	subsection (d), the status of any recommendation received
2	pursuant to this section, and any best practices that are
3	being implemented more broadly.
4	SEC. 253. APPLICATION OF POLICIES, ORDERS, AND GUID-
5	ANCE.
6	Section 44701 of title 49, United States Code, is
7	amended by adding at the end the following:
8	"(g) Policies, Orders, and Guidance.—
9	"(1) Consistency of application.—The Ad-
10	ministrator shall ensure consistency in the applica-
11	tion of policies, orders, and guidance of the Adminis-
12	tration by—
13	"(A) regular audits of the application and
14	interpretation of such material by Administra-
15	tion personnel from person to person and office
16	to office;
17	"(B) updating policies, orders, and guid-
18	ance to resolve inconsistencies and clarify dem-
19	onstrated ambiguities, such as through repeated
20	inconsistent interpretation; and
21	"(C) ensuring officials are properly docu-
22	menting findings and decisions throughout a
23	project to decrease the occurrence of duplicative
24	work and inconsistent findings by subsequent
25	officials assigned to the same project.

1	"(2) Alterations.—The Administrator shall
2	consult as appropriate with regulated entities who
3	will be impacted by proposed changes to the content
4	or application of policies, orders, and guidance be-
5	fore making such changes.
6	"(3) Authorities and regulations.—The
7	Administrator shall issue policies, orders, and guid-
8	ance documents that are related to a law or regula-
9	tion or clarify the intent of or compliance with spe-
10	cific laws and regulations.".
11	SEC. 254. EXPANSION OF THE REGULATORY CONSISTENCY
12	COMMUNICATIONS BOARD.
13	Section 224 of the FAA Reauthorization Act of 2018
14	(49 U.S.C. 44701 note) is amended—
15	(1) in subsection (c)—
16	(A) in paragraph (2) by striking "; and"
17	and inserting a semicolon;
18	(B) in paragraph (3) by striking the period
19	and inserting a semicolon; and
20	(C) by adding at the end the following:
21	"(4) the Office of Airports;
22	"(5) the Office of Security and Hazardous Ma-
23	terials Safety;
24	"(6) the Office of Rulemaking and Regulatory

1	"(7) such other offices as the Administrator de-
2	termines appropriate."; and
3	(2) in subsection $(d)(1)$ —
4	(A) in subparagraph (A) by striking
5	"anonymous regulatory interpretation ques-
6	tions" and inserting "regulatory interpretation
7	questions, including anonymously,";
8	(B) in subparagraph (C) by striking
9	"anonymous regulatory interpretation ques-
10	tions" and inserting "regulatory interpretation
11	questions, including anonymously"; and
12	(C) by adding at the end the following:
13	"(6) Submit recommendations, as needed, to
14	the Assistant Administrator for Rulemaking and
15	Regulatory Improvement for consideration.".
16	SEC. 255. EXEMPTION OF FEES FOR AIR TRAFFIC SERV-
17	ICES.
18	(a) In General.—Chapter 453 of title 49, United
19	States Code, is amended by adding at the end the fol-
20	lowing:
21	"§ 45307. Exemption of fees for air traffic services
22	"(a) Requirement to Provide Services and Re-
23	LATED SUPPORT.—The Administrator shall provide or en-
24	sure the provisioning of air traffic services and aviation
25	safety support for large, multiday aviation events, includ-

- 1 ing airshows and fly-ins, where the average daily number
- 2 of manned operations were 1,000 or greater in at least
- 3 1 of the preceding 3 years, without the imposition or col-
- 4 lection of any fee, tax, or other charge for that purpose.
- 5 Amounts for the provision of such services and support
- 6 shall be derived from amounts appropriated or otherwise
- 7 available for the Administration.
- 8 "(b) Determination of Services and Support
- 9 TO BE PROVIDED.—In determining the services and sup-
- 10 port to be provided for an aviation event for purposes of
- 11 subsection (a), the Administrator shall take into account
- 12 the following:
- "(1) The services and support required to meet
- levels of activity at prior events, if any, similar to
- the event.
- 16 "(2) The anticipated need for services and sup-
- port at the event.".
- 18 (b) Clerical Amendment.—The analysis of chap-
- 19 ter 453 of title 49, United States Code, is amended by
- 20 adding at the end the following:
  - "Sec. 45307. Exemption of fees for air traffic services.".
- 21 (c) Conforming Repeal.—Section 530 of the FAA
- 22 Reauthorization of 2018 (49 U.S.C. 40103 note), and the
- 23 item relating to that section in the table of contents in
- 24 section 1(b) of such Act, are repealed.

1	SEC. 256. MODERNIZATION OF SPECIAL AIRWORTHINESS
2	CERTIFICATION RULEMAKING DEADLINE.
3	Not later than 24 months after the date of enactment
4	of this Act, the Administrator of the Federal Aviation Ad-
5	ministration shall issue a final rule for the rulemaking ac-
6	tivity titled "Modernization of Special Airworthiness Cer-
7	tification", published in Fall 2022 in the long-term actions
8	of the Unified Agenda of Federal Regulatory and Deregu-
9	latory Actions (RIN 2120–AL50).
10	SEC. 257. TERMINATION OF DESIGNEES.
11	(a) In General.—Not later than 1 year after the
12	date of enactment of this Act, the Administrator of the
13	Federal Aviation Administration shall update the Admin-
14	istration's Designee Management Policy (FAA Order
15	8000.95B), or any successor order, to ensure due process
16	and increase transparency in Federal Aviation Adminis-
17	tration-initiated terminations of designees.
18	(b) Updates to the Designee Management Pol-
19	ICY.—In updating the Administration's Designee Manage-
20	ment Policy under subsection (a), the Administrator shall,
21	at a minimum, provide for the following:
22	(1) A process by which a designee—
23	(A) is notified of the root causes and rea-
24	sons for a termination initiated by the Adminis-
25	trator;

1	(B) is notified of the change in a delegated
2	authority to "suspended" or "terminated" dur-
3	ing a Federal Aviation Administration-initiated
4	termination;
5	(C) is provided a point of contact, who is
6	independent of any investigation or termination
7	action involving the designee, within the Admin-
8	istration, to correspond with for purposes of
9	discussing the termination process and the des-
10	ignee's status, including the handling of cor-
11	respondence during the investigation process
12	described in paragraph (2), if applicable, and
13	the review panel described in paragraph (3);
14	(D) is notified of the results of the inves-
15	tigation described in paragraph (2) in a reason-
16	able and timely manner, which shall include no-
17	tice of additional action by the Administrator,
18	if required; and
19	(E) may respond within 30 calendar days
20	to the Administrator if the Administrator deter-
21	mines that a termination for cause is the appro-
22	priate course of action and initiates such action.
23	(2) An investigation process to determine the
24	appropriate outcome in situations in which termi-

1	nation is being considered by the Administrator,
2	which shall include the following elements:
3	(A) The root causes and reasons for the
4	investigation, including any complaints or alle-
5	gations.
6	(B) Collection of evidence related to the in-
7	vestigation.
8	(C) A review of the facts and cir-
9	cumstances surrounding the case.
10	(D) A review of the designee's record in
11	the designee management system and any rel-
12	evant background information in the appro-
13	priate Federal Aviation Administration data-
14	bases to determine if there is a pattern of inap-
15	propriate behavior or misconduct.
16	(E) A review of the designee's response to
17	the investigation, if provided, to include any
18	documentation provided by the designee.
19	(F) A decision on the appropriate course of
20	action based on the results of the investigation.
21	(G) Recording the results of the investiga-
22	tion in the Federal Aviation Administration's
23	designee management system.
24	(H) A notification to the designee that an
25	investigation has been initiated, but only after

1	it is determined through an established process
2	that such notification would not adversely im-
3	pact the investigation or safety.
4	(3) A review panel to determine whether a ter-
5	mination is appropriate when termination for cause
6	is a possible outcome upon the completion of the in-
7	vestigation described in paragraph (2), of which
8	such review panel shall—
9	(A) consider the elements of the investiga-
10	tion process provided for under paragraph (2),
11	including the designee's response to the inves-
12	tigation and any associated documents, if pro-
13	vided; and
14	(B) complete the review process within 45
15	calendar days of the Administrator initiating a
16	for cause termination decision of a designee.
17	(c) Subsequent Review for Designated Pilot
18	Examiners.—
19	(1) In general.—The Administrator shall set
20	up a process through which a Designated Pilot Ex-
21	aminer terminated for cause may request a subse-
22	quent review by the Executive Director of the Flight
23	Standards Service.
24	(2) Request.—A Designated Pilot Examiner
25	terminated for cause may request a subsequent re-

1	view described in paragraph (1) not later than 15
2	calendar days after termination,
3	(3) Review.—The Executive Director shall re-
4	view all relevant information and facts by which the
5	decision was made to terminate the designee, includ-
6	ing the information considered by the review panel,
7	and issue a final determination.
8	(4) Timing.—Such final determination shall be
9	issued by the Director not later than 45 calendar
10	days upon receiving the request.
11	(d) Limitation on Investigation and Review
12	PANEL PARTICIPANTS.—An Administration employee in-
13	volved in the selection, appointment, or management of
14	a designee the Administrator is investigating or termi-
15	nating for cause may not be party—
16	(1) to an investigation described in subsection
17	(b)(2) of such designee; or
18	(2) participating on a review panel described in
19	subsection (b)(3) pertaining to such designee.
20	SEC. 258. PART 135 CHECK AIRMEN REFORMS.
21	(a) In General.—The Administrator of the Federal
22	Aviation Administration shall assign to the Aviation Rule-
23	making Advisory Committee (in this section referred to
24	as the "Committee") the task of reviewing all regulations
25	and policies related to check airmen for air carrier oper-

1	ations conducted under part 135 of title 14, Code of Fed-
2	eral Regulations.
3	(b) Duties.—The Committee shall—
4	(1) review the processes and requirements by
5	which authorized check airmen are selected, trained,
6	and approved by the Administrator, and provide rec-
7	ommendations with respect to the regulatory and
8	policy changes necessary to ensure efficient training
9	and utilization of such check airmen;
10	(2) review differences in qualification standards
11	between an inspector of the Federal Aviation Admin-
12	istration and an authorized check airmen in evalu-
13	ating and certifying the knowledge and skills of pi-
14	lots; and
15	(3) make recommendations with respect to the
16	regulatory and policy changes necessary to allow au-
17	thorized check airmen to perform duties beyond the
18	duties permitted on the date of enactment of this
19	Act.
20	(c) Action Based on Recommendations.—Not
21	later than 1 year after receiving recommendations under
22	subsection (a), the Administrator shall take such action
23	as the Administrator considers appropriate with respect
24	to such recommendations.

1	(d) Definition of Authorized Check Airman.—
2	In this section, the term "authorized check airman"
3	means an individual employed by an air carrier that meets
4	the qualifications and training requirements of sections
5	135.337 and 135.339 of title 14, Code of Federal Regula-
6	tions, and is approved to evaluate and certify the knowl-
7	edge and skills of pilots employed by such air carrier.
8	Subtitle D—Other Provisions
9	SEC. 261. REQUIRED CONSULTATION WITH NATIONAL
10	PARKS OVERFLIGHTS ADVISORY GROUP.
11	Section 40128(b)(4) of title 49, United States Code,
12	is amended—
13	(1) in subparagraph (C) by striking "and" at
14	the end;
15	(2) in subparagraph (D) by striking the period
16	at the end and inserting "; and; and
17	(3) by adding at the end the following:
18	"(E) consult with the advisory group es-
19	tablished under section 805 of the National
20	Parks Air Tour Management Act of 2000 (49
21	U.S.C. 40128 note) and consider all advice, in-
22	formation, and recommendations provided by
23	the advisory group to the Administrator and the
24	Director.".

1	SEC. 262. SUPPLEMENTAL OXYGEN REGULATORY REFORM.
2	(a) In General.—Beginning on the date that is 30
3	days after the date of enactment of this Act, the following
4	regulations shall cease to apply to any aircraft operating
5	below 41,000 feet above mean sea level:
6	(1) Paragraphs (3) and (4) of section 135.89(b)
7	of title 14, Code of Federal Regulations (or any suc-
8	cessor regulations).
9	(2) Paragraphs (1)(ii) and (2) of section
10	91.211(b) of title 14, Code of Federal Regulations
11	(or any successor regulations).
12	(b) Conforming Amendment.—Not later than 1
13	year after the date of enactment of this Act, the Adminis-
14	trator of the Federal Aviation Administration shall issue
15	a final regulation revising the provisions of title 14, Code
16	of Federal Regulations, described in paragraphs (1) and
17	(2) of subsection (a) to conform to the limitation in appli-
18	cability pursuant to subsection (a).
19	SEC. 263. EXCLUSION OF GYROPLANES FROM FUEL SYSTEM
20	REQUIREMENTS.
21	Section 44737 of title 49, United States Code, is
22	amended—
23	(1) by striking "rotorcraft" and inserting "heli-
24	copter" each place it appears; and
25	(2) by adding at the end the following:

1	"(d) Exemption.—A helicopter issued an experi-
2	mental certificate under section 21.191 of title 14, Code
3	of Federal Regulations (or any successor regulations), or
4	operating under a Special Flight Permit issued under sec-
5	tion 21.197 of title 14, Code of Federal Regulations (or
6	any successor regulations), is exempt from the require-
7	ments of this section.".
8	SEC. 264. AIRSHOW VENUE INFORMATION, AWARENESS
9	TRAINING, AND EDUCATION PROGRAM.
10	(a) In General.—Not later than 4 years after the
11	date of enactment of this Act, the Administrator of the
12	Federal Aviation Administration shall establish a pro-
13	gram, in cooperation with the National Center for the Ad-
14	vancement of Aerospace, to be known as the "Airshow
15	Venue Information, Awareness, Training, and Education
16	Program" (in this section referred to as the "AVIATE
17	Program").
18	(b) Objective.—The objectives of the AVIATE Pro-
19	gram shall be—
20	(1) to make information available to general
21	aviation airport managers, local government officials
22	and other relevant stakeholders about how to host
23	an airshow;

1	(2) to provide guidance and resources to help
2	organizers plan and execute airshows and aerial
3	events, including—
4	(A) compliance with all applicable regula-
5	tions;
6	(B) providing technical assistance in estab-
7	lishing—
8	(i) emergency response plans; and
9	(ii) communication plans between rel-
10	evant event stakeholders, including local
11	enforcement and emergency first respond-
12	ers; and
13	(C) ensuring protection of the public, per-
14	formers, and airport personnel;
15	(3) to promote public awareness and engage-
16	ment with airshows and aerial events, including op-
17	portunities for community education, outreach, and
18	involvement; and
19	(4) to provide access to tools and resources that
20	enable general aviation airport managers, local gov-
21	ernment officials, and other relevant stakeholders to
22	understand the impact of airshows and aerial events
23	on local economies and communities.

1	(c) Administration.—In carrying out the AVIATE
2	Program, the Administrator shall consult and coordinate,
3	as appropriate, with relevant stakeholders, including—
4	(1) airshow safety experts;
5	(2) general aviation aircraft owners and opera-
6	tors, including experimental aircraft owners and op-
7	erators;
8	(3) general aviation airports, including airport
9	officials;
10	(4) air traffic control specialists with knowledge
11	of coordinating airshows and aerial events, including
12	experts from the exclusive bargaining representative
13	of air traffic controllers certified under section 7111
14	of title 5, United States Code; and
15	(5) experts from the exclusive bargaining rep-
16	resentative of air traffic controllers certified under
17	section 7111 of title 5, United States Code.
18	SEC. 265. LOW ALTITUDE ROTORCRAFT AND POWERED-
19	LIFT OPERATIONS.
20	(a) In General.—Not later than 3 years after the
21	date of enactment of this Act, the Administrator of the
22	Federal Aviation Administration shall, as appropriate, es-
23	tablish or update low altitude routes and flight procedures
24	to ensure safe rotorcraft and powered-lift aircraft oper-

1	ations within Class B airspace of the national airspace sys-
2	tem.
3	(b) Flight Procedures.—In carrying out sub-
4	section (a), the Administrator shall, as appropriate, estab-
5	lish or update approach and departure procedures at pub-
6	lic-use airports and heliports within Class B airspace for
7	rotorcraft and powered-lift aircraft operations.
8	(c) Flight Routes.—
9	(1) In general.—In carrying out this section,
10	the Administrator shall revise part 71 of title 14
11	Code of Federal Regulations, as necessary, to estab-
12	lish or update low altitude routes related to Class B
13	airspace operations for rotorcraft and powered-lift
14	aircraft.
15	(2) Considerations.—In carrying out this
16	section, the Administrator shall consider the impact
17	of such low altitude flight routes described in para-
18	graph (1) on other airspace users and impacted
19	communities to ensure that such routes are designed
20	to minimize—
21	(A) the potential for conflict with existing
22	national airspace system operations;
23	(B) the workload of air traffic controllers
24	and

1	(C) negative effects to impacted commu-
2	nities.
3	(d) Consultation.—In carrying out this section,
4	the Administrator shall develop the procedures and routes
5	required under subsection (b) and (c) in consultation
6	with—
7	(1) rotorcraft operators, including air ambu-
8	lance operators;
9	(2) powered-lift operators;
10	(3) exclusive bargaining representatives of air
11	traffic controllers certified under section 7111 of
12	title 5, United States Code; and
13	(4) any other relevant stakeholders as deter-
14	mined by the Administrator.
15	SEC. 266. BASICMED IN NORTH AMERICA.
16	The Administrator of the Federal Aviation Adminis-
17	tration shall seek to facilitate the recognition of medical
18	qualifications under part 68 of title 14, Code of Federal
19	Regulations, with civil aviation authorities in Canada and
20	such other foreign countries that the Administrator deter-
21	mines are appropriate.
22	SEC. 267. ELIMINATE AVIATION GASOLINE LEAD EMIS-
23	SIONS.
24	(a) EAGLE INITIATIVE.—

1	(1) In general.—The Administrator of the
2	Federal Aviation Administration shall continue to
3	partner with industry and other Federal Government
4	stakeholders in carrying out the Eliminate Aviation
5	Gasoline Lead Emissions Initiative (in this section
6	referred to as the "EAGLE Initiative").
7	(2) FAA RESPONSIBILITIES.—In collaborating
8	with industry and other Government stakeholders to
9	carry out the EAGLE Initiative, the Administrator
10	shall take such actions as may be necessary under
11	the Administrator's authority to facilitate—
12	(A) the safe elimination of the use of lead-
13	ed aviation gasoline by piston-engine aircraft by
14	the end of 2030 without adversely affecting the
15	piston-engine aircraft fleet;
16	(B) the approval of unleaded alternatives
17	to leaded aviation gasoline for use in all piston-
18	engine aircraft types and piston-engine types;
19	(C) the implementation of the require-
20	ments of section 431 as they relate to the con-
21	tinued availability of aviation gasoline;
22	(D) efforts to make approved unleaded
23	aviation gasoline widely available at airports;
24	and

1	(E) the development and implementation
2	of a transition plan to safely expedite the tran-
3	sition of the piston-engine general aviation air-
4	craft fleet to unleaded fuels by 2030.
5	(3) Activities.—In carrying out the Adminis-
6	tration's responsibilities pursuant to paragraph (2),
7	the Administrator, at a minimum, shall—
8	(A) develop and publish, as soon as prac-
9	ticable, a fleet authorization process for the ef-
10	ficient approval or authorization of unleaded
11	aviation gasolines;
12	(B) review, update, and prioritize, as soon
13	as practicable, certification processes and
14	projects for aircraft engines and modifications
15	to such engines to operate with unleaded avia-
16	tion gasoline;
17	(C) evaluate and support programs that
18	accelerate the creation, evaluation, qualification,
19	deployment, and use of unleaded aviation gaso-
20	lines;
21	(D) carry out, in partnership with the gen-
22	eral aviation community, an ongoing campaign
23	for training and educating aircraft owners and
24	operators on how to safely transition to un-
25	leaded aviation gasoline;

1	(E) evaluate aircraft and aircraft engines
2	to ensure that such aircraft and aircraft en-
3	gines can operate with unleaded aviation gaso-
4	line candidates during cold weather conditions;
5	and
6	(F) facilitate Government policy, regu-
7	latory proposals, and voluntary consensus
8	standards with the objective of achieving the
9	following:
10	(i) Establishing a commercially viable
11	supply chain for unleaded aviation gaso-
12	lines.
13	(ii) Facilitating market-based produc-
14	tion and distribution of unleaded aviation
15	gasolines.
16	(iii) Encouraging procurement of
17	equipment required for the deployment,
18	storage, and dispensing of unleaded avia-
19	tion gasolines.
20	(4) Consultation and coordination with
21	RELEVANT STAKEHOLDERS.—In carrying out the
22	EAGLE Initiative, the Administrator shall continue
23	to consult and coordinate, 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, heliports, and fixed-base oper-
7	ators;
8	(D) State, local, and Tribal airport offi-
9	cials or public agencies, with representation
10	from both urban and rural areas;
11	(E) representatives of the petroleum indus-
12	try, including developers, refiners, producers,
13	and distributors of unleaded aviation gasolines;
14	and
15	(F) air carriers and commercial operators
16	operating under part 135 of title 14, Code of
17	Federal Regulations.
18	(5) Reports to congress.—
19	(A) Initial Report.—Not later than 1
20	year after the date of enactment of this Act, the
21	Administrator shall submit to the Committee on
22	Transportation and Infrastructure of the House
23	of Representatives and the Committee on Com-
24	merce, Science, and Transportation of the Sen-
25	ate a report that—

1	(i) contains an updated strategic plan
2	for developing a fleet authorization process
3	for efficient approval and use of unleaded
4	aviation gasolines;
5	(ii) describes the structure and in-
6	volvement of all Federal Aviation Adminis-
7	tration offices that have responsibilities de-
8	scribed in paragraph (2); and
9	(iii) identifies cost-effective policy ini-
10	tiatives, regulatory initiatives, or legislative
11	initiatives needed to improve and enhance
12	the timely transition to unleaded aviation
13	gasoline for the piston-engine aircraft fleet.
14	(B) ANNUAL REPORTING.—Not later than
15	1 year after the date on which the Adminis-
16	trator submits the initial report under subpara-
17	graph (A), and annually thereafter, the Admin-
18	istrator shall submit to the Committee on
19	Transportation and Infrastructure of the House
20	of Representatives and the Committee on Com-
21	merce, Science, and Transportation of the Sen-
22	ate an annual report on activities and progress
23	of the EAGLE Initiative.
24	(C) Sunset.—Subparagraph (B) shall
25	cease to be effective after December 31, 2030.

1	(b) Transition Plan to Unleaded Fuels.—
2	(1) In general.—In developing the transition
3	plan under subsection (a)(2)(E), the Administrator
4	shall, at a minimum, assess the following:
5	(A) Efforts undertaken by the EAGLE
6	Initiative, including progress towards—
7	(i) safely eliminating the use of leaded
8	aviation gasoline by piston-engine aircraft
9	by the end of 2030 without adversely af-
10	fecting the piston-engine aircraft fleet;
11	(ii) approving unleaded alternatives to
12	leaded aviation gasoline for use in all pis-
13	ton-engine aircraft types and piston-engine
14	types; and
15	(iii) facilitating efforts to make ap-
16	proved unleaded aviation gasoline widely
17	available at airports.
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 managers 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	(iii) 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) Consultation.—In developing such transi-
21	tion plan, the Administrator shall consult, at a min-
22	imum, with representatives of entities described in
23	subsection $(a)(4)$ .

1	(3) Publication; Guidance.—Upon comple-
2	tion of developing such transition plan, the Adminis-
3	trator shall—
4	(A) make the plan available to the public
5	on an appropriate webpage of the Administra-
6	tion; and
7	(B) provide guidance supporting the imple-
8	mentation of the transition plan.
9	(4) Coordination with eagle initiative.—
10	In developing such transition plan and associated
11	guidance pertaining to the implementation of such
12	transition plan, the Administrator shall consult and
13	coordinate with individuals carrying out the EAGLE
14	Initiative.
15	(5) Mapping unleaded aviation gaso-
16	LINE.—The Administrator shall develop and con-
17	tinuously update websites, brochures, and other com-
18	munication materials associated with such transition
19	plan to clearly convey the availability of unleaded
20	aviation gasoline at airports.
21	(6) Briefing to congress.—Not later than
22	60 days after the publication of such transition plan,
23	the Administrator shall brief the Committee on
24	Transportation and Infrastructure of the House of
25	Representatives and the Committee on Commerce,

1	Science, and Technology of the Senate on such tran-
2	sition plan and any efforts or actions pertaining to
3	the implementation of such transition plan.
4	TITLE III—AEROSPACE
5	WORKFORCE
6	Subtitle A—Growing the Talent
7	Pool
8	SEC. 301. EXTENSION OF AVIATION WORKFORCE DEVELOP-
9	MENT PROGRAMS.
10	Section 625(b)(1) of the FAA Reauthorization Act of
11	2018 (49 U.S.C. 40101 note) is amended by striking "sec-
12	tion 48105" and all that follows through the period at the
13	end and inserting the following: "section 48105 of title
14	49, United States Code, not more than—
15	"(A) \$15,000,000 for each of fiscal years
16	2024 through 2026 is authorized to be ex-
17	pended to provide grants under the program es-
18	tablished under subsection $(a)(1)$ ; and
19	"(B) \$15,000,000 for each of fiscal years
20	2024 through 2026 is authorized to provide
21	grants under the program established under
22	subsection (a)(2).
23	"(C) \$15,000,000 for each of fiscal years
24	2024 through 2026 is authorized to be ex-

1	pended to provide grants under the program es-
2	tablished under subsection (a)(3).".
3	SEC. 302. IMPROVING AVIATION WORKFORCE DEVELOP-
4	MENT PROGRAMS.
5	(a) Manufacturing Program.—Section 625(a) of
6	the FAA Reauthorization Act of 2018 (49 U.S.C. 40101
7	note) is amended—
8	(1) in paragraph (1) by striking "and" at the
9	end;
10	(2) in paragraph (2) by striking the period and
11	inserting "; and; and
12	(3) by adding at the end the following:
13	"(3) a program to provide grants for eligible
14	projects to support the education and recruitment of
15	aviation manufacturing workers and the development
16	of the aviation manufacturing workforce.".
17	(b) Project Grants.—Section 625(b) of the FAA
18	Reauthorization Act of 2018 (49 U.S.C. 40101 note) is
19	amended—
20	(1) in paragraph (2) by striking "\$500,000"
21	and inserting "\$750,000"; and
22	(2) by adding at the end the following:
23	"(3) Education projects.—The Secretary
24	shall ensure that not less than 20 percent of the
25	amounts authorized to be expended under this sub-

1	section shall be used to carry out a grant program
2	which shall be referred to as the 'Willa Brown Avia-
3	tion Education Program' (in this paragraph referred
4	to as the 'Program') under which the Secretary shall
5	provide grants for eligible projects described in sub-
6	section (d) that are carried out in communities in
7	counties containing at least 1 qualified opportunity
8	zone (as such term is defined in section 1400Z–1(a)
9	of the Internal Revenue Code of 1986).".
10	(c) Eligible Applications.—Section 625(c) of the
11	FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note)
12	is amended by striking paragraphs (1) and (2) and insert-
13	ing the following:
14	"(1) Application for aircraft pilot pro-
15	GRAM.—An application for a grant under the pro-
16	gram established under subsection $(a)(1)$ may be
17	submitted, in such form as the Secretary may speci-
18	fy, by—
19	"(A) an air carrier, as defined in section
20	40102 of title 49, United States Code;
21	"(B) an entity that holds management
22	specifications under subpart K of title 91 of
23	title 14, Code of Federal Regulations;
24	"(C) an institution of higher education (as
25	defined in section 101 of the Higher Education

1	Act of 1965 (20 U.S.C. 1001)), a postsecondary
2	vocational institution (as defined in section
3	102(c) of the Higher Education Act of 1965
4	(20 U.S.C. 1002)), or a high school or sec-
5	ondary school (as such terms are defined in sec-
6	tion 8101 of the Elementary and Secondary
7	Education Act of 1965 (20 U.S.C. 7801));
8	"(D) a flight school that provides flight
9	training, as defined in part 61 of title 14, Code
10	of Federal Regulations, or that holds a pilot
11	school certificate under part 141 of title 14,
12	Code of Federal Regulations;
13	"(E) a labor organization representing pro-
14	fessional pilots;
15	"(F) an aviation-related nonprofit organi-
16	zation described in section 501(c)(3) of the In-
17	ternal Revenue Code of 1986 that is exempt
18	from taxation under section 501(a) of such
19	Code; or
20	"(G) a State, local, territorial, or Tribal
21	governmental entity.
22	"(2) Application for aviation mainte-
23	NANCE PROGRAM.—An application for a grant under
24	the program established under subsection (a)(2) may

1	be submitted, in such form as the Secretary may
2	specify, by—
3	"(A) a holder of a certificate issued under
4	part 21, 121, 135, 145, or 147 of title 14, Code
5	of Federal Regulations;
6	"(B) a labor organization representing
7	aviation maintenance workers;
8	"(C) an institution of higher education (as
9	defined in section 101 of the Higher Education
10	Act of 1965 (20 U.S.C. 1001)), a postsecondary
11	vocational institution (as defined in section
12	102(c) of the Higher Education Act of 1965
13	(20 U.S.C. 1002)), or a high school or sec-
14	ondary school (as such terms are defined in sec-
15	tion 8101 of the Elementary and Secondary
16	Education Act of 1965 (20 U.S.C. 7801));
17	"(D) an aviation-related nonprofit organi-
18	zation described in section 501(c)(3) of the In-
19	ternal Revenue Code of 1986 that is exempt
20	from taxation under section 501(a) of such
21	Code; or
22	"(E) a State, local, territorial, or Tribal
23	governmental entity.
24	"(3) Application for aviation manufac-
25	TURING PROGRAM.—An application for a grant

1	under the program established under subsection
2	(a)(3) may be submitted, in such form as the Sec-
3	retary may specify, by—
4	"(A) an entity that—
5	"(i) actively designs or manufactures
6	any aircraft, aircraft engine, propeller, or
7	appliance, or a component, part, or system
8	thereof, covered under a type or production
9	certificate issued under section 44704; and
10	"(ii) has significant operations in the
11	United States and a majority of the em-
12	ployees of such entity that are engaged in
13	aviation manufacturing or development ac-
14	tivities and services are based in the
15	United States;
16	"(B) an institution of higher education (as
17	defined in section 101 of the Higher Education
18	Act of 1965 (20 U.S.C. 1001)), a postsecondary
19	vocational institution (as defined in section
20	102(c) of the Higher Education Act of 1965
21	(20 U.S.C. 1002)), or a high school or sec-
22	ondary school (as such terms are defined in sec-
23	tion 8101 of the Elementary and Secondary
24	Education Act of 1965 (20 U.S.C. 7801));

1	"(C) an aviation-related nonprofit organi-
2	zation described in section 501(c)(3) of the In-
3	ternal Revenue Code of 1986 that is exempt
4	from taxation under section 501(a) of such
5	Code; or
6	"(D) a State, local, territorial, or Tribal
7	governmental entity.".
8	(d) Eligible Projects.—Section 625(d) of the
9	FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note)
10	is amended by striking paragraphs (1) and (2) and insert-
11	ing the following:
12	"(1) AIRCRAFT PILOT PROGRAM.—For purposes
13	of the program established under subsection $(a)(1)$ ,
14	an eligible project is a project—
15	"(A) to create and deliver curriculum that
16	provides high school or secondary school stu-
17	dents with meaningful aviation education to be-
18	come aircraft pilots, aerospace engineers, or un-
19	manned aircraft systems operators, including
20	purchasing and operating a computer-based
21	simulator associated with such curriculum;
22	"(B) to support the professional develop-
23	ment of teachers using the curriculum described
24	in subparagraph (A);

1	"(C) to create and deliver curriculum that
2	provides certified flight instructors with the
3	necessary instructional, leadership, and commu-
4	nication skills to better educate student pilots;
5	"(D) to support transition to professional
6	pilot careers, including for members of the
7	Armed Forces; or
8	"(E) to support robust outreach about ca-
9	reers in the commercial aviation as a profes-
10	sional pilot, including outreach to primary, sec-
11	ondary, and post-secondary school students.
12	"(2) Aviation maintenance program.—For
13	purposes of the program established under sub-
14	section (a)(2), an eligible project is a project—
15	"(A) to create and deliver curriculum that
16	provides high school and secondary school stu-
17	dents with meaningful aviation maintenance
18	education to become an aviation mechanic or
19	aviation maintenance technician, including pur-
20	chasing and operating equipment associated
21	with such curriculum;
22	"(B) to support the professional develop-
23	ment of teachers using the curriculum described
24	in subparagraph (A);

1	"(C) to establish or improve apprentice-
2	ship, internship, or scholarship programs for in-
3	dividuals pursuing employment in the aviation
4	maintenance industry;
5	"(D) to support transition to aviation
6	maintenance careers, including for members of
7	the Armed Forces; or
8	"(E) to support robust outreach about ca-
9	reers in the aviation maintenance industry, in-
10	cluding outreach to primary, secondary, and
11	post-secondary school students.
12	"(3) Aviation manufacturing program.—
13	For purposes of the program established under sub-
14	section (a)(3), and eligible project is a project—
15	"(A) to create and deliver curriculum that
16	provides high school and secondary school stu-
17	dents with meaningful aviation manufacturing
18	education, including teaching the technical
19	skills used in the production of components,
20	parts, or systems thereof for inclusion in an air-
21	craft, aircraft engine, propeller, or appliance;
22	"(B) to support the professional develop-
23	ment of teachers using the curriculum described
24	in subparagraph (A);

1	"(C) to establish apprenticeship, intern-
2	ship, or scholarship programs for individuals
3	pursuing employment in the aviation manufac-
4	turing industry;
5	"(D) to support transition to aviation
6	manufacturing careers, including for members
7	of the Armed Forces; or
8	"(E) to support robust outreach about ca-
9	reers in the aviation manufacturing industry,
10	including outreach to primary, secondary, and
11	post-secondary school students.".
12	(e) Reporting and Monitoring Require-
13	MENTS.—Section 625 of the FAA Reauthorization Act of
14	2018 (49 U.S.C. $40101$ note) is amended by adding at
15	the end the following:
16	"(f) Reporting and Monitoring Require-
17	MENTS.—The Secretary shall establish reasonable report-
18	ing and monitoring requirements for grant recipients
19	under this section to measure relevant outcomes for the
20	grant programs established under paragraphs (1), (2),
21	and (3) of subsection (a).
22	"(g) Notice of Grants.—
23	"(1) Timely public notice.—The Secretary
24	shall provide public notice of any grant awarded

1	under this section in a timely fashion after the Sec-
2	retary awards such grant.
3	"(2) Notice to congress.—The Secretary
4	shall provide to the Committee on Transportation
5	and Infrastructure of the House of Representatives
6	and the Committee on Commerce, Science, and
7	Transportation of the Senate advance notice of a
8	grant to be made under this section.
9	"(h) Termination.—The authority of the Secretary
10	to issue grants under this section shall terminate on Sep-
11	tember 30, 2026.".
12	SEC. 303. NATIONAL CENTER FOR THE ADVANCEMENT OF
13	AEROSPACE.
14	(a) In General.—Chapter 1 of title 49, United
15	States Code, is amended by adding at the end the fol-
16	lowing:
17	"§ 120. National Center for the Advancement of Aero-
18	space
19	"(a) Federal Charter and Status.—
20	"(1) In General.—The National Center for
21	the Advancement of Aerospace (in this section re-
22	ferred to as the 'Center') is a federally chartered en-
23	tity which shall be incorporated in the District of
24	Columbia. The Center is a private independent enti-
25	ty, not a department, agency, or instrumentality of

1	the United States Government or a component
2	thereof. Except as provided in subsection $(f)(1)$ , an
3	officer or employee of the Center is not an officer or
4	employee of the Federal Government.
5	"(2) Perpetual existence.—Except as oth-
6	erwise provided, the Center shall have perpetual ex-
7	istence.
8	"(b) Governing Body.—
9	"(1) In general.—The Board of Directors (in
10	this section referred to as the 'Board') is the gov-
11	erning body of the Center.
12	"(2) Authority.—
13	"(A) IN GENERAL.—The Board shall adopt
14	bylaws, policies, and procedures to carry out the
15	purpose of the Center and may take any other
16	action that it considers necessary (in accord-
17	ance with the duties and powers of the Center)
18	for the management and operation of the Cen-
19	ter. The Board is responsible for the general
20	policies and management of the Center and for
21	the control of all funds of the Center.
22	"(B) Powers of Board.—The Board
23	shall have the power to do the following:
24	"(i) Adopt and alter a corporate seal.

1	"(ii) Establish and maintain offices to
2	conduct its activities.
3	"(iii) Enter into contracts or agree-
4	ments as a private entity not subject to the
5	requirements of title 41.
6	"(iv) Acquire, own, lease, encumber,
7	transfer, and dispose of property as nec-
8	essary and appropriate to carry out the
9	purposes of the Center.
10	"(v) Publish documents and other
11	publications in a publicly accessible man-
12	ner.
13	"(vi) Incur and pay obligations as a
14	private entity not subject to the require-
15	ments of title 31.
16	"(vii) Perform any other act necessary
17	and proper to carry out the purposes of
18	the Center as described in its bylaws or
19	duties outlined in this section.
20	"(3) Membership of the board.—
21	"(A) IN GENERAL.—The Board shall have
22	10 Directors as follows:
23	"(i) Ex-officio membership.—The
24	following individuals, or their designees.

1	shall be considered ex-officio members of
2	the Board:
3	"(I) The Administrator of the
4	Federal Aviation Administration.
5	"(II) The Executive Director,
6	pursuant to paragraph (5)(D).
7	"(ii) Appointments.—
8	"(I) In general.—From among
9	those members of the public who are
10	highly respected and have exert
11	knowledge and experience in the fields
12	of aviation, finance, or academia—
13	"(aa) the Secretary of
14	Transportation shall appoint 5
15	members to the Board;
16	"(bb) the Secretary of De-
17	fense shall appoint 1 member to
18	the Board;
19	"(cc) the Secretary of Vet-
20	erans Affairs shall appoint 1
21	member to the Board; and
22	"(dd) the Secretary of Edu-
23	cation shall appoint 1 member to
24	the Board.
25	"(II) TERMS.—

1	"(aa) In General.—The
2	members appointed under sub-
3	clause (I) shall serve for a term
4	of 3 years and may be re-
5	appointed.
6	"(bb) Staggering
7	TERMS.—The Board shall stag-
8	ger the duration of the terms of
9	the initial members appointed to
10	promote the stability of the
11	Board.
12	"(B) VACANCIES.—A vacancy on the
13	Board shall be filled in the same manner as the
14	initial appointment.
15	"(C) Status.—All Members of the Board
16	shall have equal voting powers, regardless if
17	they are ex-officio members or appointed.
18	"(4) Chair of the board.—The Board shall
19	choose a Chair of the Board from among the mem-
20	bers of the Board that are not ex-officio members
21	under paragraph $(3)(A)(i)$ .
22	"(5) Administrative matters.—
23	"(A) MEETINGS.—
24	"(i) In general.—The Board shall
25	meet at the call of the Chair but not less

1	than 2 times each year and may, as appro-
2	priate, conduct business by telephone or
3	other electronic means.
4	"(ii) Open.—
5	"(I) In general.—Except as
6	provided in subclause (II), a meeting
7	of the Board shall be open to the pub-
8	lic.
9	"(II) Exception.—A meeting,
10	or any portion of a meeting, may be
11	closed if the Board, in public session,
12	votes to close the meeting because the
13	matters to be discussed—
14	"(aa) relate solely to the in-
15	ternal personnel rules, practices,
16	and matters of the Center;
17	"(bb) may result in disclo-
18	sure of commercial or financial
19	information obtained from a per-
20	son that is privileged or confiden-
21	tial;
22	"(cc) may disclose informa-
23	tion of a personal nature where
24	disclosure would constitute an

1	unwarranted invasion of personal
2	privacy; or
3	"(dd) are matters that are
4	specifically exempted from disclo-
5	sure by Federal or District of Co-
6	lumbia law.
7	"(iii) Public announcement.—At
8	least 1 week before a meeting of the
9	Board, and as soon as practicable there-
10	after if there are any changes to the infor-
11	mation described in subclauses (I) through
12	(III), the Board shall make a public an-
13	nouncement of the meeting that de-
14	scribes—
15	"(I) the time, place, and subject
16	matter of the meeting;
17	"(II) whether the meeting is to
18	be open or closed to the public; and
19	"(III) the name and appropriate
20	contact information of a person who
21	can respond to requests for informa-
22	tion about the meeting.
23	"(iv) Record.—The Board shall keep
24	minutes from each Board meeting. Such
25	minutes shall be made available to the pub-

1	lic in an accessible format, except for por-
2	tions of the meeting that are closed pursu-
3	ant to subparagraph (A)(ii)(II).
4	"(B) QUORUM.—A majority of members of
5	the Board shall constitute a quorum.
6	"(C) Code of Ethics.—The Board shall
7	adopt a code of ethics for Directors, officers,
8	agents, and employees of the Center to—
9	"(i) prevent inappropriate conflicts of
10	interest and promote good employee con-
11	duct; and
12	"(ii) at a minimum, prohibit any
13	member of the Board from participating in
14	any proceeding, application, ruling, or
15	other determination, contract claim, award,
16	controversy, or other matter in which the
17	member, the member's employer or pro-
18	spective employer, or the member's imme-
19	diate family member has a direct financial
20	interest.
21	"(D) Executive director.—The Board
22	shall appoint and fix the pay of an Executive
23	Director of the Center (in this section referred
24	to as the 'Executive Director') who shall—

1	"(i) serve as an ex officio Member of
2	the Board;
3	"(ii) serve at the pleasure of the
4	Board, under such terms and conditions as
5	the Board shall establish;
6	"(iii) is subject to removal by the
7	Board at the discretion of the Board; and
8	"(iv) be responsible for the daily man-
9	agement and operation of the Center and
10	for carrying out the purposes and duties of
11	the Center.
12	"(E) APPOINTMENT OF PERSONNEL.—The
13	Board shall delegate to the Executive Director
14	the authority to appoint additional personnel as
15	the Board considers appropriate and necessary
16	to carry out the purposes and duties of the
17	Center.
18	"(6) Records.—The Board shall keep correct
19	and complete records of accounts.
20	"(7) Public information.—With the excep-
21	tion of the matters described in subsection
22	(b)(5)(A)(ii)(II), nothing in this section may be con-
23	strued to withhold disclosure of information or
24	records that are subject to disclosure under section
25	552 of title 5.

1	"(c) Purpose.—The purpose of the Center is to—
2	"(1) develop a skilled and robust aerospace
3	workforce in the United States;
4	"(2) provide a forum to support collaboration
5	and cooperation between governmental, nongovern-
6	mental, and private aerospace sector stakeholders re-
7	garding the advancement of the aerospace workforce,
8	including general, business, and commercial aviation,
9	education, labor, manufacturing, international orga-
10	nizations, and commercial space transportation orga-
11	nizations;
12	"(3) serve as a repository for research con-
13	ducted by institutions of higher education, research
14	institutions, or other stakeholders regarding the
15	aerospace workforce and related technical and skill
16	development.
17	"(4) serve as a centralized resource that pro-
18	vides comprehensive and relevant information
19	sources on the following:
20	"(A) Aviation pathway programs and pro-
21	fessional development opportunities.
22	"(B) Aviation apprenticeship, scholarship,
23	and internship programs.
24	"(C) Aviation-related curricula and re-
25	sources about aviation occupations and career

1	pathways developed for students, teachers, and
2	guidance counselors at all levels of education.
3	"(D) Aviation industry organizations.
4	"(d) Duties.—In order to accomplish the purpose
5	described in subsection (c), the Center shall perform the
6	following duties:
7	"(1) Improve access to aerospace education and
8	related skills training to help grow the U.S. aero-
9	space workforce, including by—
10	"(A) assessing the state of the aerospace
11	workforce, including challenges and identifying
12	actions to address such challenges;
13	"(B) developing a comprehensive workforce
14	strategy to help coordinate workforce develop-
15	ment initiatives;
16	"(C) establishing or supporting apprentice-
17	ship, scholarship, internship, and mentorship
18	programs that assist individuals who wish to
19	pursue a career in an aerospace-related field;
20	"(D) supporting the development of aero-
21	space education curricula, including syllabi,
22	training materials, and lesson plans, for use by
23	an institution of higher education (as defined in
24	section 101 of the Higher Education Act of
25	1965 (20 U.S.C. 1001)), a postsecondary voca-

1	tional institution (as defined in section 102(c)
2	of the Higher Education Act of 1965 (20
3	U.S.C. 1002)), or a high school or secondary
4	school (as such terms are defined in section
5	8101 of the Elementary and Secondary Edu-
6	cation Act of 1965 (20 U.S.C. 7801)); and
7	"(E) building awareness of youth-oriented
8	aerospace programs and other robust outreach
9	programs, including for primary, secondary,
10	and post-secondary school students.
11	"(F) supporting the professional develop-
12	ment of teachers using the curricula, syllabi,
13	training materials, and lesson plans described
14	in subparagraph (D); and
15	"(G) developing an array of educational
16	and informative aviation-related educational ac-
17	tivities and materials for students of varying
18	ages and levels of education to use in the class-
19	room and at home.
20	"(2) Support personnel or veterans of the
21	Armed Forces seeking to transition to a career in
22	aerospace through outreach, training, scholarships,
23	apprenticeships, or other means.
24	"(3) Amplify and support the work carried out
25	at the Centers of Excellence and Technical Centers

1	of the Federal Aviation Administration regarding
2	the aerospace workforce, or related technical and
3	skills advancement, including organizing and hosting
4	symposiums, conferences, and other forums as ap-
5	propriate.
6	"(4) Administer on behalf of the Secretary of
7	the Department of Transportation the Cooperative
8	Aviation Recruitment, Enrichment, and Employment
9	Readiness Program established by subsection (a) of
10	40131.
11	"(e) Duty to Maintain Tax-exempt Status.—
12	The Center shall be operated in a manner and for pur-
13	poses that qualify the Center for exemption from taxation
14	under the Internal Revenue Code as an organization de-
15	scribed in section 501(c)(3) of such Code.
16	"(f) Administrative Matters of Center.—
17	"(1) Detailees.—
18	"(A) IN GENERAL.—At the request of the
19	Center, the head of any Federal agency or de-
20	partment may, at the discretion of such agency
21	or department, detail to the Center, on a reim-
22	bursable basis, an employee of the agency or
23	department.
24	"(B) CIVIL SERVANT STATUS.—The detail
25	of an employee under subparagraph (A) shall be

1	without interruption or loss of civil service sta-
2	tus or privilege.
3	"(2) Names and symbols.—The Center may
4	accept, retain, and use proceeds derived from the
5	Center's use of the exclusive right to use its name
6	and seal, emblems, and badges incorporating such
7	name as lawfully adopted by the Board in further-
8	ance of the purpose and duties of the Center.
9	"(3) Gifts, grants, bequests, and de-
10	VISES.—The Center may accept, retain, use, and
11	dispose of gifts, grants, bequests, or devises of
12	money, services, or property from any public or pri-
13	vate source for the purpose of covering the costs in-
14	curred by the Center in furtherance of the purpose
15	and duties of the Center.
16	"(4) VOLUNTARY SERVICES.—The Center may
17	accept voluntary services from any person that are
18	provided in furtherance of the purpose and duties of
19	the Center.
20	"(g) Restrictions.—
21	"(1) Profit.—The Center may not engage in
22	business activity for profit.
23	"(2) STOCKS AND DIVIDENDS.—The Center
24	may not issue any shares of stock or declare or pay
25	any dividends.

1	"(3) Political activities.—The Center shall
2	be nonpolitical and may not provide financial aid or
3	assistance to, or otherwise contribute to or promote
4	the candidacy of, any individual seeking elective pub-
5	lic office or political party. The Center may not en-
6	gage in activities that are, directly, or indirectly, in-
7	tended to be or likely to be perceived as advocating
8	or influencing the legislative process.
9	"(4) Distribution of income or assets.—
10	The assets of the Center may not inure to the ben-
11	efit of any member of the Board, or any officer or
12	employee of the Center or be distributed to any per-
13	son. This paragraph does not prevent the payment
14	of reasonable compensation to any officer, employee,
15	or other person or reimbursement for actual and
16	necessary expenses in amounts approved by the
17	Board.
18	"(5) Loans.—The Center may not make a loan
19	to any member of the Board or any officer or em-
20	ployee of the Center.
21	"(6) No claim of governmental approval
22	OR AUTHORITY.—Except as otherwise provided by
23	section 40131, the Center may not claim approval of
24	Congress or of the authority of the United States for
25	any of its activities.

1	"(h) Advisory Committee.—
2	"(1) In General.—The Executive Director
3	shall appoint members to an advisory committee
4	subject to approval by the Board. Members of the
5	Board may not sit on the advisory committee.
6	"(2) Membership.—The advisory committee
7	shall consist of not more than 15 members who rep-
8	resent various aviation industry and labor stake-
9	holders, stakeholder associations, and others as de-
10	termined appropriate by the Board. The advisory
11	committee shall select a Chair and Vice Chair from
12	among its members by majority vote.
13	"(3) Duties.—The advisory committee shall—
14	"(A) provide recommendations to the
15	Board on an annual basis regarding the prior-
16	ities for the activities of the Center;
17	"(B) consult with the Board on an ongoing
18	basis regarding the appropriate powers of the
19	Board to accomplish the purposes and duties of
20	the Center; and
21	"(C) provide relevant data and information
22	to the Center in order to carry out the duties
23	set forth in subsection (d).
24	"(4) Meetings.—The provisions for meetings
25	of the Board under subsection (b)(5) shall apply as

1	similarly as is practicable to meetings of the advi-
2	sory committee.
3	"(i) Working Groups.—
4	"(1) In General.—The Board may establish
5	working groups as determined necessary and appro-
6	priate to achieve the purpose of the Center under
7	subsection (c).
8	"(2) Membership.—Any working group estab-
9	lished by the Board shall be composed of private sec-
10	tor representatives, stakeholder associations, mem-
11	bers of the public, labor representatives, and other
12	relevant parties, as determined appropriate by the
13	Board. Once established, the membership of such
14	working group shall choose a Chair from among the
15	members of the working group by majority vote.
16	"(j) CAREER COUNCIL.—
17	"(1) ESTABLISHMENT.—Not later than Sep-
18	tember 30, 2026, the Executive Director, in coordi-
19	nation with the Secretary, shall establish a council
20	(in this section referred to as the 'CAREER Coun-
21	cil') for the CAREER Program established under
22	section 40131.
23	"(2) Duties.—The CAREER Council shall aid
24	the Secretary and the Center in carrying out the

1	CAREER Program by reviewing grant applications
2	and recommending grant recipients.
3	"(3) APPOINTMENT.—The CAREER Council
4	shall be appointed from candidates nominated by na-
5	tional associations representing various sectors of
6	the aviation industry, including—
7	"(A) general aviation;
8	"(B) commercial aviation;
9	"(C) aviation labor, including collective
10	bargaining representatives of Federal Aviation
11	Administration aviation safety inspectors, avia-
12	tion safety engineers, and air traffic controllers;
13	"(D) aviation maintenance, repair, and
14	overhaul; and
15	"(E) unmanned aviation.
16	"(4) TERM.—Each council member appointed
17	under paragraph (3) shall serve a term of 4 years.
18	"(k) Annual Report.—The Board shall submit an
19	annual report to the Committee on Transportation and In-
20	frastructure of the House of Representatives and the Com-
21	mittee on Commerce, Science, and Transportation of the
22	Senate that, at minimum, includes a review and examina-
23	tion of—
24	"(1) the activities performed as set forth in
25	subsection (d) during the prior fiscal year;

1	"(2) the advisory committee described in sub-
2	section (h);
3	"(3) the working groups described in subsection
4	(i); and
5	"(4) the Cooperative Aviation Recruitment, En-
6	richment, and Employment Readiness Program and
7	related activities established under section 40131,
8	including activities of the CAREER Council estab-
9	lished under subsection (j).
10	"(l) Audit by Department of Transportation
11	Inspector General.—
12	"(1) In general.—Not later than 2 years
13	after the date on which the Center is established
14	under subsection (a), the inspector general of the
15	Department of Transportation shall conduct a re-
16	view of the Center.
17	"(2) Contents.—The review shall—
18	"(A) include, at a minimum, an evaluation
19	of the efforts taken at the Center to achieve the
20	purpose set forth in subsection (c); and
21	"(B) provide any other information that
22	the inspector general determines is appropriate.
23	"(3) Report on Audit.—
24	"(A) Report to Secretary.—Not later
25	than 30 days after the date of completion of the

1	audit, the inspector general shall submit to the
2	Secretary a report on the results of the audit.
3	"(B) Report to congress.—Not later
4	than 60 days after the date of receipt of the re-
5	port under subparagraph (A), the Secretary
6	shall submit to the appropriate committees of
7	Congress a copy of the report, together with, if
8	appropriate, a description of any actions taken
9	or to be taken to address the results of the
10	audit.
11	"(m) AUTHORIZATION OF APPROPRIATIONS.—There
12	is authorized to be appropriated to the National Center
13	for the Advancement of Aerospace out of the Airport and
14	Airway Trust Fund to carry out this section—
15	(1) \$10,000,000 for fiscal year 2024;
16	(2) \$10,000,000 for fiscal year 2025;
17	(3) \$10,000,000 for fiscal year 2026;
18	(4) \$11,000,000 for fiscal year 2027; and
19	"(5) $$11,000,000$ for fiscal year $2028$ .".
20	(b) Clerical Amendment.—The analysis for chap-
21	ter 1 of title 49, United States Code, is amended by insert-
22	ing after the item relating to section 119 the following:
	"120. National Center for the Advancement of Aerospace.".

1	SEC. 304. COOPERATIVE AVIATION RECRUITMENT, ENRICH-
2	MENT, AND EMPLOYMENT READINESS PRO-
3	GRAM.
4	(a) In General.—Chapter 401 of title 49, United
5	States Code, is amended by adding at the end the fol-
6	lowing:
7	"§ 40131. Cooperative Aviation Recruitment, Enrich-
8	ment, and Employment Readiness Pro-
9	gram
10	"(a) Establishment.—Not later than September
11	30, 2026, the Secretary of Transportation, through the
12	National Center for the Advancement of Aerospace (in
13	this section referred to as the 'Center'), shall establish an
14	aviation workforce cooperative development program to be
15	known as the Cooperative Aviation Recruitment, Enrich-
16	ment, and Employment Readiness Program (in this sec-
17	tion referred to as the 'CAREER Program') to support
18	the education, recruitment, training, and retention of fu-
19	ture aviation professionals and the development of a ro-
20	bust United States aviation workforce by—
21	"(1) using relevant workforce forecasts to pre-
22	dict and identify aviation-related workforce chal-
23	lenges; and
24	"(2) funding projects that address such chal-
25	lenges and help to sustain the long-term growth of
26	civil aviation.

1	"(b) Implementation.—
2	"(1) Partnership with NCAA.—In imple-
3	menting the CAREER Program established under
4	subsection (a), the Secretary shall partner with the
5	CAREER Council established in subsection (j) of
6	section 120.
7	"(2) Nondelegation.—Except as provided in
8	paragraph (3), the Secretary may not delegate any
9	of the authorities or responsibilities under this sec-
10	tion to the Administrator of the Federal Aviation
11	Administration.
12	"(3) Support the administration
13	of the CAREER Program, the Secretary may assign
14	employees of the Department of Transportation, in-
15	cluding employees of the Federal Aviation Adminis-
16	tration, on detail to the Center.
17	"(c) Solicitation, Review, and Evaluation
18	PROCESS.—In carrying out the CAREER Program, the
19	Secretary shall establish a solicitation, review, and evalua-
20	tion process that ensures funds made available to carry
21	out this section are awarded to eligible entities with pro-
22	posals that have adequate merit and relevancy to the mis-
23	sion of the program.
24	"(d) Eligible Entities.—An eligible entity under
25	this section is—

1	"(1) an air carrier;
2	"(2) an entity that holds management specifica-
3	tions under subpart K of title 91 of title 14, Code
4	of Federal Regulations;
5	"(3) a holder of a certificate issued under parts
6	139, 145, or 147 of title 14, Code of Federal Regu-
7	lations;
8	"(4) an institution of higher education (as de-
9	fined in section 101 of the Higher Education Act of
10	1965 (20 U.S.C. 1001)), a postsecondary vocational
11	institution (as defined in section 102(c) of the High-
12	er Education Act of 1965 (20 U.S.C. 1002)), or a
13	high school or secondary school (as such terms are
14	defined in section 8101 of the Elementary and Sec-
15	ondary Education Act of 1965 (20 U.S.C. 7801));
16	"(5) a flight school that provides flight training,
17	as defined in part 61 of title 14, Code of Federal
18	Regulations, or that holds a pilot school certificate
19	under part 141 of title 14, Code of Federal Regula-
20	tions;
21	"(6) an aviation labor organization;
22	"(7) a State, local, territorial, or Tribal govern-
23	ment, including a political subdivision thereof;
24	"(8) an aviation-related nonprofit organization
25	described in section 501(c)(3) of the Internal Rev-

1	enue Code of 1986 that is exempt from taxation
2	under section 501(a) of such Code; or
3	"(9) an entity that—
4	"(A) actively designs or manufactures any
5	aircraft, aircraft engine, propeller, or appliance,
6	or a component, part, or system thereof, cov-
7	ered under a type or production certificate
8	issued under section 44704; and
9	"(B) has significant operations in the
10	United States and a majority of the employees
11	of such entity that are engaged in aviation
12	manufacturing or development activities and
13	services are based in the United States.
14	"(e) Reporting and Monitoring Require-
15	MENTS.—The Secretary shall establish reasonable report-
16	ing and monitoring requirements for grant recipients
17	under this section to measure relevant outcomes of the
18	program maintained pursuant to subsection (a).
19	"(f) Report.—Not later than September 30, 2027,
20	and annually through fiscal year 2028, the Secretary shall
21	submit to the Committee on Transportation and Infra-
22	structure of the House of Representatives and the Com-
23	mittee on Commerce, Science, and Transportation of the
24	Senate a report on the program 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	U.S. aviation workforce, including best practices or
7	programs to incentivize, recruit, and retain individ-
8	uals in aviation professions; and
9	"(3) recommendations for better coordinating
10	actions by governmental entities, educational institu-
11	tions, and businesses, aviation labor organizations,
12	or other stakeholders to support aviation workforce
13	growth.
14	"(g) Notice of Grants.—
15	"(1) Timely public notice.—The Secretary
16	shall provide public notice of any grant awarded
17	under the CAREER Program in a timely fashion
18	
	after the Secretary awards such grant.
19	after the Secretary awards such grant.  "(2) NOTICE TO CONGRESS.—The Secretary
19 20	
	"(2) Notice to congress.—The Secretary
20	"(2) Notice to congress.—The Secretary shall provide advance notice of a grant to be made
20 21	"(2) Notice to congress.—The Secretary shall provide advance notice of a grant to be made under the CAREER Program to the Committee on

- 1 "(h) AUTHORIZATION OF APPROPRIATIONS.—Of the
- 2 amounts made available under section 48105,
- 3 \$50,000,000 for each of fiscal years 2027 and 2028 is
- 4 authorized to be expended to provide grants under the pro-
- 5 gram established under subsection (a).".
- 6 (b) CLERICAL AMENDMENT.—The analysis for chap-
- 7 ter 401 of title 49, United States Code, is amended by
- 8 adding at the end the following:
  - "40131. Cooperative Aviation Recruitment, Enrichment, and Employment Readiness Program.".
- 9 SEC. 305. REPEAL OF DUPLICATIVE OR OBSOLETE WORK-
- 10 FORCE PROGRAMS.
- 11 (a) Repeal.—Sections 44510 and 44515 of title 49,
- 12 United States Code, are repealed.
- 13 (b) Clerical Amendments.—The analysis for
- 14 chapter 445 of title 49, United States Code, is amended
- 15 by striking the items relating to sections 44510 and
- 16 44515.
- 17 SEC. 306. CIVIL AIRMEN STATISTICS.
- 18 (a) Publication Frequency.—The Administrator
- 19 of the Federal Aviation Administration shall publish the
- 20 study commonly referred to as the "U.S. Civil Airmen Sta-
- 21 tistics" on a monthly basis.
- 22 (b) Presentation of Data.—
- 23 (1) IN GENERAL.—Not later than 1 year after
- the date of enactment of this Act, the Administrator

1	of the Federal Aviation Administration shall estab-
2	lish a web-based dashboard for purposes of pre-
3	senting the findings of the study described in sub-
4	section (a).
5	(2) Downloadable format.—The Adminis-
6	trator shall make the data publicly available on the
7	website of the Administration in a downloadable for-
8	mat.
9	(c) Expanded Data Criteria.—Not later than 1
10	year after the date of enactment of this Act, the Adminis-
11	trator shall ensure that data sets and tables published as
12	part of the study described in subsection (a) display infor-
13	mation relating to the sex of certificate holders in more
14	instances.
15	(d) HISTORICAL DATA.—Not later than 1 year after
16	the date of enactment of this Act, the Administrator shall
17	make all previously published annual data from the study
18	described in subsection (a) available on the website of the
19	
	Administration.
	Administration.  SEC. 307. BESSIE COLEMAN WOMEN IN AVIATION ADVISORY
20	
20 21	SEC. 307. BESSIE COLEMAN WOMEN IN AVIATION ADVISORY
<ul><li>20</li><li>21</li><li>22</li><li>23</li></ul>	SEC. 307. BESSIE COLEMAN WOMEN IN AVIATION ADVISORY COMMITTEE.

1	Aviation Advisory Committee (hereinafter referred to as
2	the "Committee").
3	(b) Purpose.—The Committee shall advise the Sec-
4	retary and the Administrator of the Federal Aviation Ad-
5	ministration on matters and policies related to the recruit-
6	ment, retention, employment, education, training, well-
7	being, and treatment of women in the aviation industry
8	and aviation-focused Federal civil service positions.
9	(c) Form of Directives.—All activities carried out
10	by the Committee, including special committees, shall be
11	in response to written terms of reference or taskings from
12	the Secretary and may not duplicate the objectives of the
13	Air Carrier Training Aviation Rulemaking Committee.
14	(d) Functions.—In carrying out the directives de-
15	scribed in subsection (c), the functions of the Committee
16	are as follows:
17	(1) Foster industry collaboration in an open
18	and transparent manner by engaging, as prescribed
19	by this section, representatives of the private sector
20	associated with an entity described in subsection
21	(e)(1)(B).
22	(2) Make recommendations for strategic objec-
23	tives, priorities, and policies that would improve the
24	recruitment, retention, and training of women in
25	aviation professions.

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1	(3) Evaluate opportunities for the Administra-
2	tion to improve the recruitment and retention of
3	women in the Administration.
4	(e) Membership.—
5	(1) Voting members.—The Advisory Com-
6	mittee shall be composed of the following members:
7	(A) The Administrator, or the designee of
8	the Administrator.
9	(B) At least 25 individuals, appointed by
10	the Secretary, representing the following:
11	(i) Transport aircraft and engine
12	manufacturers.
13	(ii) General aviation aircraft and en-
14	gine manufacturers.
15	(iii) Avionics and equipment manufac-
16	turers.
17	(iv) Public and private aviation labor
18	organizations, including collective bar-
19	gaining representatives of—
20	(I) aviation safety inspectors and
21	safety engineers of the Federal Avia-
22	tion Administration;
23	(II) air traffic controllers;
24	(III) certified aircraft mainte-
25	nance technicians; and

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1	(IV) commercial airline pilots.
2	(v) General aviation operators.
3	(vi) Air carriers.
4	(vii) Business aviation operators.
5	(viii) Unmanned aircraft systems
6	manufacturers and operators.
7	(ix) Aviation safety management ex-
8	perts.
9	(x) Aviation maintenance, repair, and
10	overhaul entities.
11	(xi) Airport owners and operators.
12	(xii) Advanced air mobility manufac-
13	turers and operators.
14	(xiii) Institutions of higher education
15	(as defined in section 101 of the Higher
16	Education Act of 1965 (20 U.S.C. 1001)),
17	a postsecondary vocational institution (as
18	defined in section 102(c) of the Higher
19	Education Act of 1965 (20 U.S.C. 1002)),
20	or a high school or secondary school (as
21	such terms are defined in section 8101 of
22	the Elementary and Secondary Education
23	Act of 1965 (20 U.S.C. 7801)).
24	(xiv) A flight school that provides
25	flight training, as defined in part 61 of

1	title 14, Code of Federal Regulations, or
2	that holds a pilot school certificate under
3	part 141 of title 14, Code of Federal Regu-
4	lations.
5	(xv) Aviation maintenance technician
6	schools governed under part 147 of title
7	14, Code of Federal Regulations.
8	(2) Nonvoting members.—
9	(A) In General.—In addition to the
10	members appointed under paragraph (1), the
11	Committee shall be composed of not more than
12	5 nonvoting members appointed by the Sec-
13	retary from among officers or employees of the
14	FAA.
15	(B) Duties.—The nonvoting members
16	may—
17	(i) take part in deliberations of the
18	Committee; and
19	(ii) provide subject matter expertise
20	with respect to reports and recommenda-
21	tions of the Committee.
22	(C) Limitation.—The nonvoting members
23	may not represent any stakeholder interest
24	other than that of the FAA.

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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 of 4 years.
4	(4) Committee Characteristics.—The Com-
5	mittee shall have the following characteristics:
6	(A) The ability to obtain necessary infor-
7	mation from additional experts in the aviation
8	and aerospace communities.
9	(B) A membership size that enables the
10	Committee to have substantive discussions and
11	reach consensus on issues in a timely manner.
12	(C) Appropriate expertise, including exper-
13	tise in human resources, human capital man-
14	agement, policy, labor relations, employment
15	training, workforce development, and youth out-
16	reach.
17	(f) Chairperson.—
18	(1) In General.—The Chairperson of the
19	Committee shall be appointed by the Secretary from
20	among the voting members of the Committee under
21	subsection $(e)(1)(B)$ .
22	(2) TERM.—The Chairperson shall serve a 2-
23	year term.
24	(g) Meetings.—

1	(1) Frequency.—The Committee shall meet at
2	least twice each year at the call of the Chairperson
3	or the Secretary.
4	(2) Public attendance.—The meetings of
5	the Committee shall be open and accessible to the
6	public.
7	(h) Special Committees.—
8	(1) ESTABLISHMENT.—The Committee may es-
9	tablish special committees composed of private sec-
10	tor representatives, members of the public, labor
11	representatives, and other relevant parties in com-
12	plying with the consultation and participation re-
13	quirements under subsection (d).
14	(2) Authorities.—A special committee estab-
15	lished by the Committee may provide rulemaking ad-
16	vice, recommendations, and additional opportunities
17	to obtain firsthand information to the Committee
18	with respect to issues regarding the advancement of
19	women in aviation.
20	(3) Applicable Law.—Public Law 92–463
21	shall not apply to a special committee established by
22	the Committee.
23	(i) Personnel Matters.—
24	(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 Federal Government shall serve
4	without 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) Travel expenses.—The members of the
12	Committee shall be allowed travel expenses, includ-
13	ing per diem in lieu of subsistence, at rates author-
14	ized for employees of agencies under subchapter I of
15	chapter 57 of title 5, United States Code, while
16	away from their homes or regular places of business
17	in the performance of services for the Committee.
18	(j) Reports.—The Committee shall submit to the
19	Secretary, the Committee on Transportation and Infra-
20	structure of the House of Representatives, and the Com-
21	mittee on Commerce, Science, and Transportation of the
22	Senate a report upon completion of each tasking summa-
23	rizing the Committee's—
24	(1) findings and associated recommendations to
25	improve the advancement of women in aviation; and

1	(2) planned activities of the Committee, as
2	tasked by the Secretary, and proposed terms of work
3	to fulfill each activity.
4	(k) Sunset.—The Committee shall terminate on the
5	last day of the 8-year period beginning on the date of the
6	initial appointment of the members of the Committee.
7	(l) FAA DEFINED.—In this section, the term "FAA"
8	means the Federal Aviation Administration.
9	SEC. 308. ESTABLISHING A COMPREHENSIVE WEB-BASED
10	AVIATION RESOURCE CENTER.
11	(a) In General.—Not later than 1 year after the
12	date of enactment of this Act, the Administrator of the
13	Federal Aviation Administration shall partner with the
14	National Center for the Advancement of Aerospace (in
15	this section referred to as the "Center") to establish a
16	high-quality, web-based resource center that provides
17	stream-lined public access to information sources on the
18	following:
19	(1) Aviation pathway programs and professional
20	development opportunities.
21	(2) Aviation apprenticeship, scholarship, and in-
22	ternship programs.
23	(3) Aviation-related curricula and resources
24	about aviation occupations and career pathways de-

1	veloped for students, teachers, and guidance coun-
2	selors at all levels of education.
3	(4) Aviation industry organizations.
4	(b) LEVERAGING FAA EDUCATION, RESEARCH, AND
5	Partnership Programs.—In carrying out subsection
6	(a)(3), the Administrator and the Executive Director of
7	the Center, in partnership with museums, nonprofit orga-
8	nizations, and commercial entities, shall, to the maximum
9	extent practicable, leverage field and regional offices of the
10	Federal Aviation Administration, the Mike Monroney
11	Aeronautical Center, the William J. Hughes Technical
12	Center for Advanced Aerospace, Air Transportation Cen-
13	ters of Excellence, and the Aviation and Space Education
14	program of the Federal Aviation Administration to develop
15	an array of educational and informative aviation-related
16	educational activities and materials for students of varying
17	ages and levels of education to use in the classroom, for
18	after-school programs and at home.
19	(c) Briefing.—Not later than 2 year after the date
20	of the enactment of this Act, the Administrator shall brief
21	the Committee on Transportation and Infrastructure of
22	the House of Representatives and the Committee on Com-
23	merce, Science, and Technology of the Senate on—
24	(1) the web-based aviation resource center es-
25	tablished under subsection (a); and

1	(2) the manner in which the education develop-
2	ment and engagement activities of the Federal Avia-
3	tion Administration are organized and funded.
4	SEC. 309. DIRECT HIRE AUTHORITY FROM UAS COLLE-
5	GIATE TRAINING INITIATIVE.
6	(a) In General.—The Administrator of the Federal
7	Aviation Administration may hire individuals from eligible
8	institutions of higher education under the Unmanned Air-
9	craft System Collegiate Training Initiative (in this section
10	referred to as "UAS CTI"), as established in section 632
11	of the FAA Reauthorization Act of 2018 (49 U.S.C.
12	40101 note), without regard to—
13	(1) sections 3309 through 3318 of title 5,
14	United States Code;
15	(2) part 211 of title 5, Code of Federal Regula-
16	tions; or
17	(3) subpart A of part 337 of title 5, Code of
18	Federal Regulations.
19	(b) Eligibility.—Individuals eligible for employ-
20	ment by the Administrator under subsection (a) shall—
21	(1) be in good standing or have graduated in
22	good standing from an institution of higher edu-
23	cation with a signed memorandum of understanding
24	under the UAS CTI;

1	(2) hold or have completed the majority of a re-
2	lated Bachelors or Associates degree, as described by
3	the eligibility requirements of the UAS CTI;
4	(3) have completed all requirements for a re-
5	lated minor, concentration, or certificate, as de-
6	scribed by the eligibility requirements of the UAS
7	CTI; or
8	(4) meet any other criteria as considered appro-
9	priate by the Administrator.
10	(c) Definitions.—In this section:
11	(1) Institution of higher education.—The
12	term "institution of higher education" has the
13	meaning given such term in section 101 of the High-
14	er Education Act of 1965 (20 U.S.C. 1001).
15	(2) GOOD STANDING.—The term "good stand-
16	ing" means in good standing, as determined by the
17	applicable institution of higher education.
18	(d) Sunset.—The authority of the Administrator
19	under this section shall terminate on September 30, 2028.
20	Subtitle B—Improving Training
21	and Rebuilding Talent Pipelines
22	SEC. 311. JOINT AVIATION EMPLOYMENT TRAINING WORK-
23	ING GROUP.
24	(a) Establishment.—Not later than 120 days after
25	the date of enactment of this Act, the Secretary of Trans-

1	portation shall establish an interagency working group (in
2	this section referred to as the "working group") to advise
3	the Secretary of Transportation and the Secretary of De-
4	fense on matters and policies related to the training and
5	certification of a covered aviation professional to improve
6	career transition between the military and civilian
7	workforces.
8	(b) Membership.—
9	(1) In general.—The working group shall
10	consist of—
11	(A) 2 co-chairs described in paragraph (2);
12	(B) not less than 6 representatives of the
13	Federal Aviation Administration, to be ap-
14	pointed by the co-chair described in paragraph
15	(2)(A); and
16	(C) not less than 1 representative of each
17	component of the armed forces (as such term is
18	defined in section 101 of title 10, United States
19	Code), to be appointed by the co-chair described
20	in paragraph (2)(B).
21	(2) Co-chairs.—The working group shall be
22	co-chaired by—
23	(A) a representative of the Department of
24	Transportation, to be appointed by the Sec-
25	retary of Transportation; and

1	(B) a representative of the Department of
2	Defense, to be appointed by the Secretary of
3	Defense.
4	(c) Activities.—The working group shall—
5	(1) evaluate and compare all regulatory require-
6	ments, guidance, and orders affecting covered avia-
7	tion professionals and identify challenges that inhibit
8	recruitment, training, and retention within the re-
9	spective workforces of such professionals; and
10	(2) assess appropriate areas for increased inter-
11	agency information sharing and harmonization
12	across workforces on matters related to certification
13	pathways and certification requirements, including
14	knowledge testing, affecting covered aviation profes-
15	sionals.
16	(d) Initial Report to Congress.—
17	(1) In general.—Not later than 1 year after
18	the date on which the Secretary of Transportation
19	establishes the working group, the working group
20	shall submit to the appropriate committees of Con-
21	gress an initial report on the activities of the work-
22	ing group.
23	(2) Contents.—The report required under
24	paragraph (1) shall include—

1	(A) a detailed description of the findings of
2	the working group pursuant to the activities re-
3	quired under subsection (c); and
4	(B) recommendations for regulatory, pol-
5	icy, or legislative action to improve the training
6	and certification of covered aviation profes-
7	sionals across the civilian and military
8	workforces.
9	(e) Annual Reporting.—Not later than 1 year
10	after the date on which the working group submits the
11	initial report under subsection (d), and annually there-
12	after, the working group shall submit to the appropriate
13	committees of Congress a report—
14	(1) describing the continued activities of the
15	working group;
16	(2) describing any progress made by the Sec-
17	retary of Transportation or Secretary of Defense in
18	implementing the recommendations described in sub-
19	section $(d)(2)(B)$ ; and
20	(3) containing any other recommendations the
21	working group may have with respect to efforts to
22	improve the employment and training of covered
23	aviation professionals in the civilian and military
24	workforces.

1	(f) Sunset.—The working group shall terminate on
2	the date that is 4 years after the date on which the work-
3	ing group submits the initial report to Congress pursuant
4	to subsection (d).
5	(g) Definitions.—In this section:
6	(1) Appropriate committees of con-
7	GRESS.—The term "appropriate committees of Con-
8	gress" means—
9	(A) the Committee on Armed Services of
10	the House of Representatives;
11	(B) the Committee on Armed Services of
12	the Senate;
13	(C) the Committee on Transportation and
14	Infrastructure of the House of Representatives;
15	and
16	(D) the Committee on Commerce, Science,
17	and Transportation of the Senate.
18	(2) COVERED AVIATION PROFESSION.—The
19	term "covered aviation professional" means—
20	(A) an airman;
21	(B) an aircraft maintenance and repair
22	technician;
23	(C) an air traffic controller; and
24	(D) any other aviation-related professional
25	that has comparable tasks and duties across the

1	civilian and military workforces, as determined
2	jointly by the co-chairs of the working group.
3	SEC. 312. AIRMAN KNOWLEDGE TESTING WORKING GROUP.
4	(a) Working Group.—Not later than 180 days after
5	the date of enactment of this Act, the Administrator of
6	the Federal Aviation Administration shall task the Avia-
7	tion Rulemaking Advisory Committee to establish a work-
8	ing group to review knowledge testing processes and proce-
9	dures to improve the facilitation, administration, and ac-
10	cessibility of knowledge tests.
11	(b) ACTIVITIES.—The working group established pur-
12	suant to subsection (a) shall—
13	(1) assess methods to increase knowledge test-
14	ing capacity, including through—
15	(A) the adoption of alternative proctoring
16	methods; and
17	(B) increased utilization of pilot schools
18	that hold a pilot school certificate under part
19	141 of title 14, Code of Federal Regulations,
20	and aviation maintenance technician schools
21	governed under part 147 of title 14, Code of
22	Federal Regulations; and
23	(2) evaluate the following:
24	(A) The management and provision of
25	knowledge tests by testing centers.

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1	(B) The testing registration process for
2	students.
3	(C) Student access to knowledge tests.
4	(D) Fees associated with knowledge tests.
5	(E) The accuracy of public sample knowl-
6	edge tests available to students.
7	(F) Development and maintenance of
8	knowledge tests and forms.
9	(c) Mechanic General Knowledge Test.—In
10	addition to the activities under subsection (b), the Aviation
11	Rulemaking Advisory Committee shall task the working
12	group established pursuant to subsection (a) with assess-
13	ing opportunities to allow a high school student upon suc-
14	cessful completion of an aviation maintenance curriculum
15	to take the general written knowledge portion of the me-
16	chanic exam described in section 65.75 of title 14, Code
17	of Federal Regulations, at an Administration-approved
18	testing center.
19	(d) Report.—Not later than 18 months after the
20	Aviation Rulemaking Advisory Committee tasks the work-
21	ing group under subsection (a), the working group shall
22	submit to the Administrator a final report making rec-
23	ommendations to improve the facilitation, administration,
24	and accessibility of knowledge tests.
25	(e) Definitions.—In this section:

1	(1) High school.—The term "high school"
2	has the meaning given such term in section 8101 of
3	the Elementary and Secondary Education Act of
4	1965 (20 U.S.C. 7801).
5	(2) Knowledge test.—The term "knowledge
6	test" means a test prescribed under parts 61 and 65
7	of title 14, Code of Federal Regulations.
8	(3) Secondary school.—The term "sec-
9	ondary school" has the meaning given such term in
10	section 8101 of the Elementary and Secondary Edu-
11	cation Act of 1965 (20 U.S.C. 7801).
12	SEC. 313. AIRMAN CERTIFICATION SYSTEM WORKING
13	GROUP AND TIMELY PUBLICATION OF
<ul><li>13</li><li>14</li></ul>	GROUP AND TIMELY PUBLICATION OF STANDARDS.
14	STANDARDS.
<ul><li>14</li><li>15</li><li>16</li></ul>	STANDARDS.  (a) WORKING GROUP.—The Administrator of the
<ul><li>14</li><li>15</li><li>16</li><li>17</li></ul>	STANDARDS.  (a) WORKING GROUP.—The Administrator of the Federal Aviation Administration shall task the Airman
<ul><li>14</li><li>15</li><li>16</li><li>17</li></ul>	STANDARDS.  (a) WORKING GROUP.—The Administrator of the Federal Aviation Administration shall task the Airman Certification System Working Group established under the
14 15 16 17 18	STANDARDS.  (a) WORKING GROUP.—The Administrator of the Federal Aviation Administration shall task the Airman Certification System Working Group established under the Aviation Rulemaking Advisory Committee of the Adminis-
14 15 16 17 18 19	STANDARDS.  (a) WORKING GROUP.—The Administrator of the Federal Aviation Administration shall task the Airman Certification System Working Group established under the Aviation Rulemaking Advisory Committee of the Administration to review Airman Certification Standards to ensure
<ul><li>14</li><li>15</li><li>16</li><li>17</li><li>18</li><li>19</li><li>20</li></ul>	STANDARDS.  (a) WORKING GROUP.—The Administrator of the Federal Aviation Administration shall task the Airman Certification System Working Group established under the Aviation Rulemaking Advisory Committee of the Administration to review Airman Certification Standards to ensure that airman proficiency and knowledge correlates and cor-
14 15 16 17 18 19 20 21	STANDARDS.  (a) WORKING GROUP.—The Administrator of the Federal Aviation Administration shall task the Airman Certification System Working Group established under the Aviation Rulemaking Advisory Committee of the Administration to review Airman Certification Standards to ensure that airman proficiency and knowledge correlates and corresponds to regulations, procedures, equipment, aviation
14 15 16 17 18 19 20 21 22	STANDARDS.  (a) Working Group.—The Administrator of the Federal Aviation Administration shall task the Airman Certification System Working Group established under the Aviation Rulemaking Advisory Committee of the Administration to review Airman Certification Standards to ensure that airman proficiency and knowledge correlates and corresponds to regulations, procedures, equipment, aviation infrastructure, and safety trends at the time of such re-

1	of the Federal Aviation Administration shall publish on
2	the website of the Administration—
3	(1) the process by which the Airman Certifi-
4	cation Standards are to be established, updated, and
5	maintained;
6	(2) the process by which relevant guidance doc-
7	uments, handbooks, and test materials associated
8	with such standards are to be established, updated,
9	and maintained; and
10	(3) any anticipated or required updates to such
11	standards, including providing a date by which such
12	modifications can be expected to be completed and
1 4	
13	made available to the public.
	made available to the public.  SEC. 314. AIR TRAFFIC CONTROL WORKFORCE STAFFING.
13	- -
13 14	SEC. 314. AIR TRAFFIC CONTROL WORKFORCE STAFFING.
13 14 15	SEC. 314. AIR TRAFFIC CONTROL WORKFORCE STAFFING.  (a) RESPONSIBILITY FOR CONTROLLER WORKFORCE
13 14 15 16	SEC. 314. AIR TRAFFIC CONTROL WORKFORCE STAFFING.  (a) RESPONSIBILITY FOR CONTROLLER WORKFORCE PLAN.—
13 14 15 16	SEC. 314. AIR TRAFFIC CONTROL WORKFORCE STAFFING.  (a) RESPONSIBILITY FOR CONTROLLER WORKFORCE  PLAN.—  (1) AIR TRAFFIC CONTROLLER STAFFING INI-
113 114 115 116 117	SEC. 314. AIR TRAFFIC CONTROL WORKFORCE STAFFING.  (a) RESPONSIBILITY FOR CONTROLLER WORKFORCE  PLAN.—  (1) AIR TRAFFIC CONTROLLER STAFFING INITIATIVES AND ANALYSIS.—Section 221 of the Vision
113 114 115 116 117 118 119	SEC. 314. AIR TRAFFIC CONTROL WORKFORCE STAFFING.  (a) RESPONSIBILITY FOR CONTROLLER WORKFORCE  PLAN.—  (1) AIR TRAFFIC CONTROLLER STAFFING INITIATIVES AND ANALYSIS.—Section 221 of the Vision 100–Century of Aviation Reauthorization Act (49)
13 14 15 16 17 18 19 20	SEC. 314. AIR TRAFFIC CONTROL WORKFORCE STAFFING.  (a) RESPONSIBILITY FOR CONTROLLER WORKFORCE  PLAN.—  (1) AIR TRAFFIC CONTROLLER STAFFING INITIATIVES AND ANALYSIS.—Section 221 of the Vision 100–Century of Aviation Reauthorization Act (49 U.S.C. 44506 note) is amended by striking "Admin-
13 14 15 16 17 18 19 20 21	SEC. 314. AIR TRAFFIC CONTROL WORKFORCE STAFFING.  (a) RESPONSIBILITY FOR CONTROLLER WORKFORCE  PLAN.—  (1) AIR TRAFFIC CONTROLLER STAFFING INITIATIVES AND ANALYSIS.—Section 221 of the Vision 100–Century of Aviation Reauthorization Act (49 U.S.C. 44506 note) is amended by striking "Administrator of the Federal Aviation Administration" and

1	(2) Staffing Report.—Section 44506(e) of
2	title 49, United States Code, is amended in the mat-
3	ter before paragraph (1) by striking "Administrator
4	of the Federal Aviation Administration" and insert-
5	ing "Chief Operating Officer of the Air Traffic Or-
6	ganization of the Federal Aviation Administration".
7	(b) Maximum Hiring.—Subject to the availability of
8	appropriations, for each of fiscal years 2024 through
9	2027, the Administrator of the Federal Aviation Adminis-
10	tration shall set as the hiring target for new air traffic
11	controllers (excluding individuals described in section
12	44506(f)(1)(A) of title 49, United States Code) the max-
13	imum number of individuals able to be trained at the Fed-
14	eral Aviation Administration Academy.
15	(c) HIRING AND STAFFING.—The Chief Operating
16	Officer of the Federal Aviation Administration shall revise
17	the air traffic control hiring plans and staffing standards
18	of the Administration to—
19	(1) provide that the controller and management
20	workforce is adequately staffed to safely and effi-
21	ciently manage and oversee the air traffic control
22	system to the satisfaction of the Chief Operating Of-
23	ficer;

1	(2) account for the target number of certified
2	professional controllers able to control traffic at each
3	independent facility; and
4	(3) avoid any required or requested reduction of
5	national airspace system capacity or aircraft oper-
6	ations as a result of inadequate air traffic control
7	system staffing.
8	(d) Interim Adoption of Collaborative Re-
9	SOURCE WORKGROUP MODELS.—
10	(1) In general.—In carrying out subsection
11	(c) and in submitting a Controller Workforce Plan
12	of the Administration published after the date of en-
13	actment of this Act, the Chief Operating Officer
14	shall adopt and utilize the staffing models and meth-
15	odologies developed by the Collaborative Resource
16	Workgroup that were recommended in a report sub-
17	mitted to the Administrator and referenced in the
18	Controller Workforce Plan submitted to Congress on
19	May 5, 2023.
20	(2) Sunset.—The requirement under para-
21	graph (1) shall cease to be effective upon the adop-
22	tion of a staffing model required under subsection
23	(f).
24	(e) Assessment.—

1	(1) Review.—Not later than 180 days after
2	the date of enactment of this Act, the Administrator
3	shall enter into an agreement with the Transpor-
4	tation Research Board to—
5	(A) compare the Administration's staffing
6	models and methodologies in determining staff-
7	ing standards targets with those developed by
8	the Collaborative Resource Workgroup, includ-
9	ing—
10	(ii) the availability factor multiplier
11	and other formula components; and
12	(iii) the independent facility staffing
13	targets of certified professional controllers
14	able to control traffic; and
15	(B) assess future needs of the air traffic
16	control system and potential impacts on staffing
17	standards.
18	(2) Report.—
19	(A) Findings.—In carrying out this sub-
20	section, the Transportation Research Board
21	shall—
22	(i) report to the Administrator and
23	Congress on the findings of the review
24	under this subsection; and

1	(ii) determine which staffing models
2	and methodologies best accounts for the
3	operational staffing needs of the air traffic
4	control system and provide a justification
5	for such determination.
6	(B) Modifications to identified
7	MODEL.—The Transportation Research Board
8	may make recommendations to improve the
9	staffing model described in (2)(A)(ii).
10	(3) Consultation.—In conducting the assess-
11	ment under this subsection, the Transportation Re-
12	search Board shall consult with—
13	(A) exclusive bargaining representatives of
14	air traffic controllers certified under section
15	7111 of title 5, United States Code;
16	(B) Administration officials and executives;
17	(C) front line managers of the air traffic
18	control system;
19	(D) managers and employees responsible
20	for training air traffic controllers;
21	(E) the MITRE Corporation;
22	(F) the Chief Operating Officer of the Air
23	Traffic Organization of the Federal Aviation
24	Administration; and
25	(G) users of the air traffic control system.

(f) Required Implementation of Identified
STAFFING MODEL.—The Administrator shall take such
action that may be necessary to adopt and utilize the staff-
ing model identified by the Transportation Research
Board pursuant to subsection (e)(2)(A)(ii), including any
recommendations for improving such model.
(g) Controller Training.—In any Controller
Workforce Plan of the Administration published after the
date of enactment of this Act, the Chief Operating Officer
shall—
(1) identify all limiting factors on the Adminis-
tration's ability to hire and train controllers in line
with the staffing standards target set out in such
Plan; and
(2) describe what actions the Administration
will take to rectify any impediments to meeting
staffing standards targets and identify contributing
factors that are outside the control of the Adminis-
tration.
SEC. 315. AVIATION SAFETY WORKFORCE ASSESSMENT.
(a) In General.—The Administrator of the Federal
(a) In General.—The Administrator of the Federal Aviation Administration shall assess, on a recurring basis,

1	and Aircraft Certification Service and within other offices
2	of the Administration that support such services.
3	(b) Considerations.—In completing the assessment
4	described in subsection (a), the Administrator shall—
5	(1) evaluate the workload at the time of the as-
6	sessment, historic workload, and estimated future
7	workload of such personnel;
8	(2) conduct a critical competency and skills gap
9	analysis to determine the knowledge and skill sets
10	needed for work at the time of the assessment and
11	anticipated work, with an emphasis on work per-
12	taining to—
13	(A) new and novel aircraft propulsion and
14	power methods;
15	(B) simplified vehicle operations and
16	human factors; and
17	(C) autonomy, machine learning, and arti-
18	ficial intelligence;
19	(3) compare the outcome of such analysis de-
20	scribed in paragraph (2) to the competency and
21	skills of the workforce at the time of the assessment;
22	and
23	(4) review opportunities for employees of the
24	Administration to gain or enhance expertise, knowl-
25	edge, skills, and abilities through cooperative train-

1	ing with appropriate companies and organizations;
2	and
3	(5) develop hiring and recruitment plans to—
4	(A) address hard to fill positions; and
5	(B) address competency and skill gaps at
6	various levels of experience and management
7	within Flight Standards Service and Aircraft
8	Certification Service.
9	(c) Report.—Upon completion of an assessment de-
10	scribed in subsection (a), the Administrator shall submit
11	to the Committee on Transportation and Infrastructure
12	of the House of Representatives and the Committee on
13	Commerce, Science, and Transportation of the Senate a
14	report detailing the following:
15	(1) The methodology and findings of the assess-
16	ment described in subsection (a), including an anal-
17	ysis of hiring authorities of the Administration at
18	the time of the assessment, including direct hiring
19	authorities, by occupation series for inspector, engi-
20	neer, and other safety critical positions within Flight
21	Standards Service and Aircraft Certification Service.
22	(2) Action based recommendations the Adminis-
23	tration can take to improve—
24	(A) the Aviation Safety Workforce Plan;

1	(B) the skill sets and competencies of in-
2	spectors, engineers, and other safety critical po-
3	sitions at the time of the assessment;
4	(C) competition with industry and other
5	non-aviation sectors for candidates with identi-
6	fied competencies and technical skill sets; and
7	(D) overall hiring and retention of inspec-
8	tors, engineers, and other critical positions.
9	(3) Actions Congress can take to improve the
10	recruitment, hiring, upskilling, and retention of in-
11	spectors, engineers, and other safety critical posi-
12	tions in Flight Standards Service and Aircraft Cer-
13	tification Service and within other offices of the Ad-
14	ministration that support such services.
15	(d) Safety Critical Position Defined.—In this
16	section, the term "safety critical position" means—
17	(1) an aviation safety inspector, an aviation
18	safety specialist (denoted by the Administration as
19	1801 series), an aviation safety technician, and an
20	operations support position in the Flight Standards
21	Service; and
22	(2) a manufacturing safety inspector, a pilots,
23	an engineer, a Chief Scientist Technical Advisor, an
24	aviation safety specialist (denoted by the Adminis-
25	tration as 1801 series), a safety technical specialist,

1	and an operational support position in the Aircraft
2	Certification Service.
3	SEC. 316. MILITARY AVIATION MAINTENANCE.
4	(a) Streamlined Certification for Eligible
5	MILITARY MAINTENANCE TECHNICIANS.—Not later than
6	1 year after the interagency working group in section 311
7	of this Act is convened, the Administrator of the Federal
8	Aviation Administration shall task such working group
9	with evaluating the appropriateness of revising part 65 of
10	title 14, Code of Federal Regulations, to—
11	(1) create a mechanic written competency test
12	for eligible military maintenance technicians;
13	(2) develop, as necessary, a relevant Airman
14	Certification Standard to qualify eligible military
15	maintenance technicians for a mechanic certificate
16	issued by the Federal Aviation Administration with
17	an airframe rating or a powerplant rating, or both;
18	and
19	(3) allow a certificate of eligibility from the
20	Joint Services Aviation Maintenance Technician Cer-
21	tification Council (in this section referred to as the
22	"JSAMTCC") evidencing completion of a training
23	curriculum for any rating sought to serve as a sub-
24	stitute to fulfill the requirement under such part 65
25	for oral and practical tests administered by a des-

1	ignated mechanic examiner for eligible military
2	maintenance technicians.
3	(b) FINAL RULE.—If the working group finds that
4	revising part 65 of title 14, Code of Federal Regulations,
5	as described in section (a) is appropriate, not later than
6	1 year after the finding, the Administrator shall issue a
7	final rule that revises part 65 of title 14, Code of Federal
8	Regulations, as described in subsection (a).
9	(c) Aeronautical Knowledge Subject Areas.—
10	(1) IN GENERAL.—The military mechanic writ-
11	ten competency test and Airman Certification Stand-
12	ard described in subsection (a)(1) and subsection
13	(a)(2), respectively, shall focus on the aeronautical
14	knowledge subject areas contained in the Aviation
15	Mechanic General, Airframe, and Powerplant Air-
16	man Certificate Standards, as appropriate to the
17	rating sought.
18	(2) Identification of subject areas.—The
19	aeronautical knowledge subject areas described in
20	paragraph (1) shall be identified in consultation with
21	industry stakeholders and the Airman Certification
22	System Working Group.
23	(d) Expansion of Testing Locations.—The
24	interagency working group described in subsection (a)
25	shall determine whether an expansion of the number of

1	active testing locations operated within military installa-
2	tion testing centers would increase access to testing, as
3	well as how to implement such expansion.
4	(e) Outreach and Awareness.—The interagency
5	working group described in subsection (a) shall develop a
6	plan to increase outreach and awareness regarding—
7	(1) the services made available by the
8	JSAMTCC; and
9	(2) the military mechanic written competency
10	test described in subsection (a), if appropriate.
11	(f) Eligible Military Maintenance Technician
12	DEFINED.—In this section, the term "eligible military
13	maintenance technician" means an individual who is a
14	current or former military aviation maintenance techni-
15	cian who was honorably discharged or has retired from
16	the armed forces (as such term is defined in section 101
17	of title 10, United States Code).
18	Subtitle C—Engaging and
19	Retaining the Workforce
20	SEC. 321. AIRMAN'S MEDICAL BILL OF RIGHTS.
21	(a) In General.—
22	(1) Development.—Not later than 1 year
23	after the date of enactment of this Act, the Adminis-
24	trator of the Federal Aviation Administration shall
25	develop a document (in this section referred to as

1	the "Airman's Medical Bill of Rights") detailing the
2	right of an individual before, during, and after a
3	medical exam conducted by an Aviation Medical Ex-
4	aminer.
5	(2) Contents.—The Airman's Medical Bill of
6	Rights required under paragraph (1) shall, at a min-
7	imum, contain information about the right of an in-
8	dividual to—
9	(A) bring a trusted companion or request
10	to have a chaperone present for a medical
11	exam;
12	(B) terminate an exam at any time and for
13	any reason;
14	(C) receive care with respect and recogni-
15	tion of the dignity of the individual;
16	(D) be assured of privacy and confiden-
17	tiality;
18	(E) select an Aviation Medical Examiner
19	without interference;
20	(F) privacy when changing, undressing,
21	and using the restroom;
22	(G) ask questions about the health status
23	of the individual or any suggested treatments or
24	evaluations, and to have such questions fully
25	answered;

1	(H) report an incident of misconduct by an
2	Aviation Medical Examiner to the appropriate
3	authorities, including to the State licensing
4	board of the Aviation Medical Examiner or the
5	Federal Aviation Administration;
6	(I) report to the Administrator an allega-
7	tion regarding alleged Aviation Medical Exam-
8	iner misconduct without fear of retaliation or
9	negative action relating to an airman certificate
10	of the individual; and
11	(J) be advised of any known conflicts of in-
12	terest an Aviation Medical Examiner may have
13	with respect to the care of the individual.
14	(3) Public availability.—The Airman's
15	Medical Bill of Rights required under paragraph (1)
16	shall be—
17	(A) made available to, and acknowledged
18	by, an individual in the MedXpress system;
19	(B) made available in a hard-copy format
20	by an Aviation Medical Examiner at the time of
21	exam upon request by an individual; and
22	(C) displayed in a common space in the of-
23	fice of the Aviation Medical Examiner.
24	(b) Expectations for Medical Examinations.—

1	(1) In general.—Not later than 1 year after
2	the date of enactment of this Act, the Administrator
3	shall develop a simplified document explaining the
4	standard procedures performed during a medical ex-
5	amination conducted by an Aviation Medical Exam-
6	iner.
7	(2) Public availability.—The document re-
8	quired under paragraph (1) shall be—
9	(A) made available to, and acknowledged
10	by, an individual in the MedXpress system;
11	(B) made available in a hard-copy format
12	by an Aviation Medical Examiner at the time of
13	exam upon request by an individual; and
14	(C) displayed in a common space in the of-
15	fice of the Aviation Medical Examiner.
16	SEC. 322. IMPROVED DESIGNEE MISCONDUCT REPORTING
17	PROCESS.
18	(a) Improved Designee Misconduct Reporting
19	Process.—
20	(1) In general.—Not later than 1 year after
21	the date of enactment of this Act, the Administrator
22	of the Federal Aviation Administration shall estab-
23	lish a streamlined process for individuals involved in
24	incidents of alleged misconduct by a designee to re-

1	port such incidents in a manner that protects the
2	privacy and confidentiality of such individuals.
3	(2) Public access to reporting process.—
4	The process for reporting alleged misconduct by a
5	designee shall be made available to the public on the
6	website of the Administration, including—
7	(A) the designee locator search webpage;
8	and
9	(B) the webpage of the Office of Audit and
10	Evaluation of the Federal Aviation Administra-
11	tion.
12	(3) Obligation to report criminal
13	CHARGES.—Not later than 90 days after the date of
14	enactment of this Act, the Administrator shall revise
15	the orders and policies governing the Designee Man-
16	agement System to clarify that designees are obli-
17	gated to report any arrest, indictment, or conviction
18	for violation of a local, State, or Federal law within
19	a period of time specified by the Administrator.
20	(4) Audit of reporting process by inspec-
21	TOR GENERAL.—
22	(A) IN GENERAL.—Not later than 3 years
23	after the date on which the Administrator final-
24	izes the update of the reporting process under
25	paragraph (1), the inspector general of the De-

1	partment of Transportation shall conduct an
2	audit of such reporting process.
3	(B) Contents.—In conducting the audit
4	of the reporting process described in subpara-
5	graph (A), the inspector general shall, at a min-
6	imum—
7	(i) review the efforts of the Adminis-
8	tration to improve the reporting process
9	and solutions developed to respond to and
10	investigate allegations of misconduct;
11	(ii) analyze reports of misconduct
12	brought to the Administrator prior to any
13	changes made to the reporting process as
14	a result of the enactment of this Act, in-
15	cluding the ultimate outcomes of those re-
16	ports and whether any reports resulted in
17	the Administrator taking action against
18	the accused designee;
19	(iii) determine whether the reporting
20	process results in appropriate action, in-
21	cluding reviewing, investigating, and clos-
22	ing out reports; and
23	(iv) if applicable, make recommenda-
24	tions to improve the reporting process.

1	(C) Report.—Not later than 1 year after
2	the date of initiation of the audit described in
3	subparagraph (A), the inspector general shall
4	submit to the Committee on Transportation and
5	Infrastructure of the House of Representatives
6	and the Committee on Commerce, Science, and
7	Transportation of the Senate a report on the
8	results of such audit, including findings and
9	recommendations.
10	(b) Designee Defined.—In this section, the term
11	"designee" means an individual who has been designated
12	to act as a representative of the Administrator as—
13	(1) an Aviation Medical Examiner (as described
14	in section 183.21 of title 14, Code of Federal Regu-
15	lations);
16	(2) a pilot examiner (as described in section
17	183.23 of such title); or
18	(3) a technical personnel examiner (as described
19	in section 183.25 of such title).
20	SEC. 323. REPORT ON SAFE UNIFORM OPTIONS FOR CER-
21	TAIN AVIATION EMPLOYEES.
22	(a) In General.—The Administrator of the Federal
23	Aviation Administration shall conduct a review to deter-
24	mine whether air carriers operating under part 121 of title
25	14, Code of Federal Regulations, and repair stations cer-

- 1 tificated under part 145 of such title have in place uniform
- 2 policies and uniform offerings that ensure pregnant em-
- 3 ployees can perform required duties safely.
- 4 (b) Consultation.—In conducting the review re-
- 5 quired under subsection (a), the Administrator shall con-
- 6 sult with air carriers and repair stations described in sub-
- 7 section (a) and employees of such air carriers and such
- 8 stations who are required to adhere to a uniform policy.
- 9 (c) Briefing.—Not later than 2 years after the date
- 10 of enactment of this Act, the Administrator shall brief the
- 11 Committee on Transportation and Infrastructure of the
- 12 House of Representatives and the Committee on Com-
- 13 merce, Science, and Transportation of the Senate on the
- 14 results of the review required under subsection (a).
- 15 SEC. 324. EXTENSION OF SAMYA ROSE STUMO NATIONAL
- 16 AIR GRANT FELLOWSHIP PROGRAM.
- 17 Section 131(d) of the Aircraft Certification, Safety,
- 18 and Accountability Act (49 U.S.C. 40101 note) is amend-
- 19 ed by striking "fiscal years 2021 through 2025" and in-
- 20 serting "fiscal years 2023 through 2028".
- 21 SEC. 325. PROMOTION OF CIVIL AERONAUTICS AND SAFETY
- 22 **OF AIR COMMERCE.**
- Section 40104 of title 49, United States Code, is
- 24 amended—

1	(1) in subsection (a) by striking "In carrying
2	out" and all that follows through "other interested
3	organizations.";
4	(2) by redesignating subsection (d) as sub-
5	section (e);
6	(3) by redesignating subsection (b) as sub-
7	section (d); and
8	(4) by redesignating subsection (c) as sub-
9	section (b) and reordering the subsections accord-
10	ingly.
11	SEC. 326. EDUCATIONAL AND PROFESSIONAL DEVELOP-
12	MENT.
13	Section 40104 of title 49, United States Code, is fur-
14	ther amended by inserting after subsection (b) (as redesig-
15	nated by section 325) the following:
16	"(c) Educational and Professional Develop-
17	MENT.—
18	"(1) In general.—In carrying out subsection
19	(a), the Administrator shall support and undertake
20	efforts, including through the National Center for
21	the Advancement of Aerospace, to promote and sup-
22	port the education of current and future aerospace
23	professionals.
24	"(2) Education materials.—Based on the
25	availability of resources, the Administrator shall dis-

1	tribute civil aviation information, and educational
2	materials, and provide expertise to State and local
3	school administrators, college and university offi-
4	cials, and officers of other interested organizations
5	and entities.
6	"(3) Support for professional develop-
7	MENT AND CONTINUING EDUCATION.—To the extent
8	a nonprofit organization, association, industry
9	group, educational institution, collective bargaining
10	unit, governmental organization, or other entity that
11	organizes or hosts a lecture, conference, convention,
12	meeting, round table, or any other type of program
13	with the purpose of sharing educational information
14	related to aerospace with a broad audience, the Ad-
15	ministrator shall—
16	"(A) strongly consider accepting an invita-
17	tion to attend, present, and contribute to con-
18	tent generation; and
19	"(B) make efforts to share information
20	each year, putting a particular emphasis on
21	reaching audiences consisting of representatives
22	of the Administrator and entities regulated en-
23	tities by the Administrator.
24	"(4) Content.—In planning for the opportuni-
25	ties under paragraph (3), the Administrator shall

1	maintain presentations and content covering topics
2	of broad relevance, including—
3	"(A) ethical decision-making and the re-
4	sponsibilities of aerospace professionals;
5	"(B) managing a workforce, encouraging
6	proper reporting of prospective safety issues,
7	and educating employees on safety management
8	systems; and
9	"(C) responsibilities as a designee or rep-
10	resentative of the Administrator.".
11	SEC. 327. HUMAN FACTORS PROFESSIONALS.
12	The Administrator of the Federal Aviation Adminis-
13	tration shall establish a new work code for human factors
14	professionals who—
15	(1) perform work involving the design and test-
16	ing of technologies, processes, and systems which re-
17	quire effective and safe human performance;
18	(2) generate and apply theories, principles,
19	practical concepts, systems, and processes related to
20	the design and testing of technologies, systems, and
20 21	the design and testing of technologies, systems, and training programs to support and evaluate human
21	training programs to support and evaluate human

1	SEC. 328. AEROMEDICAL INNOVATION AND MODERNIZA-
2	TION WORKING GROUP.
3	(a) Establishment.—Not later than 180 days after
4	the date of enactment of this Act, the Administrator of
5	the Federal Aviation Administration shall establish a
6	working group (in this section referred to as the "working
7	group") to review the medical processes, policies, and pro-
8	cedures of the Administration and to make recommenda-
9	tions to the Administrator on modernizing such processes,
10	policies, and procedures to ensure timely and efficient cer-
11	tification of airmen.
12	(b) Membership.—
13	(1) In General.—The working group shall
14	consist of—
15	(A) 2 co-chairs described in paragraph (2);
16	and
17	(B) not less than 15 individuals appointed
18	by the Administrator, each of whom shall have
19	knowledge or a background in aerospace medi-
20	cine, psychology, neurology, cardiology, or inter-
21	nal medicine.
22	(2) Co-chairs.—The working group shall be
23	co-chaired by—
24	(A) the Federal Air Surgeon of the Fed-
25	eral Aviation Administration; and

1	(B) a member described under paragraph
2	(1)(A) to be selected by members of the work-
3	ing group.
4	(3) Preference.—The Administrator, in ap-
5	pointing members pursuant to paragraph (1)(B),
6	shall give preference to—
7	(A) Aviation Medical Examiners (as de-
8	scribed in section 183.21 of title 14, Code of
9	Federal Regulations);
10	(B) licensed medical physicians;
11	(C) practitioners holding a pilot certificate;
12	(D) individuals having demonstrated re-
13	search and expertise in aeromedical research or
14	sciences; and
15	(E) representatives of organizations with
16	memberships affected by the medical processes,
17	policies, and procedures of the Administration.
18	(c) ACTIVITIES.—In reviewing the aeromedical deci-
19	sion-making processes, policies, and procedures of the Ad-
20	ministration in accordance with subsection (a), the work-
21	ing group, at a minimum, shall—
22	(1) assess the medical conditions an Aviation
23	Medical Examiner may issue a medical certificate di-
24	rectly to an individual:

1	(2) determine the appropriateness of expanding
2	the list of such medical conditions;
3	(3) assess the special issuance process;
4	(4) determine whether the renewal of a special
5	issuance can be based on a medical evaluation and
6	treatment plan by the treating medical specialist of
7	the individual with concurrence from an Aviation
8	Medical Examiner;
9	(5) evaluate advancements in technologies to
10	address forms of red-green color blindness;
11	(6) determine whether such technologies may be
12	approved for use by airmen;
13	(7) review policies and guidance relating to At-
14	tention-Deficit Hyperactivity Disorder and Attention
15	Deficit Disorder;
16	(8) evaluate whether medications used to treat
17	such disorders may be safely prescribed to an air-
18	man;
19	(9) review protocols pertaining to the Human
20	Intervention Motivation Study of the Federal Avia-
21	tion Administration;
22	(10) review protocols and policies relating to—
23	(A) neurological disorders; and

1	(B) cardiovascular conditions to ensure
2	alignment with medical best practices, latest re-
3	search;
4	(11) review mental health protocols, including
5	mental health conditions such as depression and
6	anxiety;
7	(12) evaluate medications approved for treating
8	such mental health conditions;
9	(13) assess processes and protocols pertaining
10	to recertification of an airman receiving disability in-
11	surance post-recovery from the medical condition, in-
12	jury, or disability that precludes an airman from ex-
13	ercising the privileges of an airman certificate; and
14	(14) assess processes and protocols pertaining
15	to the certification of veterans reporting a disability
16	rating from the Department of Veterans Affairs.
17	(d) PILOT MENTAL HEALTH TASK GROUP.—
18	(1) Establishment.—Not later than 120 days
19	after the working group pursuant to subsection (a)
20	is established, the co-chairs of such working groups
21	shall establish a pilot mental health task group (re-
22	ferred to in this subsection as the "task group") to
23	develop and provide recommendations related to sup-
24	porting the mental health of aircraft pilots.

1	(2) Composition.—The co-chairs of such
2	working group shall appoint—
3	(A) a Chair of the task group; and
4	(B) members of the task group from
5	among the members of the working group ap-
6	pointed by the Administrator under subsection
7	(b)(1).
8	(3) Duties.—The duties of the task group
9	shall include—
10	(A) carrying out the activities described in
11	subsection $(c)(11)$ and subsection $(c)(12)$ ;
12	(B) reviewing and evaluating guidance
13	issued by the International Civil Aviation Orga-
14	nization on pilot mental health; and
15	(C) providing recommendations for—
16	(i) best practices for detecting, assess-
17	ing, and reporting mental health conditions
18	and treatment options as part of pilot
19	aeromedical assessments;
20	(ii) improving the training of aviation
21	medical examiners to identify mental
22	health conditions among pilots, including
23	guidance on referrals to a mental health
24	provider or other aeromedical resource;

1	(iii) expanding and improving mental
2	health outreach, education, and assistance
3	programs for pilots; and
4	(iv) reducing the stigma of assistance
5	for mental health in the aviation industry.
6	(4) Report.—Not later than 2 years after the
7	date of the establishment of the task group, the task
8	group shall submit to the Secretary, the Committee
9	on Transportation and Infrastructure of the House
10	of Representatives, and the Committee on Com-
11	merce, Science, and Transportation of the Senate a
12	report detailing—
13	(A) the results of the review and evalua-
14	tion under paragraph (3)(A); and
15	(B) recommendations developed pursuant
16	to paragraph (3)(C).
17	(d) Support.—The Administrator shall seek to enter
18	into one or more agreements with the National Academies
19	to support the activities of the working group described
20	in subsection (c).
21	(e) Findings; Recommendations.—
22	(1) FINDINGS.—The working group shall report
23	annually to the Administrator, the Committee on
24	Transportation and Infrastructure of the House of
25	Representatives, and the Committee on Commerce,

1	Science, and Transportation of the Senate on find-
2	ings resulting from the activities carried out pursu-
3	ant to subsection (c).
4	(2) RECOMMENDATIONS.—Findings reported
5	pursuant to paragraph (1) shall be accompanied by
6	recommendations for regulatory, policy, or legislative
7	action to improve or modernize the medical certifi-
8	cation and aeromedical processes, procedures, and
9	policies of the Administration.
10	(f) Implementation.—The Administrator shall im-
11	plement, as appropriate, the recommendations of the
12	working group.
13	(g) Sunset.—The working group shall terminate on
14	September 30, 2028.
15	SEC. 329. FRONTLINE MANAGER WORKLOAD STUDY.
16	(a) In General.—Not later than 2 years after the
17	date of enactment of this Act, the Chief Operating Officer
18	of the Air Traffic Organization of the Federal Aviation
19	Administration shall conduct a study on frontline manager
20	workload challenges in air traffic control facilities.
21	(b) Considerations.—In conducting the study re-
22	quired under subsection (a), the Chief Operating Officer
23	may—
24	(1) consider—
25	(A) workload challenges including—

1	(i) the managerial tasks expected to
2	be performed by frontline managers, in-
3	cluding employee development, manage-
4	ment, and counseling;
5	(ii) the number of supervisory posi-
6	tions of operations requiring watch cov-
7	erage in each air traffic control facility;
8	(iii) the complexity of traffic and
9	managerial responsibilities; and
10	(iv) proficiency and training require-
11	ments;
12	(B) facility type;
13	(C) facility staffing levels; and
14	(D) any other factors as the Chief Oper-
15	ating Officer considers appropriate; and
16	(2) describe recommendations for updates to
17	the Frontline Manager's Quick Reference Guide that
18	reflect current operational standards.
19	(c) Briefing.—Not later than 3 years after the date
20	of enactment of this Act, the Chief Operating Officer shall
21	brief the Committee on Transportation and Infrastructure
22	of the House of Representatives and the Committee on
23	Commerce, Science, and Transportation of the Senate on
24	the results of the study conducted under subsection (a).

1	SEC. 330. AGE STANDARDS FOR PILOTS.
2	Section 44729 of title 49, United States Code, is
3	amended—
4	(1) in subsection (a)—
5	(A) by striking "Subject to the limitation
6	in subsection (c), a" and inserting "A"; and
7	(B) by striking "65" and inserting "67";
8	(2) in subsection (b)(1) by striking "; or" and
9	inserting ", unless the operation takes place in air-
10	space where such operations are not permitted; or";
11	(3) by striking subsection (c) and redesignating
12	subsections (d) through (h) as subsections (e)
13	through (g), respectively;
14	(4) in subsection (c), as so redesignated—
15	(A) in the heading by striking "60" and
16	inserting "65";
17	(B) by striking "the date of enactment of
18	this section," and inserting "the date of enact-
19	ment of the Securing Growth and Robust Lead-
20	ership in American Aviation Act,";
21	(C) by striking "section 121.383(c)" and
22	inserting "subsections (d) and (e) of section
23	121.383"; and
24	(D) by inserting "(or any successor regula-
25	tions)" after "Regulations";
26	(5) in subsection (d), as so redesignated—

1	(A) by striking paragraph (1) and insert-
2	ing the following:
3	"(1) Retroactivity.—A person who has at-
4	tained 65 years of age on or before the date of en-
5	actment of the Securing Growth and Robust Leader-
6	ship in American Aviation Act may return to service
7	as a pilot for an air carrier engaged in covered oper-
8	ations."; and
9	(B) in paragraph (2) by striking "section,
10	taken in conformance with a regulation issued
11	to carry out this section, or taken prior to the
12	date of enactment of this section in conform-
13	ance with section 121.383(c) of title 14, Code
14	of Federal Regulations (as in effect before such
15	date of enactment), may" and inserting "sec-
16	tion or taken in conformance with a regulation
17	issued to carry out this section, may"; and
18	(6) by adding at the end the following:
19	"(h) SAVINGS CLAUSE.—An air carrier engaged in
20	covered operations described in subsection $(b)(1)$ on or
21	after the date of enactment of the Securing Growth and
22	Robust Leadership in American Aviation Act may not re-
23	quire employed pilots to serve in such covered operations
24	after attaining 65 years of age.".

1	TITLE IV—AIRPORT
2	INFRASTRUCTURE
3	Subtitle A—Airport Improvement
4	<b>Program Modifications</b>
5	SEC. 401. AIP DEFINITIONS.
6	(a) In General.—Section 47102 of title 49, United
7	States Code, is amended—
8	(1) by striking paragraph (1) and inserting the
9	following:
10	"(1) 'air carrier' has the meaning given the
11	term in section 40102.";
12	(2) in paragraph (3)—
13	(A) in subparagraph (A)—
14	(i) in clause (i) by striking "and" at
15	the end;
16	(ii) in clause (ii) by striking the pe-
17	riod at the end and inserting "; and"; and
18	(iii) by adding at the end the fol-
19	lowing:
20	"(iii) a secondary runway at a nonhub
21	airport that is equivalent in size and type
22	to the primary runway of such airport.";
23	(B) in subparagraph (B)(iii) by inserting
24	"and fuel infrastructure" after "surveillance
25	equipment";

1	(C) in subparagraph (E) by striking "after
2	December 31, 1991,";
3	(D) in subparagraph (K) by striking "if
4	the airport is located in an air quality non-
5	attainment or maintenance area (as defined in
6	sections 171(2) and 175A of the Clean Air Act
7	(42 U.S.C. 7501(2); 7505a)) and if the airport
8	would be able to receive emission credits, as de-
9	scribed in section 47139";
10	(E) in subparagraph (L) by striking "the
11	airport is located in an air quality nonattain-
12	ment or maintenance area (as defined in sec-
13	tions $171(2)$ and $175A$ of the Clean Air Act (42
14	U.S.C. 7501(2); 7505a)), if the airport would
15	be able to receive appropriate emission credits
16	(as described in section 47139), and";
17	(F) in subparagraph (P) by striking "im-
18	prove the reliability and efficiency of the air-
19	port's power supply" and inserting "improve re-
20	liability and efficiency of the airport's power
21	supply or meet current and future electrical
22	power demand"; and
23	(G) by adding at the end the following:
24	"(S) construction or renovation of
25	childcare facilities for the exclusive use of air-

1	port employees or other individuals who work
2	on airport property, including for air carriers
3	and airport concessionaires.
4	"(T) advanced digital construction man-
5	agement systems and related technology used in
6	the planning, design and engineering, construc-
7	tion, operations, and maintenance of airport fa-
8	cilities.
9	"(U) an improvement of any runway, taxi-
10	way, or apron that would be necessary to sus-
11	tain commercial service flight operations or per-
12	mit the resumption of flight operations under
13	visual flight rules following a natural disaster
14	at—
15	"(i) a primary airport; or
16	"(ii) a general aviation airport that is
17	designated as a Federal staging area by
18	the Administrator of the Federal Emer-
19	gency Management Agency.
20	"(V) any other activity that the Secretary
21	concludes will reasonably improve or contribute
22	to the maintenance of the safety, efficiency, or
23	capacity of the airport.";
24	(3) in paragraph (5) by inserting after subpara-
25	graph (C) the following:

1	"(D) assessing current and future elec-
2	trical power demand.";
3	(4) by redesignating paragraphs (9), (10), (11),
4	(12), (13), (14), (15), (16), (17), (18), (19), (20),
5	(21), (22), (23), (24), (25), (26), (27), and (28) as
6	paragraphs (10), (11), (12), (13), (14), (15), (16),
7	(17), (18), (19), (20), (21), (22), (23), (24), (25),
8	(26), (27), (28), and (29), respectively;
9	(5) by inserting after paragraph (8) the fol-
10	lowing:
11	"(9) 'heliport'—
12	"(A) means an area of land, water, or
13	structure used or intended to be used for the
14	landing or takeoff of aircraft capable of vertical
15	takeoff and landing profiles; and
16	"(B) includes a vertiport.";
17	(6) in paragraph (28) (as so redesignated) by
18	striking "the Trust Territory of the Pacific Is-
19	lands,";
20	(7) in paragraph (29)(B) (as so redesignated)
21	by striking "described in section $47119(a)(1)(B)$ "
22	and inserting "for moving passengers and baggage
23	between terminal facilities and between terminal fa-
24	cilities and aircraft"; and
25	(8) by adding at the end the following:

1	"(30) 'vertiport' means an area of land, water,
2	or structure used or intended to be used for the
3	landing or takeoff of powered-lift aircraft capable of
4	vertical takeoff and landing profiles.".
5	(b) Conforming Amendment.—Section 47127(a)
6	of title 49, United States Code, is amended by striking
7	"air carrier airport" and inserting "commercial service
8	airport".
9	SEC. 402. REVENUE DIVERSION PENALTY ENHANCEMENT.
10	(a) In General.—Section 47107 of title 49, United
11	States Code, is amended—
12	(1) in subsection $(m)(4)$ by striking "an
13	amount equal to" and inserting "an amount equal to
14	double"; and
15	(2) in subsection (n)(1) by striking "an amount
16	equal to" and inserting "an amount equal to dou-
17	ble".
18	(b) APPLICABILITY.—The amendments made by sub-
19	section (a) shall not apply to any illegal diversion of air-
20	port revenues (as described in section 47107(m) of title
21	49, United States Code) that occurred prior to the date
22	of enactment of this Act.

1	SEC. 403. EXTENSION OF COMPETITIVE ACCESS REPORT
2	REQUIREMENT.
3	Section 47107(r)(3) of title 49, United States Code,
4	is amended by striking "2023" and inserting "2028".
5	SEC. 404. RENEWAL OF CERTAIN LEASES.
6	Section 47107(t)(2) of title 49, United States Code,
7	is amended—
8	(1) in subparagraph (A) by striking "the date
9	of enactment of this subsection" and inserting "Oc-
10	tober 7, 2016"; and
11	(2) by striking subparagraph (D) and inserting
12	the following:
13	"(D) that—
14	"(i) supports the operation of military
15	aircraft by the Air Force or Air National
16	Guard—
17	"(I) at the airport; or
18	"(II) remotely from the airport;
19	or
20	"(ii) is for the use of nonaeronautical
21	land or facilities of the airport by the Na-
22	tional Guard.".
23	SEC. 405. COMMUNITY USE OF AIRPORT LAND.
24	Section 47107(v) of title 49, United States Code, is
25	amended to read as follows:
26	"(v) Community Use of Airport Land.—

1	"(1) In General.—Notwithstanding sub-
2	sections (a)(13), (b), and (c), and subject to para-
3	graph (2), the sponsor of a public-use airport shall
4	not be considered to be in violation of this subtitle,
5	or to be found in violation of a grant assurance
6	made under this section, or under any other provi-
7	sion of law, as a condition for the receipt of Federal
8	financial assistance for airport development, solely
9	because the sponsor has—
10	"(A) entered into an agreement, including
11	a revised agreement, with a local government
12	providing for the use of airport property for an
13	interim compatible recreational purpose at
14	below fair market value; or
15	"(B) permanently restricted the use of air-
16	port property to compatible recreational and
17	public park use without paying or otherwise ob-
18	taining payment of fair market value for the
19	property.
20	"(2) Restrictions.—
21	"(A) Interim compatible rec-
22	REATIONAL PURPOSE.—Paragraph (1) shall
23	apply, with respect to a sponsor that has taken
24	the action described in subparagraph (A) of
25	such paragraph, only—

1	"(i) to an agreement regarding airport
2	property that was initially entered into be-
3	fore the publication of the Federal Aviation
4	Administration's Policy and Procedures
5	Concerning the Use of Airport Revenue,
6	dated February 16, 1999;
7	"(ii) if the agreement between the
8	sponsor and the local government is subor-
9	dinate to any existing or future agreements
10	between the sponsor and the Secretary, in-
11	cluding agreements related to a grant as-
12	surance under this section;
13	"(iii) to airport property that was ac-
14	quired under a Federal airport develop-
15	ment grant program;
16	"(iv) if the airport sponsor has pro-
17	vided a written statement to the Adminis-
18	trator that the property made available for
19	a recreational purpose will not be needed
20	for any aeronautical purpose during the
21	next 10 years;
22	"(v) if the agreement includes a term
23	of not more than 2 years to prepare the
24	airport property for the interim compatible

1	recreational purpose and not more than 10
2	years of use for that purpose;
3	"(vi) if the recreational purpose will
4	not impact the aeronautical use of the air-
5	port;
6	"(vii) if the airport sponsor provides a
7	certification that the sponsor is not respon-
8	sible for preparation, startup, operations,
9	maintenance, or any other costs associated
10	with the recreational purpose; and
11	"(viii) if the recreational purpose is
12	consistent with Federal land use compat-
13	ibility criteria under section 47502.
14	"(B) PERMANENT RECREATIONAL USE.—
15	Paragraph (1) shall apply, with respect to a
16	sponsor that has taken the action described in
17	subparagraph (B) of such paragraph, only—
18	"(i) to airport property that was pur-
19	chased using funds from a Federal grant
20	for acquiring land issued prior to Decem-
21	ber 30, 1987;
22	"(ii) to airport property that has been
23	continuously used as a recreational and
24	public park since January 1, 1995;

1	"(iii) if the airport sponsor has pro-
2	vided a written statement to the Adminis-
3	trator that the property to be permanently
4	restricted for recreational and public park
5	use is not needed for any aeronautical use
6	at the time the written statement is pro-
7	vided and is not expected to be needed for
8	any aeronautical use at any time after
9	such statement is provided;
10	"(iv) if the recreational and public
11	park use does not impact the aeronautical
12	use of the airport;
13	"(v) if the airport sponsor provides a
14	certification that the sponsor is not respon-
15	sible for operations, maintenance, or any
16	other costs associated with the recreational
17	and public park use;
18	"(vi) if the recreational purpose is
19	consistent with Federal land use compat-
20	ibility criteria under section 47502;
21	"(vii) if, in the event the airport spon-
22	sor leases the property, the lease will be to
23	a local government entity or nonprofit enti-
24	ty to operate and maintain the property at
25	no cost the airport sponsor; and

1	"(viii) if, in the event the airport
2	sponsor sells the property, the sale will be
3	to a local government entity and subject to
4	a permanent deed restriction ensuring
5	compatible airport use under regulations
6	issued pursuant to section 47502.
7	"(3) Revenue from Certain sales of Air-
8	PORT PROPERTY.—Notwithstanding any other provi-
9	sion of law, an airport sponsor selling a portion of
10	airport property as described in paragraph
11	(2)(B)(viii)(II) may—
12	"(A) sell such portion of airport property
13	for less than fair market value; and
14	"(B) subject to the requirements of sub-
15	section (b), retain the revenue from the sale of
16	such portion of airport property.
17	"(4) Statutory Construction.—Nothing in
18	this subsection may be construed as permitting a di-
19	version of airport revenue for the capital or oper-
20	ating costs associated with the community use of
21	airport land.".
22	SEC. 406. PRICE ADJUSTMENT PROVISIONS.
23	Section 47108 of title 49, United States Code, is
24	amended—

1	(1) in subsection (a) by striking
2	"47114(d)(3)(A) of this title" and inserting
3	"47114(d)(2)(A)";
4	(2) by striking subsection (b) and inserting the
5	following:
6	"(b) Increasing Government Share.—
7	"(1) In general.—Except as provided in para-
8	graph (2) or (3), the amount stated in an offer as
9	the maximum amount the Government will pay may
10	not be increased when the offer has been accepted
11	in writing.
12	"(2) Exception.—For a project receiving as-
13	sistance under a grant approved under this chapter
14	or chapter 475, the amount may be increased—
15	"(A) for an airport development project, by
16	not more than 15 percent; and
17	"(B) to acquire an interest in land for an
18	airport (except a primary airport), by not more
19	than the greater of the following, based on cur-
20	rent creditable appraisals or a court award in a
21	condemnation proceeding:
22	"(i) 15 percent; or
23	"(ii) 25 percent of the total increase
24	in allowable project costs attributable to
25	acquiring an interest in land.

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. 407. ALLOWABLE PROJECT COSTS AND LETTERS OF
19	INTENT.
20	Section 47110 of title 49, United States Code, is
21	amended—
22	(1) in subsection (c)—
23	(A) in the matter preceding paragraph (1)
24	by striking "after May 13, 1946, and"; and
25	(B) in paragraph (1)—

1	(i) by inserting "or preparing for"
2	after "formulating"; and
3	(ii) by inserting "utility relocation,
4	work site preparation," before "and admin-
5	istration";
6	(2) in subsection $(d)(1)$ by striking "section
7	47114(c)(1) or $47114(d)$ " and inserting "section
8	47114 or distributed from the small airport fund
9	under section 47116";
10	(3) in subsection $(e)(2)(C)$ by striking "com-
11	mercial service airport having at least 0.25 percent
12	of the boardings each year at all such airports" and
13	inserting "medium hub airport or large hub air-
14	port";
15	(4) in subsection (h) by striking "section
16	47114(d)(3)(A)" and inserting "section
17	47114(e)(1)(D) or section $47114(d)(2)(A)$ "; and
18	(5) by striking subsection (i).
19	SEC. 408. SMALL AIRPORT LETTERS OF INTENT.
20	(a) In General.—Section 47110 of title 49, United
21	States Code, is further amended by adding at the end the
22	following:
23	"(i) Small Airport Letters of Intent.—
24	"(1) IN GENERAL.—The Secretary may issue a
25	letter of intent to a sponsor stating an intention to

1	obligate an amount from future budget authority for
2	an airport development project (including costs of
3	formulating the project) at a nonhub airport or an
4	airport that is not a primary airport. The letter shall
5	establish a schedule under which the Secretary will
6	reimburse the sponsor for the Government's share of
7	allowable project costs, as amounts become available,
8	if the sponsor, after the Secretary issues the letter,
9	carries out the project without receiving amounts
10	under this subchapter.
11	"(2) Limitations.—The amount the Secretary
12	intends to obligate in a letter of intent issued under
13	this subsection shall not exceed the larger of—
14	"(A) the Government's share of allowable
15	project costs; or
16	"(B) \$10,000,000.
17	"(3) Financing.—Allowable project costs
18	under paragraph (1) may include costs associated
19	with making payments for debt service on indebted-
20	ness incurred to carry out the project.
21	"(4) Requirements.—The Secretary shall
22	only issue a letter of intent under paragraph (1) if—
23	"(A) the sponsor notifies the Secretary, be-
24	fore the project begins, of the sponsor's intent

1	to carry out the project and requests a letter of
2	intent; and
3	"(B) the sponsor agrees to comply with all
4	statutory and administrative requirements that
5	would apply to the project if it were carried out
6	with amounts made available under this sub-
7	chapter.
8	"(5) Assessment.—In reviewing a request for
9	a letter of intent under this subsection, the Sec-
10	retary shall consider the grant history of an airport,
11	the airport's enplanements or operations, and such
12	other factors as the Secretary determines appro-
13	priate.
14	"(6) Prioritization.—In issuing letters of in-
15	tent under this subsection, the Secretary shall—
16	"(A) prioritize projects that—
17	"(i) cannot reasonably be funded by
18	an airport sponsor using funds apportioned
19	under section $47114(c)$ , $47114(d)(2)(A)(i)$ ,
20	or 47114(d)(6), including funds appor-
21	tioned under those sections in multiple fis-
22	cal years pursuant to section 47117(b)(1);
23	and
24	"(ii) are necessary to an airport's con-
25	tinued safe operation or development; and

1	"(B) structure the reimbursement sched-
2	ules under such letters in a manner that mini-
3	mizes unnecessary or undesirable project seg-
4	mentation.
5	"(7) Required use.—
6	"(A) In General.—Beginning in fiscal
7	year 2028, and in each fiscal year thereafter,
8	the Secretary shall ensure that not less than
9	\$100,000,000 is committed to be reimbursed in
10	such fiscal year pursuant to letters of intent
11	issued under this subsection.
12	"(B) WAIVER.—The Secretary may waive
13	the requirement under subparagraph (A) for a
14	fiscal year if the Secretary determines there are
15	insufficient letter of intent requests that meet
16	the requirements of paragraph (4). Upon such
17	waiver, the Secretary shall provide a briefing to
18	the Committee on Transportation and Infra-
19	structure of the House of Representatives and
20	the Committee on Commerce, Science, and
21	Transportation of the Senate on the reasons
22	contributing to the need for such waiver and
23	the actions the Secretary intends to take to en-
24	sure that there are sufficient letter of intent re-
25	quests that meet the requirements of paragraph

1	(4) in the fiscal year succeeding the fiscal year
2	for which the Secretary issued such waiver.
3	"(C) Restriction.—The total estimated
4	amount of future Government obligations cov-
5	ered by all outstanding letters of intent under
6	paragraph (1) may not be more than the
7	amount authorized to carry out section 48103
8	of this title, less an amount reasonably esti-
9	mated by the Secretary to be needed for grants
10	under section 48103 that are not covered by a
11	letter.
12	"(8) No obligation or commitment.—A let-
13	ter of intent issued under this subsection is not an
14	obligation of the Government under section 1501 of
15	title 31, and the letter is not deemed to be an ad-
16	ministrative commitment for financing. An obliga-
17	tion or administrative commitment may be made
18	only as amounts are provided in authorization and
19	appropriation laws.
20	"(9) Limitation on statutory construc-
21	TION.—Nothing in this section shall be construed to
22	prohibit the obligation of amounts pursuant to a let-
23	ter of intent under this subsection in the same fiscal
24	year as the letter of intent is issued.".
25	(b) Conforming Amendments.—

1	(1) Letters of intent.—Section 47110(e)(7)
2	of title 49, United States Code, is amended by strik-
3	ing "under this section" and inserting "under this
4	subsection".
5	(2) Priority for letters of intent.—Sec-
6	tion 47115(h) of title 49, United States Code, is
7	amended by inserting "prior to fulfilling intentions
8	to obligate under section 47110(i)" after "section
9	47110(e)".
10	SEC. 409. PROHIBITION ON USE OF AIP FUNDS TO PRO-
11	CURE CERTAIN PASSENGER BOARDING
12	BRIDGES.
13	Section 47110 of title 49, United States Code, is fur-
13 14	Section 47110 of title 49, United States Code, is further amended by adding at the end the following:
14	ther amended by adding at the end the following:
14 15	ther amended by adding at the end the following:  "(j) Additional Nonallowable Costs.—
14 15 16	ther amended by adding at the end the following:  "(j) Additional Nonallowable Costs.—  "(1) In general.—A cost is not an allowable
14 15 16 17	ther amended by adding at the end the following:  "(j) Additional Nonallowable Costs.—  "(1) In General.—A cost is not an allowable airport development project cost under this chapter
14 15 16 17	ther amended by adding at the end the following:  "(j) Additional Nonallowable Costs.—  "(1) In general.—A cost is not an allowable airport development project cost under this chapter if the cost relates to a contract for procurement or
114 115 116 117 118	ther amended by adding at the end the following:  "(j) Additional Nonallowable Costs.—  "(1) In General.—A cost is not an allowable airport development project cost under this chapter if the cost relates to a contract for procurement or installation of a passenger boarding bridge if the
14 15 16 17 18 19 20	ther amended by adding at the end the following:  "(j) Additional Nonallowable Costs.—  "(1) In general.—A cost is not an allowable airport development project cost under this chapter if the cost relates to a contract for procurement or installation of a passenger boarding bridge if the contract is with an entity on the list required under
14 15 16 17 18 19 20 21	ther amended by adding at the end the following:  "(j) Additional Nonallowable Costs.—  "(1) In General.—A cost is not an allowable airport development project cost under this chapter if the cost relates to a contract for procurement or installation of a passenger boarding bridge if the contract is with an entity on the list required under paragraph (2).
14 15 16 17 18 19 20 21	ther amended by adding at the end the following:  "(j) Additional Nonallowable Costs.—  "(1) In general.—A cost is not an allowable airport development project cost under this chapter if the cost relates to a contract for procurement or installation of a passenger boarding bridge if the contract is with an entity on the list required under paragraph (2).  "(2) Required List.—Not later than 30 days

1	torney General, publish and annually update a list of
2	entities manufacturing airport passenger boarding
3	bridges—
4	"(A) that are owned, directed, or sub-
5	sidized by the People's Republic of China; and
6	"(B) that—
7	"(i) have been determined by a Fed-
8	eral court to have misappropriated intellec-
9	tual property or trade secrets from an enti-
10	ty organized under the laws of the United
11	States or any jurisdiction within the
12	United States; or
13	"(ii) own or control, are owned or
14	controlled by, are under common owner-
15	ship or control with, or are successors to,
16	an entity described in clause (i).".
17	SEC. 410. FUEL INFRASTRUCTURE.
18	Section 47110 of title 49, United States Code, is fur-
19	ther amended by adding at the end the following:
20	"(k) Fuel Infrastructure.—
21	"(1) In General.—Notwithstanding any other
22	provision of law, the Secretary may decide that cov-
23	ered costs are allowable for an airport development
24	project at a primary or nonprimary airport where
25	such costs are paid for with funds apportioned to

1	the sponsor of such airport under section 47114 or
2	provided pursuant to section 47115.
3	"(2) Prioritization.—If the Secretary makes
4	grants from the discretionary fund under section
5	47115 for covered costs, the Secretary shall
6	prioritize providing such grants to general aviation
7	airports.
8	"(3) Covered costs defined.—In this sub-
9	section, the term 'covered costs'—
10	"(A) means construction costs related to
11	an airport-owned—
12	"(i) aeronautical fueling system for
13	unleaded fuel; and
14	"(ii) fueling systems for type certifi-
15	cated hydrogen-powered aircraft; and
16	"(B) may include capital costs for fuel
17	farms and other equipment and infrastructure
18	used for the delivery and storage of fuel.".
19	SEC. 411. APPORTIONMENTS.
20	(a) Primary, Commercial Service, and Cargo
21	AIRPORTS.—
22	(1) Primary and commercial service air-
23	PORTS.—Section 47114(c)(1) of title 49, United
24	States Code, is amended to read as follows:

1	"(1) Primary and commercial service air-
2	PORTS.—
3	"(A) PRIMARY AIRPORT APPORTION-
4	MENT.—The Secretary shall apportion to the
5	sponsor of each primary airport for each fiscal
6	year an amount equal to—
7	"(i) \$15.60 for each of the first
8	50,000 passenger boardings at the airport
9	during the prior calendar year;
10	"(ii) \$10.40 for each of the next
11	50,000 passenger boardings at the airport
12	during the prior calendar year;
13	"(iii) \$5.20 for each of the next
14	400,000 passenger boardings at the airport
15	during the prior calendar year;
16	"(iv) \$1.30 for each of the next
17	500,000 passenger boardings at the airport
18	during the prior calendar year; and
19	"(v) \$1.00 for each additional pas-
20	senger boarding at the airport during the
21	prior calendar year.
22	"(B) MINIMUM AND MAXIMUM APPORTION-
23	MENTS.—Not less than \$1,300,000 nor more
24	than \$22,000,000 may be apportioned under

1	subparagraph (A) to an airport sponsor for a
2	primary airport for each fiscal year.
3	"(C) New Airport.—Notwithstanding
4	subparagraph (A), the Secretary shall apportion
5	in the first fiscal year following the official
6	opening of a new airport with scheduled pas-
7	senger air transportation an amount equal to
8	\$1,300,000 to the sponsor of such airport.
9	"(D) Nonprimary commercial service
10	AIRPORT APPORTIONMENT.—
11	"(i) In General.—The Secretary
12	shall apportion to each commercial service
13	airport that is not a primary airport an
14	amount equal to—
15	"(I) \$60 for each of the first
16	2,500 passenger boardings at the air-
17	port during the prior calendar year;
18	and
19	"(II) $$153.33$ for each of the
20	next 7,499 passenger boardings at the
21	airport during the prior calendar year.
22	"(ii) Applicability.—Paragraphs (4)
23	and (5) of subsection (d) shall apply to
24	funds apportioned under this subpara-
25	graph.

1	"(E) Special rule for air reserve
2	STATIONS.—Notwithstanding section 47102,
3	the Secretary shall consider a public-use airport
4	that is co-located with an air reserve station to
5	be a primary airport for purposes of this chap-
6	ter.
7	"(F) Special rule for fiscal years
8	2024 AND 2025.—Notwithstanding any other
9	provision of this paragraph or the absence of
10	scheduled passenger service at an airport, the
11	Secretary shall apportion in fiscal years 2024
12	and 2025 to the sponsor of an airport an
13	amount based on the number of passenger
14	boardings at the airport during whichever of
15	the following years that would result in the
16	highest apportioned amount under this para-
17	graph:
18	"(i) Calendar year 2018.
19	"(ii) Calendar year 2019.
20	"(iii) The prior full calendar year
21	prior to the current fiscal year.".
22	(2) Cargo airports.—Section 47114(c)(2) of
23	title 49, United States Code, is amended—
24	(A) in subparagraph (A)—

1	(i) by striking "3.5" and inserting
2	"4"; and
3	(ii) by striking "100,000,000 pounds"
4	and inserting "25,000,000 pounds";
5	(B) by striking subparagraph (C); and
6	(C) by redesignating subparagraphs (D)
7	and (E) as subparagraphs (C) and (D), respec-
8	tively.
9	(b) General Aviation Airports.—Section
10	47114(d) of title 49, United States Code, is amended—
11	(1) in paragraph (3)—
12	(A) in the heading by striking "Special
13	RULE" and inserting "APPORTIONMENT";
14	(B) by striking "excluding primary air-
15	ports but including reliever and nonprimary
16	commercial service airports" each place it ap-
17	pears and inserting "excluding commercial serv-
18	ice airports but including reliever airports";
19	(C) in the matter preceding subparagraph
20	(A) by striking "20 percent" and inserting "25
21	percent"; and
22	(D) by striking subparagraphs (C) and (D)
23	and inserting the following:
24	"(C) An airport that has previously been
25	listed as unclassified under the national plan of

1	integrated airport systems that has reestab-
2	lished the classified status of such airport as of
3	the date of apportionment shall be eligible to
4	accrue apportionment funds pursuant to sub-
5	paragraph (A) so long as such airport retains
6	such classified status.";
7	(2) in paragraph (4)—
8	(A) in the heading by striking "AIRPORTS
9	IN ALASKA, PUERTO RICO, AND HAWAII" and in-
10	serting "AIRPORTS IN NONCONTIGUOUS
11	STATES AND TERRITORIES";
12	(B) by striking "An amount apportioned
13	under paragraph (2) or (3)" and inserting the
14	following:
15	"(A) Alaska, puerto rico, and ha-
16	WAII.—An amount apportioned under this sub-
17	section"; and
18	(C) by adding at the end the following:
19	"(B) Other territories.—An amount
20	apportioned under paragraph (2)(B)(i) may be
21	made available by the Secretary for any public-
22	use airport in Guam, American Samoa, the
23	Commonwealth of the Northern Mariana Is-
24	lands, and the United States Virgin Islands if
25	the Secretary determines that there are insuffi-

1	cient qualified grant applications for projects at
2	airports that are otherwise eligible for funding
3	under that paragraph. The Secretary shall
4	prioritize the use of such amounts in the terri-
5	tory the amount was originally apportioned
6	in.";
7	(3) in paragraph (5) by inserting "or subsection
8	(c)(1)(D)" after "under this subsection";
9	(4) in paragraph (6)—
10	(A) by striking "provision of this sub-
11	section" and inserting "provision of this sec-
12	tion"; and
13	(B) by inserting "or subsection $(c)(1)(D)$ "
14	after "under this subsection";
15	(5) by striking paragraph (2); and
16	(6) by redesignating paragraphs (3) through
17	(7) as paragraphs (2) through (6), respectively.
18	(c) Conforming Amendment.—Section
19	47106(a)(7) of title 49, United States Code, is amended
20	by striking "section 47114(d)(3)(B)" and inserting "sec-
21	tion $47114(d)(2)(B)$ "
22	SEC. 412. PFC TURNBACK REDUCTION.
23	(a) In General.—Section 47114(f) of title 49,
24	United States Code, is amended—
25	(1) in paragraph (1)—

1	(A) by striking "sponsor of an airport hav-
2	ing at least .25 percent of the total number of
3	boardings each year in the United States and"
4	and inserting "sponsor of a medium or large
5	hub airport"; and
6	(B) in subparagraph (B) by striking "75
7	percent" and inserting "60 percent" each place
8	it appears; and
9	(2) by striking paragraphs (2) and (3) and in-
10	serting the following:
11	"(2) Effective date of reduction.—
12	"(A) NEW CHARGE COLLECTION.—A re-
13	duction in an apportionment under paragraph
14	(1) shall not take effect until the first fiscal
15	year following the year in which the collection
16	of the charge imposed under section 40117 has
17	begun.
18	"(B) New Categorization.—A reduction
19	in an apportionment under paragraph (1) shall
20	only be applied to an airport if such airport has
21	been designated as a medium or large hub air-
22	port for 3 consecutive years.".
23	(b) APPLICABILITY.—For an airport that increased
24	in categorization from a small hub to a medium hub in
25	any fiscal year beginning after the date of enactment of

1	the FAA Reauthorization Act of 2018 (Public Law 115–
2	254) and prior to the date of enactment of this Act, the
3	amendment to section 47114(f)(2) of title 49, United
4	States Code, under subsection (a) shall be applied as
5	though the airport increased in categorization from a
6	small hub to a medium hub in the calendar year prior to
7	the first fiscal year in which such amendment is applica-
8	ble.
9	SEC. 413. TRANSFER OF AIP SUPPLEMENTAL FUNDS TO
10	FORMULA PROGRAM.
11	Section 47115(j) of title 49, United States Code, is
12	amended—
13	(1) in paragraph (3) by striking subparagraph
14	(B) and inserting the following:
15	"(B) MINIMUM ALLOCATION.—Not more
16	than 25 percent of the amounts available under
17	this subsection shall be used to provide grants
18	at nonhub and small hub airports.
19	"(C) Prioritization.—In making grants
20	under this subsection, the Secretary shall
21	prioritize projects that reduce runway incur-
22	sions or increase runway or taxiway safety.";
23	(2) in paragraph (4)(A) by striking clause (v)
24	and inserting the following:

1	"(v) \$1,110,000,000 for fiscal year
2	2023.
3	"(vi) \$100,000,000 for fiscal year
4	2024.
5	"(vii) \$100,000,000 for fiscal year
6	2025.
7	"(viii) \$100,000,000 for fiscal year
8	2026.
9	"(ix) \$100,000,000 for fiscal year
10	2027.
11	"(x) \$100,000,000 for fiscal year
12	2028."; and
13	(3) in paragraph (4)(B) by striking "2 fiscal
13 14	(3) in paragraph (4)(B) by striking "2 fiscal years" and inserting "3 fiscal years".
14	years" and inserting "3 fiscal years".
14 15	years" and inserting "3 fiscal years".  SEC. 414. SMALL AIRPORT FUND.
<ul><li>14</li><li>15</li><li>16</li></ul>	years" and inserting "3 fiscal years".  SEC. 414. SMALL AIRPORT FUND.  Section 47116 of title 49, United States Code, is
14 15 16 17	years" and inserting "3 fiscal years".  SEC. 414. SMALL AIRPORT FUND.  Section 47116 of title 49, United States Code, is amended—
14 15 16 17 18	years" and inserting "3 fiscal years".  SEC. 414. SMALL AIRPORT FUND.  Section 47116 of title 49, United States Code, is amended—  (1) in subsection (b) by striking paragraphs (1)
14 15 16 17 18	years" and inserting "3 fiscal years".  SEC. 414. SMALL AIRPORT FUND.  Section 47116 of title 49, United States Code, is amended—  (1) in subsection (b) by striking paragraphs (1) and (2) and inserting the following:
14 15 16 17 18 19 20	years" and inserting "3 fiscal years".  SEC. 414. SMALL AIRPORT FUND.  Section 47116 of title 49, United States Code, is amended—  (1) in subsection (b) by striking paragraphs (1) and (2) and inserting the following:  "(1) Not more than 25 percent for grants for
14 15 16 17 18 19 20 21	years" and inserting "3 fiscal years".  SEC. 414. SMALL AIRPORT FUND.  Section 47116 of title 49, United States Code, is amended—  (1) in subsection (b) by striking paragraphs (1) and (2) and inserting the following:  "(1) Not more than 25 percent for grants for projects at small hub airports.

1	"(3) Not less than 50 percent for grants to
2	sponsors of commercial service airports that are not
3	larger than a nonhub airport.";
4	(2) in subsection (d)—
5	(A) by striking paragraph (2); and
6	(B) by redesignating paragraph (3) as
7	paragraph (2); and
8	(3) by striking subsections (e) and (f) and in-
9	serting the following:
10	"(e) General Aviation Hangars and Transient
11	Aprons.—In distributing amounts from the fund de-
12	scribed in subsection (a) to sponsors described in sub-
13	section (b)(2) and (b)(3)—
14	"(1) 5 percent of each amount shall be used for
15	projects to construct aircraft hangars that are not
16	larger than 5,000 square feet; and
17	"(2) 5 percent of each amount shall be used for
18	projects to construct or rehabilitate aprons intended
19	to be used for itinerant general aviation aircraft
20	parking.".
21	SEC. 415. REVISION OF DISCRETIONARY CATEGORIES.
22	Section 47117 of title 49, United States Code, is
23	amended—
24	(1) in subsection (b)(2)—

1	(A) in subparagraph (A)(i) by striking "or
2	(3)(A), whichever is applicable"; and
3	(B) in subparagraph (B)—
4	(i) by striking "section
5	47114(d)(3)(A)" and inserting "section
6	47114(d)(2)(A)"; and
7	(ii) by striking "section
8	47114(d)(3)(B)" and inserting "section
9	47114(d)(2)(B)";
10	(2) in subsection $(c)(2)$ by striking
11	" $47114(d)(3)(A)$ " and inserting " $47114(d)(2)(A)$ ";
12	(3) in subsection (d)—
13	(A) in paragraph (1) by striking "section
14	47114(d)(2)(A) of this title" and inserting
15	"section $47114(d)(2)(B)(i)$ "; and
16	(B) in paragraph (2)—
17	(i) by striking "section
18	47114(d)(2)(B) or (C)" and inserting
19	"section $47114(d)(2)(B)(ii)$ or $(iii)$ " in
20	each place it appears; and
21	(ii) by striking "of this title";
22	(4) in subsection (e)—
23	(A) in paragraph (1)—
24	(i) in subparagraph (A)—

1	(I) by striking "\$300,000,000"
2	and inserting "\$200,000,000";
3	(II) by striking "for compatible
4	land use planning and projects carried
5	out by State and local governments
6	under section 47141,";
7	(III) by striking "section
8	47102(3)(Q)" and inserting "subpara-
9	graphs (O) through (Q) of section
10	47102(3)";
11	(IV) by striking "to comply with
12	the Clean Air Act (42 U.S.C. 7401 et
13	seq.)''; and
14	(V) by adding at the end the fol-
15	lowing: "The Secretary shall provide
16	not less than two-thirds of amounts
17	under this subparagraph and para-
18	graph (3) for grants to sponsors of
19	small hub, medium hub, and large
20	hub airports."; and
21	(ii) by striking subparagraph (C); and
22	(B) by striking paragraph (3) and insert-
23	ing the following:
24	"(3) Special rule.—Beginning in fiscal year
25	2025, if the amount made available under paragraph

1	(1)(A) was not equal to or greater than
2	\$150,000,000 in the preceding fiscal year, the Sec-
3	retary shall issue grants for projects eligible under
4	paragraph (1)(A) from apportionments made under
5	section 47114 that are not required during the fiscal
6	year to fund a grant for which such apportionments
7	may be used in an amount that is not less than—
8	"(A) \$150,000,000; minus
9	"(B) the amount made available under
10	paragraph (1)(A) in the preceding fiscal year.";
11	and
12	(5) in subsection $(f)(1)$ by striking "Subject to
13	paragraph (2)" and inserting "Subject to paragraph
14	(2) and except as provided in section 47116(a)(2)".
15	SEC. 416. TERMINAL DEVELOPMENT.
16	Section 47119 of title 49, United States Code, is
17	amended—
18	(1) in subsection (a)—
19	(A) in paragraph (1) by striking "in a non-
20	revenue-producing public-use area of a commer-
21	cial service airport" and all that follows through
22	"of the Government" and inserting the fol-
23	lowing: "at an airport if the sponsor certifies
24	that the airport, on the date the grant applica-
25	tion is submitted to the Secretary, has—

1	"(A) that any necessary airport develop-
2	ment project affecting airport safety, security,
3	or capacity will not be deferred if the Secretary
4	approves a terminal development project under
5	this section; and
6	"(B) provided for access by passengers to
7	the area of the airport for boarding or exiting
8	aircraft that are not air carrier aircraft."; and
9	(B) in paragraph (2) by striking "parking
10	lot if" and all that follows through "Secretary's
11	approval" and inserting "parking lot";
12	(2) by striking subsections (b), (e) and (f);
13	(3) by redesignating subsection (c) and (d) as
14	subsections (b) and (c), respectively; and
15	(4) in subsection (b) (as so redesignated) by
16	striking paragraphs (1) through (5) and inserting
17	the following:
18	"(1) any part of amounts apportioned to an air-
19	port sponsor under subsection (c) or (d) of section
20	47114 to pay project costs allowable under sub-
21	section (a);
22	"(2) on the approval of the Secretary, any part
23	of amounts that may be distributed for the fiscal
24	year from the discretionary fund established under

1	section 47115 to the sponsor of an airport to pay
2	project costs allowable under subsection (a);
3	"(3) on the approval of the Secretary, any part
4	of amounts that may be distributed for the fiscal
5	year from the small airport fund established under
6	section 47116 to the sponsor of an airport eligible
7	to receive funds under section 47116 to pay project
8	costs allowable under subsection (a);".
9	SEC. 417. STATE BLOCK GRANT PROGRAM.
10	(a) Offsetting Administrative Expenses Bur-
11	DEN ON STATES.—Section 47109(a)(2) of title 49, United
12	States Code, is amended by striking "90 percent" and in-
13	serting "91 percent".
14	(b) Training.—Section 47128 of title 49, United
15	States Code, is amended by adding at the end the fol-
16	lowing:
17	"(e) Training for Participating States.—
18	"(1) IN GENERAL.—The Secretary shall provide
19	to each State participating in the block grant pro-
20	gram under this section training or updated training
21	materials for the administrative responsibilities as-
22	sumed by the State under such program at no cost
23	to the State.
24	"(2) Timing.—The training or updated train-
25	ing materials provided under paragraph (1) shall be

1	provided at least once during each 2-year period and
2	at any time there is a material change in the pro-
3	gram.''.
4	(c) Administration.—Section 47128 of title 49,
5	United States Code, is further amended by adding at the
6	end the following:
7	"(f) Roles and Responsibilities of Partici-
8	PATING STATES.—
9	"(1) Airports.—Unless a State participating
10	in the block grant program under this section ex-
11	pressly agrees in a memorandum of agreement, the
12	Secretary shall not require the State to manage
13	functions and responsibilities for airport actions or
14	projects that do not relate to such program.
15	"(2) Program documentation.—Any grant
16	agreement providing funds to be administered under
17	such program shall be consistent with the most re-
18	cently executed memorandum of agreement between
19	the State and the Federal Aviation Administration.
20	The Administrator of the Federal Aviation Adminis-
21	tration shall provide parity to participating States
22	and shall only require the same type of information
23	and level of detail for any program agreements and
24	documentation that the Administrator would per-

1	form with respect to such action if the State did not
2	participate in the program.
3	"(3) Responsibilities.—The Administrator
4	shall retain responsibility for the following, unless
5	expressly agreed to by the State:
6	"(A) Grant compliance investigations, de-
7	terminations, and enforcement.
8	"(B) Obstruction evaluation and airport
9	airspace analysis, determinations, and enforce-
10	ment off airport property.
11	"(C) Non-rulemaking analysis, determina-
12	tions, and enforcement for proposed improve-
13	ments on airport properties not associated with
14	this subchapter, or off airport property.
15	"(D) Land use determinations under sec-
16	tion 163 of the FAA Reauthorization Act of
17	2018 (49 U.S.C. 47107 note), compatibility
18	planning, and airport layout plan review and
19	approval for projects not funded by amounts
20	available 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	(d) Report.—The Comptroller General of the
9	United States shall issue a report on the Office of Airports
10	of the Federal Aviation Administration and the airport im-
11	provement program under subchapter I of chapter 471
12	and chapter 475 of title 49, United States Code, and in-
13	clude in such report a description of—
14	(1) the responsibilities of States participating in
15	the block grant program under section 47128 of title
16	49, United States Code; and
17	(2) the impact of title VIII of division J of the
18	Infrastructure Investment and Jobs Act (Public Law
19	117–58) and other Federal administrative funding
20	sources on the ability of such States to disburse and
21	administer airport improvement program funds.
22	(e) Sense of Congress.—It is the sense of Con-
23	gress that Congress supports the disbursement of a per-
24	centage of administrative funds made available under the
25	heading "Federal Aviation Administration—Airport Infra-

1	structure Grants" in title VIII of division J of the Infra-
2	structure Investment and Jobs Act (Public Law 117–58)
3	to non-primary airports participating in the State's block
4	grant program each fiscal year of the Airport Infrastruc-
5	ture Grants program.
6	SEC. 418. INNOVATIVE FINANCING TECHNIQUES.
7	Section 47135 of title 49, United States Code, is
8	amended—
9	(1) by striking subsections (a) and (b) and in-
10	serting the following:
11	"(a) AUTHORITY.—
12	"(1) IN GENERAL.—The Secretary of Transpor-
13	tation may approve an application by an airport
14	sponsor to use grants received under this subchapter
15	for innovative financing techniques related to an air-
16	port development project that is located at an air-
17	port that is not a large hub airport.
18	"(2) APPROVAL.—The Secretary may approve
19	not more than 30 applications described under para-
20	graph (1) in a fiscal year.
21	"(b) Purposes.—The purpose of grants made under
22	this section shall be to—
23	"(1) provide information on the benefits and
24	difficulties of using innovative financing techniques
25	for airport development projects;

1	"(2) lower the total cost of an airport develop-
2	ment project; or
3	"(3) expedite the delivery or completion of an
4	airport development project without reducing safety
5	or causing environmental harm."; and
6	(2) in subsection $(e)(2)$ —
7	(A) in subparagraph (C) by striking "and"
8	at the end;
9	(B) in subparagraph (D) by striking the
10	period at the end and inserting "; and"; and
11	(C) by adding at the end the following:
12	"(E) any other techniques that the Sec-
13	retary determines are consistent with the pur-
14	poses of this section.".
15	SEC. 419. LONG-TERM MANAGEMENT PLANS.
16	Section 47136(c) of title 49, United States Code is
17	amended—
18	(1) by striking "applicants that will" and in-
19	serting the following: "applicants that—
20	"(1) will";
21	(2) by striking the period at the end and insert-
22	ing "; and"; and
23	(3) by adding at the end the following:
24	"(2) provide a long-term management plan for
25	eligible vehicles and equipment that includes the ex-

1	isting and future infrastructure requirements of the
2	airport related to such vehicles and equipment.".
3	SEC. 420. ALTERNATIVE PROJECT DELIVERY.
4	(a) In General.—Section 47142 of title 49, United
5	States Code, is amended—
6	(1) in the section heading by striking " <b>De-</b>
7	sign-build contracting" and inserting "Alter-
8	native project delivery";
9	(2) in subsection (a)—
10	(A) in the matter preceding paragraph
11	(1)—
12	(i) by striking "Administrator of the
13	Federal Aviation Administration" and in-
14	serting "Secretary of Transportation"; and
15	(ii) by striking "award a design-build"
16	and inserting "award a covered project de-
17	livery';
18	(B) in paragraph (2) by striking "design-
19	build" and inserting "covered project delivery";
20	and
21	(C) in paragraph (4) by striking "design-
22	build contract will" and inserting "covered
23	project delivery contract is projected to"; and
24	(3) by striking subsection (c) and inserting the
25	following:

1	"(c) 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; or
6	"(2) a single contract for the delivery of a
7	whole project that—
8	"(A) includes, at a minimum, the sponsor,
9	builder, and architect-engineer as parties that
10	are subject to the terms of the contract;
11	"(B) aligns the interests of all the parties
12	to the contract with respect to the project costs
13	and project outcomes; and
14	"(C) includes processes to ensure trans-
15	parency and collaboration among all parties to
16	the contract relating to project costs and
17	project outcomes.".
18	(b) Clerical Amendment.—The analysis for chap-
19	ter 471 of title 49, United States Code, is amended by
20	striking the item relating to section 47142 and inserting
21	the following:
	"47142. Alternative project delivery.".
22	SEC. 421. NONMOVEMENT AREA SURVEILLANCE SURFACE
23	DISPLAY SYSTEMS PILOT PROGRAM.
24	Section 47143(c) of title 49, United States Code, is
25	amended by striking "2023" and inserting "2028".

1	SEC. 422. REPEAL OF OBSOLETE CRIMINAL PROVISIONS.
2	Section 47306 of title 49, United States Code, and
3	the item relating to such section in the analysis for chap-
4	ter 473 of such title, are repealed.
5	SEC. 423. LIMITATION ON CERTAIN ROLLING STOCK PRO-
6	CUREMENTS.
7	(a) In General.—Section 50101 of title 49, United
8	States Code, is amended—
9	(1) by striking "(except section 47127)" each
10	place it appears; and
11	(2) by adding at the end the following:
12	"(d) Limitation on Certain Rolling Stock Pro-
13	CUREMENTS.—
14	"(1) In general.—Financial assistance made
15	available under the provisions described in sub-
16	section (a) shall not be used in awarding a contract
17	or subcontract to an entity on or after the date of
18	enactment of this subsection for the procurement of
19	rolling stock for use in an airport-related project if
20	the manufacturer of the rolling stock—
21	"(A) is incorporated in or has manufac-
22	turing facilities in the United States; and
23	"(B) is owned or controlled by, is a sub-
24	sidiary of, or is otherwise related legally or fi-
25	nancially to a corporation based in a country
26	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	(b) Conforming Amendments.—
16	(1) RESTRICTING CONTRACT AWARDS BECAUSE
17	OF DISCRIMINATION AGAINST UNITED STATES
18	GOODS OR SERVICES.—Section 50102 of title 49,
19	United States Code, is amended by striking "(except
20	section 47127)".
21	(2) Restriction on airport projects using
22	PRODUCTS OR SERVICES OF FOREIGN COUNTRIES
23	DENYING FAIR MARKET OPPORTUNITIES.—Section
24	50104(b) of title 49, United States Code, is amend-
25	ed by striking "(except section 47127)".

1	(3) Fraudulent use of made in America
2	LABEL.—Section 50105 of title 49, United States
3	Code, is amended by striking "(except section
4	47127)".
5	SEC. 424. REGULATORY APPLICATION.
6	Section 40113(f) of title 49, United States Code, is
7	amended—
8	(1) by inserting "or in administering the Air-
9	port Improvement Program under chapter 471"
10	after "Code of Federal Regulations,"; and
11	(2) by inserting "or administrative" after "reg-
12	ulatory''.
13	SEC. 425. NATIONAL PRIORITY SYSTEM FORMULAS.
14	(a) IN GENERAL.—Not later than 1 year after the
15	date of enactment of this Act, the Secretary of Transpor-
16	tation shall review and update the National Priority Sys-
17	tem prioritization formulas contained in Federal Aviation
18	Administration Order 5090.5 to account for the amend-
19	ments to chapter 471 of title 49, United States Code,
20	made by this Act.
21	(b) REQUIRED CONSULTATION.—In revising the for-
22	mulas under subsection (a), the Secretary shall consult
23	with representatives of the following:
24	(1) Primary airports, including large, medium,
25	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.
	ty, efficiency, and capacity of the aviation system.  SEC. 426. MINORITY AND DISADVANTAGED BUSINESS PAR-
13	
13 14	SEC. 426. MINORITY AND DISADVANTAGED BUSINESS PAR-
13 14 15	SEC. 426. MINORITY AND DISADVANTAGED BUSINESS PARTICIPATION.
13 14 15 16	SEC. 426. MINORITY AND DISADVANTAGED BUSINESS PAR- TICIPATION.  (a) FINDINGS.—Congress finds the following:
13 14 15 16 17	SEC. 426. MINORITY AND DISADVANTAGED BUSINESS PAR- TICIPATION.  (a) FINDINGS.—Congress finds the following:  (1) While significant progress has occurred due
13 14 15 16 17	SEC. 426. MINORITY AND DISADVANTAGED BUSINESS PAR- TICIPATION.  (a) FINDINGS.—Congress finds the following:  (1) While significant progress has occurred due to the establishment of the airport disadvantaged
13 14 15 16 17 18	SEC. 426. MINORITY AND DISADVANTAGED BUSINESS PAR- TICIPATION.  (a) FINDINGS.—Congress finds the following:  (1) While significant progress has occurred due to the establishment of the airport disadvantaged business enterprise program and the airport concess-
13 14 15 16 17 18 19 20	SEC. 426. MINORITY AND DISADVANTAGED BUSINESS PAR- TICIPATION.  (a) FINDINGS.—Congress finds the following:  (1) While significant progress has occurred due to the establishment of the airport disadvantaged business enterprise program and the airport concessions disadvantaged business enterprise program
13 14 15 16 17 18 19 20 21	SEC. 426. MINORITY AND DISADVANTAGED BUSINESS PAR- TICIPATION.  (a) FINDINGS.—Congress finds the following:  (1) While significant progress has occurred due to the establishment of the airport disadvantaged business enterprise program and the airport concessions disadvantaged business enterprise program under sections 47113 and 47107(e) of title 49,

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 poses a barrier to full and fair par-
16	ticipation in airport-related businesses of women
17	business owners and minority business owners in the
18	racial 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 of Transpor-
9	tation, in coordination with the Administrator of the
10	Federal Aviation Administration, may, at the re-
11	quest of an airport sponsor, provide assistance under
12	a grant issued under this subchapter to develop, con-
13	duct, and administer training programs and assist-
14	ance programs in connection with any airport im-
15	provement project subject to part 26 of title 49,
16	Code of Federal Regulations, for small business con-
17	cerns referred to in subsection (b) to achieve pro-
18	ficiency to compete, on an equal basis for contracts
19	and subcontracts related 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. 427. AIRPORT ACCESS ROADS IN REMOTE LOCATIONS.
8	Section 162 of the FAA Reauthorization Act of 2018
9	(49 U.S.C. 47102 note) is amended in the matter pre-
10	ceding paragraph (1) by striking "2023" and inserting
11	"2028".
12	SEC. 428. LIMITED REGULATION OF NONFEDERALLY SPON-
13	SORED PROPERTY.
13 14	Sored Property.  Section 163 of the FAA Reauthorization Act of 2018
14	Section 163 of the FAA Reauthorization Act of 2018
14 15	Section 163 of the FAA Reauthorization Act of 2018 (49 U.S.C. 47107 note) is amended—
14 15 16	Section 163 of the FAA Reauthorization Act of 2018 (49 U.S.C. 47107 note) is amended—  (1) by striking subsection (a) and inserting the
14 15 16 17	Section 163 of the FAA Reauthorization Act of 2018 (49 U.S.C. 47107 note) is amended—  (1) by striking subsection (a) and inserting the following:
14 15 16 17	Section 163 of the FAA Reauthorization Act of 2018  (49 U.S.C. 47107 note) is amended—  (1) by striking subsection (a) and inserting the following:  "(a) IN GENERAL.—
114 115 116 117 118	Section 163 of the FAA Reauthorization Act of 2018  (49 U.S.C. 47107 note) is amended—  (1) by striking subsection (a) and inserting the following:  "(a) IN GENERAL.—  "(1) LIMITED REGULATION.—Except as pro-
14 15 16 17 18 19 20	Section 163 of the FAA Reauthorization Act of 2018  (49 U.S.C. 47107 note) is amended—  (1) by striking subsection (a) and inserting the following:  "(a) IN GENERAL.—  "(1) LIMITED REGULATION.—Except as provided in subsection (b), the Secretary of Transpor-
14 15 16 17 18 19 20 21	Section 163 of the FAA Reauthorization Act of 2018  (49 U.S.C. 47107 note) is amended—  (1) by striking subsection (a) and inserting the following:  "(a) IN GENERAL.—  "(1) LIMITED REGULATION.—Except as provided in subsection (b), the Secretary of Transportation may not require an airport to seek approval

1	"(A) the acquisition, use, lease, encum-
2	brance, transfer, or disposal of land (including
3	any portion of such land) by an airport sponsor;
4	or
5	"(B) the construction, development, im-
6	provement, use, or removal of any facility (in-
7	cluding any portion of such facility) upon such
8	land.
9	"(2) Burden of Demonstrating applica-
10	BILITY.—The burden of demonstrating the non-
11	applicability of paragraph (1), or the applicability of
12	an exception under subsection (b), shall be on the
13	Secretary.";
14	(2) in subsection (b)—
15	(A) in paragraph (1)—
16	(i) in the matter preceding subpara-
17	graph (A) by striking "regulation" and in-
18	serting "law, regulation, or grant assur-
19	ance"; and
20	(ii) in subparagraph (A) by striking
21	"aircraft operations" and inserting "air-
22	craft operations that occur or are projected
23	to occur at an airport as described in an
24	airport's master plan";

1	(B) in paragraph (2) by striking "facility"
2	and inserting "facility that the Secretary dem-
3	onstrates was"; and
4	(C) in paragraph (3) by striking "con-
5	tained" and inserting "that the Secretary dem-
6	onstrates is contained"; and
7	(3) by striking subsection (c) and inserting the
8	following:
9	"(c) Rule of Construction.—Nothing in this sec-
10	tion shall be construed—
11	"(1) to affect the applicability of sections
12	47107(b) or 47133 of title 49, United States Code,
13	to revenues generated by the use, lease, encum-
14	brance, transfer, or disposal of land under sub-
15	section (a), facilities upon such land, or any portion
16	of such land or facilities; or
17	"(2) to limit the Secretary's authority to ap-
18	prove or regulate airport projects (or portions of air-
19	port projects) that are not subject to the provisions
20	of subsection (a).".
21	SEC. 429. MOTORCOACH ENPLANEMENT PILOT PROGRAM.
22	With respect to fiscal years 2024 through 2028, pas-
23	sengers who board a motorcoach at an airport that is char-
24	tered or provided by an air carrier to transport such pas-
25	sengers to another airport at which the passengers board

1	an aircraft in service in air commerce, that entered the
2	sterile area of the airport at which such passengers ini-
3	tially boarded the motorcoach, shall be deemed to be in-
4	cluded under the term "passenger boardings" in section
5	47102 of title 49, United States Code.
6	SEC. 430. POPULOUS COUNTIES WITHOUT AIRPORTS.
7	Notwithstanding any other provision of law, the Sec-
8	retary of Transportation may not deny inclusion in the
9	national plan of integrated airport systems maintained
10	under section 47103 of title 49, United States Code, to
11	an airport or proposed airport if the airport or proposed
12	airport—
13	(1) is located in the most populous county (as
14	such term is defined in section 2 of title 1, United
15	States Code) of a State that does not have an air-
16	port listed in the national plan;
17	(2) has an airport sponsor that was established
18	before January 1, 2017;
19	(3) is located more than 15 miles away from
20	another airport listed in the national plan;
21	(4) demonstrates how the airport will meet the
22	operational activity required, through a forecast vali-
23	dated by the Secretary, within the first 10 years of
24	operation:

1	(5) meets Federal Aviation Administration air-
2	port design standards;
3	(6) submits a benefit-cost analysis;
4	(7) presents a detailed financial plan to accom-
5	plish construction and ongoing maintenance; and
6	(8) has the documented support of the State
7	government for the entry of the airport or proposed
8	airport into the national plan.
9	SEC. 431. CONTINUED AVAILABILITY OF AVIATION GASO-
10	LINE.
11	(a) In General.—The Administrator of the Federal
12	Aviation Administration shall ensure that any of such va-
13	rieties of aviation gasoline as may be necessary to fuel any
14	model of piston-engine aircraft remain available for pur-
15	chase at each airport listed on the national plan of inte-
16	grated airport systems (as described in section 47103 of
17	title 49, United States Code) at which aviation gasoline
18	was available for purchase as of October 5, 2018.
19	(b) Removal of Availability.—The Administrator
20	shall consider a prohibition or restriction on the sale of
21	such varieties of aviation gasoline to violate assurance 22
22	(or any successor assurance related to economic non-
23	discrimination) of grant assurances associated with the
24	airport improvement program under subchapter I of chap-
25	ter 471 and chapter 475 of title 49, United States Code.

1	(c) AVIATION GASOLINE DEFINED.—In this section,
2	the term "aviation gasoline" means a gasoline on which
3	a tax is imposed under section 4081(a)(2)(A)(ii) of the
4	Internal Revenue Code of 1986.
5	(d) Rule of Construction.—Nothing in this sec-
6	tion may be construed to—
7	(1) affect any airport sponsor found to be out
8	of compliance with the grant assurance described in
9	subsection (b) before the date of enactment of this
10	Act;
11	(2) affect any investigation of an airport spon-
12	sor initiated by the Administrator under parts 13 or
13	16 of title 14, Code of Federal Regulations, relating
14	to the availability of aviation gasoline; or
15	(3) require any particular action by the Admin-
16	istrator if the Administrator determines through
17	such investigation that such airport sponsor has vio-
18	lated a grant assurance.
19	SEC. 432. AIP HANDBOOK UPDATE.
20	(a) In General.—Not later than 4 years after the
21	date of enactment of this Act, the Administrator of the
22	Federal Aviation Administration shall revise the Airport
23	Improvement Program Handbook (Order 5100.38D) (in
24	this section referred to as the "Handbook") to account
25	for legislative changes to the airport improvement pro-

1	gram under subchapter I of chapter 471 and chapter 475
2	of title 49, United States Code, and to make such other
3	changes as the Administrator determines necessary.
4	(b) Requirements.—In updating the Handbook,
5	the Administrator may not impose any additional require-
6	ments or restrictions on the use of Airport Improvement
7	Program funds except as specifically directed by legisla-
8	tion.
9	(c) Consultation and Public Comment.—
10	(1) Consultation.—In developing the revised
11	Handbook under this section, the Administrator
12	shall consult with aviation stakeholders, including
13	airports and air carriers.
14	(2) Public comment.—
15	(A) In General.—Not later than 30
16	months after the date of enactment of this Act,
17	the Administrator shall publish a draft revision
18	of the Handbook and make such draft available
19	for public comment for a period of not less than
20	90 days.
21	(B) Review.—The Administrator shall re-
22	view all comments submitted during the public
23	comment period described under subparagraph
24	(A) and, as the Administrator considers appro-

1	priate, incorporate changes based on such com-
2	ments into the final revision of the Handbook.
3	(d) Interim Implementation of Changes.—Not
4	later than 1 year after the date of enactment of this Act,
5	the Administrator shall issue program guidance letters to
6	provide for the interim implementation of amendments to
7	the Airport Improvement Program made by this Act.
8	SEC. 433. GAO AUDIT OF AIRPORT FINANCIAL REPORTING
9	PROGRAM.
10	(a) AUDIT.—Not later than 18 months after the date
11	of enactment of this Act, the Comptroller General of the
12	United States shall complete an audit of the airport finan-
13	cial reporting program of the Federal Aviation Adminis-
14	tration and provide recommendations to the Administrator
15	of the Federal Aviation Administration on improvements
16	to such program.
17	(b) Requirements.—In conducting the audit re-
18	quired under subsection (a), the Comptroller General
19	shall, at a minimum—
20	(1) review relevant Administration guidance to
21	airports, including the version of Advisory Circular
22	150/5100–19, titled "Operating and Financial Sum-
23	mary", that is in effect on the date of enactment of
24	this Act;

1	(2) evaluate the information requested or re-
2	quired by the Administrator from airports for com-
3	pleteness and usefulness by the Administration and
4	the public;
5	(3) assess the costs associated with collecting,
6	reporting, and maintaining such information for air-
7	ports and the Administration;
8	(4) determine if such information provided is—
9	(A) updated on a regular basis to make
10	such information useful; and
11	(B) audited and verified in an appropriate
12	manner;
13	(5) assess if the Administration has addressed
14	the issues the Administration discovered during the
15	apportionment and disbursement of relief funds to
16	airports under the Coronavirus Aid, Relief, and Eco-
17	nomic Security Act (Public Law 116–136) using in-
18	accurate and aged airport financial data; and
19	(6) determine whether the airport financial re-
20	porting program as structured as of the date of en-
21	actment provides value to the Administration, the
22	aviation industry, or the public.
23	(c) Report to Congress.—Not later than 3
24	months after the completion of the audit required under
25	subsection (a), the Comptroller General 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	containing the findings of such audit and any rec-
5	ommendations provided to the Administrator to improve
6	or alter the airport financial reporting program.
7	SEC. 434. GAO REVIEW OF NONAERONAUTICAL REVENUE
8	STREAMS AT AIRPORTS.
9	(a) Review.—Not later than 2 years after the date
10	of enactment of this Act, the Comptroller General of the
11	United States shall initiate a review of non-aeronautical
12	revenue streams currently used by hub airports of varying
13	size, assess the impact of nonaeronautical revenue on air-
14	ports, and evaluate opportunities for revenue that are un-
15	utilized or are underutilized by such airports.
16	(b) Scope.—In conducting the review required under
17	subsection (a), the Comptroller General shall, at a min-
18	imum—
19	(1) examine the nonaeronautical revenue
20	streams at a variety of public-use airports in the
21	United States;
22	(2) examine nonaeronautical revenue streams
23	used by foreign airports;

1	(3) examine revenue streams used by similar
2	types of infrastructure operators like train stations,
3	bus depots, and shopping malls;
4	(4) determine the revenue effects of entering
5	into, or choosing not to enter into, concessionaire
6	agreements with companies operating at airports
7	that are not a party to such agreements; and
8	(5) examine users and beneficiaries of airport
9	services, facilities, property, and passengers, and de-
10	termine if any such users or beneficiaries could or
11	should be considered as a source of nonaeronautical
12	revenue for an airport.
13	(c) Consultation.—As part of the review required
14	under subsection (a), the Comptroller General shall con-
15	sult with representatives of airport concessionaires, airport
16	sponsors, airport governance entities, airport financial
17	planning consultants, and any other relevant stakeholders
18	the Comptroller General determines appropriate.
19	(d) Findings, Best Practices, and Rec-
20	OMMENDATIONS.—As part of the review required under
21	subsection (a), the Comptroller General shall produce best
22	practices and recommendations that can be adopted by
23	public-use airports to increase non-aeronautical revenue.
24	(e) Report to Congress.—Not later than 3
25	months after the completion of the review required under

- 1 subsection (a), the Comptroller General shall submit to the
- 2 Committee on Transportation and Infrastructure of the
- 3 House of Representatives and the Committee on Com-
- 4 merce, Science, and Transportation of the Senate a report
- 5 containing the findings, best practices, and recommenda-
- 6 tions of such review.

### 7 SEC. 435. MAINTAINING SAFE FIRE AND RESCUE STAFFING

- 8 LEVELS.
- 9 (a) Update to Regulation.—The Administrator of
- 10 the Federal Aviation Administration shall update the reg-
- 11 ulations contained in section 139.319 of title 14, Code of
- 12 Federal Regulations, to ensure that paragraph (4) of such
- 13 section provides that at least 1 individual maintains cer-
- 14 tification at the emergency medical technician basic level,
- 15 or higher.
- 16 (b) Staffing Review.—Not later than 2 years after
- 17 the date of enactment of this Act, the Administrator shall
- 18 conduct a review of airport environments and related regu-
- 19 lations to evaluate sufficient staffing levels necessary for
- 20 firefighting and rescue services and response at airports
- 21 certified under part 139 of title 14, Code of Federal Regu-
- 22 lations.
- 23 (c) Report.—Not later than 1 year after completing
- 24 the review under subsection (b), the Administrator shall
- 25 submit to the Committee on Transportation and Infra-

1	structure of the House of Representatives and the Com-
2	mittee on Commerce, Science, and Transportation of the
3	Senate a report containing the results of the review.
4	SEC. 436. GAO STUDY OF ONSITE AIRPORT GENERATION.
5	(a) Study.—Not later than 1 year after the date of
6	enactment of this Act, the Comptroller General of the
7	United States shall initiate a study on the feasibility of
8	installation and adoption of certain power generation
9	property at airports which receive funding from the Fed-
10	eral Government.
11	(b) Content.—In carrying out the study required
12	under subsection (a), the Comptroller General shall exam-
13	ine—
14	(1) any safety impacts of the installation and
15	operation of such power generation property, either
16	in aggregate or around certain locations or struc-
17	tures at the airport;
18	(2) regulatory barriers to adoption;
19	(3) benefits to adoption;
20	(4) previous examples of adoptions;
21	(5) impacts on other entities; and
22	(6) previous examples of adoption and factors
23	pertaining to previous examples of adoption, includ-
24	ing—

1	(A) novel uses beyond supplemental power
2	generation, such as expanding nonresidential
3	property around airports to minimize noise,
4	power generation resilience, and market forces;
5	(B) challenges identified in the installation
6	process;
7	(C) upfront and long-term costs, both fore-
8	seen and unforeseen;
9	(D) funding sources used to pay for up-
10	front costs; and
11	(E) long-term savings.
12	(c) Report.—Not later than 2 years after the initi-
13	ation of the study under subsection (a), the Comptroller
14	General shall submit to the Committee on Transportation
15	and Infrastructure of the House of Representatives and
16	the Committee on Commerce, Science, and Transportation
17	of the Senate a report and recommendations on the results
18	of the study.
19	(d) Power Generation Property Defined.—In
20	this section, the term "power generation property" means
21	equipment defined in section 48(a)(3)(A) of the Internal
22	Revenue Code of 1986.

1	SEC. 437. TRANSPORTATION DEMAND MANAGEMENT AT
2	AIRPORTS.
3	(a) In General.—Not later than 1 year after the
4	date of enactment of this Act, the Comptroller General
5	of the United States shall conduct a study to examine the
6	efficacy of transportation demand management strategies
7	at United States airports.
8	(b) Considerations.—In conducting the study
9	under subsection (a), the Comptroller General shall exam-
10	ine, at minimum—
11	(1) whether transportation demand manage-
12	ment strategies should be considered by airports
13	when making infrastructure planning and construc-
14	tion decisions;
15	(2) the impact of transportation demand man-
16	agement strategies on existing multimodal options to
17	and from airports in the United States; and
18	(3) best practices for developing transportation
19	demand management strategies that can be used to
20	improve access to airports for passengers and air-
21	port and airline personnel.
22	(c) Report.—Upon completion of the study con-
23	ducted under subsection (a), the Comptroller General shall
24	submit to the Committee on Transportation and Infra-
25	structure of the House of Representatives and the Com-

1	mittee on Commerce, Science, and Transportation of the
2	Senate a report on such study.
3	(d) Definition.—In this section, the term "trans-
4	portation demand management strategy" means the use
5	of planning, programs, policy, marketing, communica-
6	tions, incentives, pricing, data, and technology to optimize
7	travel modes, routes used, departure times, and number
8	of trips.
9	SEC. 438. COASTAL AIRPORTS ASSESSMENT.
10	(a) In General.—Not later than 2 years after the
11	date of enactment of this Act, the Administrator of the
12	Federal Aviation Administration shall, in coordination
13	with the Chief of Engineers and Commanding General of
14	the United States Army Corps of Engineers, initiate an
15	assessment on the resiliency of coastal airports in the
16	United States.
17	(b) Contents.—The assessment required under sub-
18	section (a) shall—
19	(1) examine the impact of sea-level rise and
20	other environmental factors that pose risks to coast-
21	al airports; and
22	(2) identify and evaluate current initiatives to
23	prevent and mitigate the impacts of factors de-
24	scribed in paragraph (1) on coastal airports.

1	(c) Report.—Upon completion of the assessment,
2	the Administrator of the Federal Aviation Administration
3	shall submit to the Committee on Transportation and In-
4	frastructure of the House of Representatives and the Com-
5	mittee on Commerce, Science, and Transportation of the
6	Senate a report on—
7	(1) the results of the assessment required under
8	subsection (a); and
9	(2) recommendations to improve the resiliency
10	of coastal airports in the United States.
11	SEC. 439. AIRPORT INVESTMENT PARTNERSHIP PROGRAM.
12	Section 47134(b) of title 49, United States Code, is
13	amended by adding at the end the following:
14	"(4) Benefit-cost analysis.—Prior to ap-
15	proving an application submitted under subsection
16	(a), the Secretary may require a benefit-cost anal-
17	ysis. If a benefit-cost analysis is required, the Sec-
18	retary shall issue a preliminary and conditional find-
19	ing, which shall—
20	"(A) be issued not later than 60 days after
21	the date on which the sponsor submits all infor-
22	mation required by the Secretary;
23	"(B) be based upon a collaborative review
24	process that includes the sponsor or sponsor's
25	representative;

1	"(C) not constitute the issuance of a Fed-
2	eral grant or obligation to issue a grant under
3	this chapter or other provision of law; and
4	"(D) not constitute any other obligation on
5	the part of the Federal Government until the
6	conditions specified in the final benefit-cost
7	analysis are met.".
8	SEC. 440. GAO STUDY ON PER-TRIP AIRPORT FEES FOR TNO
9	CONSUMERS.
10	(a) STUDY.—Not later than 90 days after the date
11	of enactment of this Act, the Comptroller General of the
12	United States shall conduct a study of fees that airports
13	assess against customers of transportation network com-
14	panies.
15	(b) Contents.—In carrying out the study required
16	under subsection (a), the Comptroller General shall ad-
17	dress—
18	(1) the methodology used by airports to set a
19	fee for customers of TNCs;
20	(2) expenditures by airports of fees assessed
21	against customers of TNCs; and
22	(3) a comparison of the fees imposed by air-
23	ports on customers of TNCs and other comparable
24	modes of for-hire transportation, such as taxi.

1	(c) Report.—Not later than 12 months after the
2	date of enactment of this Act, the Comptroller General
3	shall submit to the Committee on Transportation and In-
4	frastructure of the House of Representatives and the Com-
5	mittee on Commerce, Science, and Transportation of the
6	Senate a report on the results of the study.
7	(d) Transportation Network Company De-
8	FINED; TNC DEFINED.—In this section, the term "trans-
9	portation network company" or "TNC"—
10	(1) means a corporation, partnership, sole pro-
11	prietorship, or other entity that uses a digital net-
12	work to connect riders to drivers affiliated with the
13	entity in order for the driver to transport the rider
14	using a vehicle owned, leased, or otherwise author-
15	ized for use by the driver to a point chosen by the
16	rider; and
17	(2) does not include a shared-expense carpool or
18	vanpool arrangement that is not intended to gen-
19	erate profit for the driver.
20	SEC. 441. SPECIAL RULE FOR RECLASSIFICATION OF CER-
21	TAIN UNCLASSIFIED AIRPORTS.
22	(a) Request for Reclassification.—
23	(1) In general.—Not later than September
24	30, 2024, a privately owned reliever airport (as such
25	term is defined in section 47102 of title 49, United

1	States Code) that is identified as unclassified in the
2	National Plan of Integrated Airport Systems, 2021–
3	2025 (as published under section 47103 of title 49,
4	United States Code) may submit to the Secretary of
5	Transportation a request to reclassify the airport ac-
6	cording to the criteria used to classify a publicly
7	owned airport.
8	(2) REQUIRED INFORMATION.—In submitting a
9	request under paragraph (1), a privately owned re-
10	liever airport shall include the following information:
11	(A) A sworn statement and accompanying
12	documentation that demonstrates how the air-
13	port would satisfy the requirements of Federal
14	Aviation Administration Order 5090.5, titled
15	"Formulation of the NPIAS and ACIP" (or
16	any successor guidance), to be classified as
17	"Local" or "Basic" if the airport was publicly
18	owned.
19	(B) A report that—
20	(i) identifies the role of the airport to
21	the aviation system; and
22	(ii) describes the long-term fiscal via-
23	bility of the airport based on demonstrated
24	aeronautical activity and associated reve-

1	nues relative to ongoing operating and
2	maintenance costs.
3	(b) Eligibility Review.—
4	(1) In general.—Not later than 60 days after
5	receiving a request from a privately owned reliever
6	airport under subsection (a), the Secretary shall per-
7	form an eligibility review with respect to the airport,
8	including an assessment of the airport's safety, secu-
9	rity, capacity, access, compliance with Federal grant
10	assurances, and protection of natural resources and
11	the quality of the environment, as prescribed by the
12	Secretary.
13	(2) Public sponsor.—In performing the eligi-
14	bility review under paragraph (1), the Secretary—
15	(A) may require the airport requesting re-
16	classification to provide information regarding
17	the outlook (whether positive or negative) for
18	obtaining a public sponsor; and
19	(B) may not require the airport to obtain
20	a public sponsor.
21	(e) Reclassification by the Secretary.—
22	(1) In general.—Not later than 60 days after
23	receiving a request from a privately owned reliever
24	airport under subsection (a)(1), the Secretary shall
25	grant such request if the following criteria are met:

1	(A) The request includes the required in-
2	formation under subsection (a)(2).
3	(B) The privately owned reliever airport, to
4	the satisfaction of the Secretary—
5	(i) passes the eligibility review per-
6	formed under subsection (b); or
7	(ii) submits a corrective action plan in
8	accordance with paragraph (2).
9	(2) Corrective action plan.—With respect
10	to a privately owned reliever airport that does not,
11	to the satisfaction of the Secretary, pass the eligi-
12	bility review performed under subsection (b), such
13	airport may resubmit to the Secretary a reclassifica-
14	tion request along with a corrective action plan
15	that—
16	(A) resolves any shortcomings identified in
17	such eligibility review; and
18	(B) proves that any necessary corrective
19	action has been completed by the airport.
20	(d) Effective Date.—The reclassification of any
21	privately owned reliever airport under this section shall
22	take effect not later than—
23	(1) September 30, 2026, for any request grant-
24	ed under subsection $(c)(1)$ ; and

1	(2) September 30, 2027, for any request grant-
2	ed after the submission of a corrective action plan
3	under subsection $(c)(2)$ .
4	SEC. 442. PERMANENT SOLAR POWERED TAXIWAY EDGE
5	LIGHTING SYSTEMS.
6	Not later than 18 months after the date of enactment
7	of this Act, the Administrator of the Federal Aviation Ad-
8	ministration shall produce an engineering brief that de-
9	scribes the acceptable use of permanent solar powered
10	taxiway edge lighting systems at regional, local, and basic
11	nonprimary airports (as categorized in the most recent
12	National Plan of Integrated Airport Systems).
13	SEC. 443. SECONDARY RUNWAYS.
14	In approving grants for projects with funds made
15	available pursuant to title VIII of division J of the Infra-
16	structure Investment and Jobs Act (Public Law 117–58)
17	under the heading "Federal Aviation Administration—
18	Airport Infrastructure Grants", the Administrator of the
19	Federal Aviation Administration shall consider permitting
20	a nonhub or small hub airport to use such funds to extend
21	secondary runways, notwithstanding the level of oper-
22	ational activity as such airport.

1	SEC. 444. INCREASING THE ENERGY EFFICIENCY OF AIR-
2	PORTS AND MEETING CURRENT AND FUTURE
3	ELECTRICAL POWER DEMANDS.
4	(a) In General.—Section 47140 of title 49, United
5	States Code, is amended to read as follows:
6	"§ 47140. Meeting current and future electrical power
7	demand
8	"(a) In General.—The Secretary of Transportation
9	shall establish a program under which the Secretary
10	shall—
11	"(1) encourage the sponsor of each public-use
12	airport to—
13	"(A) conduct airport planning that as-
14	sesses the airport's—
15	"(i) current and future electrical
16	power requirements, including—
17	"(I) heating and cooling;
18	"(II) on-road airport vehicles, in-
19	cluding ground support equipment;
20	"(III) gate electrification; and
21	"(IV) electric aircraft charging;
22	and
23	"(ii) existing electrical infrastructure
24	condition, location and capacity, including
25	base load and backup power, to meet the

1	current and future electrical power demand
2	as identified in this subparagraph; and
3	"(B) conduct airport development to in-
4	crease energy efficiency or meet future electrical
5	power demands as identified in subparagraph
6	(A); and
7	"(2) reimburse the airport sponsor for the costs
8	incurred in conducting the assessment under para-
9	graph (1).
10	"(b) Grants.—The Secretary may make grants from
11	amounts made available under section 48103 to assist air-
12	port sponsors that have completed the assessment de-
13	scribed in subsection (a)(1)—
14	"(1) to acquire or construct equipment that will
15	increase energy efficiency at the airport; and
16	
10	"(2) to pursue an airport development project
17	"(2) to pursue an airport development project described in subsection (a)(1)(B).".
17	described in subsection (a)(1)(B).".
17 18	described in subsection (a)(1)(B).".  (b) Clerical Amendment.—The analysis for chap-
17 18 19	described in subsection (a)(1)(B).".  (b) Clerical Amendment.—The analysis for chapter 471 of title 49, United States Code, is amended by
17 18 19 20	described in subsection (a)(1)(B).".  (b) CLERICAL AMENDMENT.—The analysis for chapter 471 of title 49, United States Code, is amended by striking the item relating to section 47140 and inserting
17 18 19 20	described in subsection (a)(1)(B).".  (b) CLERICAL AMENDMENT.—The analysis for chapter 471 of title 49, United States Code, is amended by striking the item relating to section 47140 and inserting the following:
17 18 19 20 21	described in subsection (a)(1)(B).".  (b) CLERICAL AMENDMENT.—The analysis for chapter 471 of title 49, United States Code, is amended by striking the item relating to section 47140 and inserting the following:  "47140. Meeting current and future electrical power demand.".
17 18 19 20 21	described in subsection (a)(1)(B).".  (b) CLERICAL AMENDMENT.—The analysis for chapter 471 of title 49, United States Code, is amended by striking the item relating to section 47140 and inserting the following:  "47140. Meeting current and future electrical power demand.".  SEC. 445. ELECTRIC AIRCRAFT INFRASTRUCTURE PILOT

1	of public-use airports may use funds made available under
2	chapter 471 or section 48103 of title 49, United States
3	Code, for use at up to 10 airports to carry out—
4	(1) activities associated with the acquisition, by
5	purchase or lease, operation, and installation of
6	equipment to support the operations of electric air-
7	craft, including interoperable electric vehicle charg-
8	ing equipment; and
9	(2) the construction or modification of infra-
10	structure to facilitate the delivery of power or serv-
11	ices necessary for the use of electric aircraft, includ-
12	ing—
13	(A) on airport utility upgrades; and
14	(B) associated design costs.
15	(b) Eligibility.—A public-use airport is eligible for
16	participation in the pilot program under this section if the
17	Secretary finds that funds made available under sub-
18	section (a) would support—
19	(1) electric aircraft operators at such airport, or
20	using such airport; or
21	(2) electric aircraft operators planning to oper-
22	ate at such airport with an associated agreement in
23	place.

1	(c) Sunset.—The pilot program established under
2	subsection (a) shall sunset 5 years after the date of enact-
3	ment of this Act.
4	SEC. 446. CURB MANAGEMENT PRACTICES.
5	Nothing in this Act shall be construed to—
6	(1) prevent airports from engaging in curb
7	management practices, including determining and
8	assigning curb designations, regulations, and to in-
9	stall and maintain upon any of the roadways or
10	parts of roadways as many curb zones as necessary
11	to aid in the regulation, control, and inspection of
12	passenger loading and unloading; or
13	(2) prevent airports from enforcing curb zones
14	using sensor, camera, automated license plate rec-
15	ognition, and software technologies and issuing cita-
16	tions by mail to the registered owner of the vehicle.
17	Subtitle B—Passenger Facility
18	Charges
19	SEC. 461. PFC APPLICATION APPROVALS.
20	Section 40117(d) of title 49, United States Code, is
21	amended by striking paragraph (2) and inserting the fol-
22	lowing:
23	"(2) each project is an eligible airport-related
24	project;".

1	SEC. 462. PFC AUTHORIZATION PILOT PROGRAM IMPLE-
2	MENTATION.
3	Section 40117(l) of title 49, United States Code, is
4	amended—
5	(1) in the subsection heading by striking
6	"Pilot Program" and inserting "Alternative
7	Procedures"; and
8	(2) by striking paragraph (1) and inserting the
9	following:
10	"(1) In general.—In lieu of submitting an
11	application under subsection (c), an eligible agency
12	may impose a passenger facility charge in accord-
13	ance with the procedures under this subsection sub-
14	ject to the limitations of this section.".
15	Subtitle C-Noise and Environ-
16	mental Programs and Stream-
17	lining
18	SEC. 471. STREAMLINING CONSULTATION PROCESS.
19	Section 47101(h) of title 49, United States Code, is
20	amended by striking "shall" and inserting "may".
21	SEC. 472. REPEAL OF BURDENSOME EMISSIONS CREDIT RE-
22	QUIREMENTS.
23	Section 47139 of title 49, United States Code, is
24	amended—
25	(1) in subsection (a)—

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1	(A) in the matter preceding paragraph
2	(1)—
3	(i) by striking "airport sponsors re-
4	ceive" and inserting "airport sponsors may
5	receive";
6	(ii) by striking "carrying out projects"
7	and inserting "carrying out projects, in-
8	cluding projects"; and
9	(iii) by striking "conditions" and in-
10	serting "considerations"; and
11	(B) in paragraph (2)—
12	(i) by striking "airport sponsor" and
13	inserting "airport sponsor, including for an
14	airport outside of a nonattainment area,";
15	(ii) by striking "only";
16	(iii) by striking "or as offsets" and in-
17	serting ", as offsets"; and
18	(iv) by striking the period at the end
19	and inserting ", or as part of a State im-
20	plementation plan.";
21	(2) by striking subsection (b); and
22	(3) by redesignating subsection (c) as sub-
23	section (b).

1	SEC. 473. EXPEDITED ENVIRONMENTAL REVIEW AND ONE
2	FEDERAL DECISION.
3	Section 47171 of title 49, United States Code, is
4	amended—
5	(1) in subsection (a) by striking "Secretary of
6	Transportation" and inserting "Administrator of the
7	Federal Aviation Administration";
8	(2) by striking "Secretary" in each place it ap-
9	pears and inserting "Administrator";
10	(3) in subsection (a)—
11	(A) in the matter preceding paragraph
12	(1)—
13	(i) by striking "develop and"; and
14	(ii) by striking "projects at congested
15	airports" and all that follows through
16	"aviation security projects" and inserting
17	"projects, terminal development projects,
18	general aviation airport construction or im-
19	provement projects, and aviation safety
20	projects"; and
21	(B) in paragraph (1) by striking "better"
22	and inserting "streamlined".
23	(4) by striking subsection (b) and inserting the
24	following:
25	"(b) Aviation Projects Subject to a Stream-
26	LINED ENVIRONMENTAL REVIEW PROCESS.—

1	"(1) In general.—Any airport capacity en-
2	hancement project, terminal development project, or
3	general aviation airport construction or improvement
4	project shall be subject to the coordinated and expe-
5	dited environmental review process requirements set
6	forth in this section.
7	"(2) Project designation criteria.—
8	"(A) In General.—The Administrator
9	may designate an aviation safety project for pri-
10	ority environmental review. A designated
11	project shall be subject to the coordinated and
12	expedited environmental review process require-
13	ments set forth in this section.
14	"(B) Project designation criteria.—
15	The Administrator shall establish guidelines for
16	the designation of an aviation safety project or
17	aviation security project for priority environ-
18	mental review. Such guidelines shall provide for
19	consideration of—
20	"(i) the importance or urgency of the
21	project;
22	"(ii) the potential for undertaking the
23	environmental review under existing emer-
24	gency procedures under the National Envi-

1	ronmental Policy Act of 1969 (42 U.S.C.
2	4321 et seq.);
3	"(iii) the need for cooperation and
4	concurrent reviews by other Federal or
5	State agencies; and
6	"(iv) the prospect for undue delay if
7	the project is not designated for priority
8	review.";
9	(5) in subsection (c) by striking "an airport ca-
10	pacity enhancement project at a congested airport or
11	a project designated under subsection (b)(3)" and
12	inserting "a project described or designated under
13	subsection (b)";
14	(6) in subsection (d) by striking "each airport
15	capacity enhancement project at a congested airport
16	or a project designated under subsection (b)(3)" and
17	inserting "a project described or designated under
18	subsection (b)";
19	(7) in subsection (h) by striking "designated
20	under subsection (b)(3)" and all that follows
21	through "congested airports" and inserting "de-
22	scribed in subsection (b)(1)";
23	(8) in subsection (j)—
24	(A) by striking "For any" and inserting
25	the following:

1	"(1) In general.—For any"; and
2	(B) by adding at the end the following:
3	"(2) Deadline.—The Administrator shall de-
4	fine the purpose and need of a project not later than
5	45 days after receipt of a draft purpose and need
6	statement (or revision thereof that materially affects
7	a statement previously prepared or accepted by the
8	Administrator) from an airport sponsor. The Admin-
9	istrator shall provide airport sponsors with appro-
10	priate guidance to implement any applicable require-
11	ments.";
12	(9) in subsection (k)—
13	(A) by striking "an airport capacity en-
14	hancement project at a congested airport or a
15	project designated under subsection (b)(3)" and
16	inserting "a project described or designated
17	under subsection (b)";
18	(B) by striking "project shall consider"
19	and inserting the following:
20	"project shall—
21	"(1) consider";
22	(C) by striking the period at the end and
23	inserting "; and; and
24	(D) by adding at the end the following:
25	"(2) limit the comments of the agency to—

1	"(A) subject matter areas within the spe-
2	cial expertise of the agency; and
3	"(B) changes necessary to ensure the
4	agency is carrying out the obligations of that
5	agency under the National Environmental Pol-
6	icy Act of 1969 and other applicable law.";
7	(10) in subsection (l) by striking the period at
8	the end and inserting "and section 1503 of title 40,
9	Code of Federal Regulations."; and
10	(11) by striking subsection (m) and inserting
11	the following:
12	"(m) Coordination and Schedule.—
13	"(1) Coordination Plan.—
14	"(A) In general.—Not later than 90
15	days after the date of publication of a notice of
16	intent to prepare an environmental impact
17	statement or the initiation of an environmental
18	assessment, the Administrator of the Federal
19	Aviation Administration shall establish a plan
20	for coordinating public and agency participation
21	in and comment on the environmental review
22	process for a project described or designated
23	under subsection (b). The coordination plan
24	may be incorporated into a memorandum of un-
25	derstanding.

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1	"(B) Schedule.—
2	"(i) In General.—The Administra-
3	tion shall establish as part of such coordi-
4	nation plan, after consultation with and
5	the concurrence of each participating agen-
6	cy for the project and with the State in
7	which the project is located (and, if the
8	State is not the project sponsor, with the
9	project sponsor), a schedule for—
10	"(I) interim milestones and dead-
11	lines for agency activities necessary to
12	complete the environmental review;
13	and
14	"(II) completion of the environ-
15	mental review process for the project.
16	"(ii) Factors for consider-
17	ATION.—In establishing the schedule under
18	clause (i), the Administration shall con-
19	sider factors such as—
20	"(I) the responsibilities of par-
21	ticipating agencies under applicable
22	laws;
23	"(II) resources available to the
24	cooperating agencies;

1	"(III) overall size and complexity
2	of the project;
3	"(IV) the overall time required
4	by an agency to conduct an environ-
5	mental review and make decisions
6	under applicable Federal law relating
7	to a project (including the issuance or
8	denial of a permit or license) and the
9	cost of the project; and
10	"(V) the sensitivity of the natural
11	and historic resources that could be
12	affected by the project.
13	"(iii) Maximum project sched-
14	ULE.—To the maximum extent practicable
15	and consistent with applicable Federal law,
16	the Administrator shall develop, in concur-
17	rence with the project sponsor, a maximum
18	schedule for the project described or des-
19	ignated under subsection (b) that is not
20	more than 2 years for the completion of
21	the environmental review process for such
22	projects, as measured from, as applicable
23	the date of publication of a notice of intent
24	to prepare an environmental impact state-
25	ment to the record of decision.

1	"(iv) Dispute resolution.—
2	"(I) In general.—Any issue or
3	dispute that arises between the Ad-
4	ministrator and participating agencies
5	(or amongst participating agencies)
6	during the environmental review proc-
7	ess will be addressed expeditiously to
8	avoid delay.
9	"(II) RESPONSIBILITIES.—The
10	Administrator and participating agen-
11	cies shall—
12	"(aa) implement the require-
13	ments of this section consistent
14	with any dispute resolution proc-
15	ess established in an applicable
16	law, regulation, or legally binding
17	agreement to the maximum ex-
18	tent permitted by law; and
19	"(bb) seek to resolve issues
20	or disputes at the earliest pos-
21	sible time at the project level
22	through agency employees who
23	have day-to-day involvement in
24	the project.

1	"(III) ELEVATION FOR MISSED
2	MILESTONE.—If a dispute between
3	the Administrator and participating
4	agencies (or amongst participating
5	agencies) causes a milestone to be
6	missed or extended, or the Adminis-
7	trator anticipates that a permitting
8	timetable milestone will be missed or
9	will need to be extended, then the dis-
10	pute shall be elevated to an official
11	designated by the relevant agency for
12	resolution. Such elevation should take
13	place as soon as practicable after the
14	Administrator becomes aware of the
15	dispute or potential missed milestone.
16	"(IV) EXCEPTION.—Disputes
17	that do not impact the ability of an
18	agency to meet a milestone may be
19	elevated as appropriate.
20	"(V) FURTHER EVALUATION.—
21	Once a dispute has been elevated to
22	the designated official, if no resolution
23	has been reached at the end of 30
24	days after the relevant milestone date
25	or extension date, then the relevant

1	agencies shall elevate the dispute to
2	senior agency leadership for resolu-
3	tion.
4	"(C) Consistency with other time pe-
5	RIODS.—A schedule under subparagraph (B)
6	shall be consistent with any other relevant time
7	periods established under Federal law.
8	"(D) Modification.—
9	"(i) In general.—Except as pro-
10	vided in clause (ii), the Administrator may
11	lengthen or shorten a schedule established
12	under subparagraph (B) for good cause. A
13	decision by a project sponsor to change,
14	modify, expand, or reduce the scope of a
15	project may be considered as good cause
16	for lengthening or shortening of such
17	schedule as appropriate and based on the
18	nature and extent of the proposed project
19	adjustment.
20	"(ii) Limitations.—
21	"(I) LENGTHENED SCHEDULE.—
22	The Administrator may lengthen a
23	schedule under clause (i) for a cooper-
24	ating Federal agency by not more
25	than 1 year after the latest deadline

1	established for the project described
2	or designated under subsection (b) by
3	the Administration.
4	"(II) SHORTENED SCHEDULE.—
5	The Administrator may not shorten a
6	schedule under clause (i) if doing so
7	would impair the ability of a cooper-
8	ating Federal agency to conduct nec-
9	essary analyses or otherwise carry out
10	relevant obligations of the Federal
11	agency for the project.
12	"(E) Failure to meet deadline.—If a
13	cooperating Federal agency fails to meet a
14	deadline established under subparagraph
15	(D)(ii)(I)—
16	"(i) the cooperating Federal agency
17	shall, not later than 10 days after meeting
18	the deadline, submit to the Administrator
19	a report that describes the reasons why the
20	deadline was not met; and
21	"(ii) the Secretary shall—
22	"(I) submit to the Committee on
23	Transportation and Infrastructure of
24	the House of Representatives and the
25	Committee on Commerce, Science,

1	and Transportation of the Senate a
2	copy of the report under clause (i);
3	and
4	$(\Pi)$ make the report under
5	clause (i) publicly available on the
6	website of the agency.
7	"(F) DISSEMINATION.—A copy of a sched-
8	ule under subparagraph (B), and of any modi-
9	fications to the schedule, shall be—
10	"(i) provided to all participating agen-
11	cies and to the State transportation de-
12	partment of the State in which the project
13	is located (and, if the State is not the
14	project sponsor, to the project sponsor);
15	and
16	"(ii) made available to the public.
17	"(2) Comment deadlines.—The Adminis-
18	trator shall establish the following deadlines for com-
19	ment during the environmental review process for a
20	project:
21	"(A) For comments by agencies and the
22	public on a draft environmental impact state-
23	ment, a period of not more than 60 days after
24	publication in the Federal Register of notice of

1	the date of public availability of such statement,
2	unless—
3	"(i) a different deadline is established
4	by agreement of the lead agency, the
5	project sponsor, and all participating agen-
6	cies; or
7	"(ii) the deadline is extended by the
8	lead agency for good cause.
9	"(B) For all other comment periods estab-
10	lished by the lead agency for agency or public
11	comments in the environmental review process,
12	a period of no more than 30 days from avail-
13	ability of the materials on which comment is re-
14	quested, unless—
15	"(i) a different deadline is established
16	by agreement of the Administrator, the
17	project sponsor, and all participating agen-
18	cies; or
19	"(ii) the deadline is extended by the
20	lead agency for good cause.
21	"(3) Deadlines for decisions under
22	OTHER LAWS.—In any case in which a decision
23	under any Federal law relating to a project de-
24	scribed or designated under subsection (b) (including
25	the issuance or denial of a permit or license) is re-

1	quired to be made by the later of the date that is
2	180 days after the date on which the Administrator
3	made all final decisions of the lead agency with re-
4	spect to the project, or 180 days after the date on
5	which an application was submitted for the permit
6	or license, the Administrator shall submit to the
7	Committee on Transportation and Infrastructure of
8	the House of Representatives and the Committee on
9	Commerce, Science, and Transportation of the Sen-
10	ate, and publish on the website of the Administra-
11	tion—
12	"(A) as soon as practicable after the 180-
13	day period, an initial notice of the failure of the
14	Federal agency to make the decision; and
15	"(B) every 60 days thereafter until such
16	date as all decisions of the Federal agency re-
17	lating to the project have been made by the
18	Federal agency, an additional notice that de-
19	scribes the number of decisions of the Federal
20	agency that remain outstanding as of the date
21	of the additional notice.
22	"(4) Involvement of the public.—Nothing
23	in this subsection shall reduce any time period pro-
24	vided for public comment in the environmental re-

1	view process under existing Federal law, including a
2	regulation.
3	"(n) Concurrent Reviews and Single NEPA
4	DOCUMENT.—
5	"(1) Concurrent reviews.—Each partici-
6	pating agency and cooperating agency under the ex-
7	pedited and coordinated environmental review proc-
8	ess established under this section shall—
9	"(A) carry out the obligations of that
10	agency under other applicable law concurrently,
11	and in conjunction, with the review required
12	under the National Environmental Policy Act of
13	1969 (42 U.S.C. 4321 et seq.), unless doing so
14	would impair the ability of the Federal agency
15	to conduct needed analysis or otherwise carry
16	out such obligations; and
17	"(B) formulate and implement administra-
18	tive, policy, and procedural mechanisms to en-
19	able the agency to ensure completion of the en-
20	vironmental review process in a timely, coordi-
21	nated, and environmentally responsible manner.
22	"(2) Single Nepa document.—
23	"(A) In general.—Except as inconsistent
24	with subsection (a), to the maximum extent
25	practicable and consistent with Federal law, all

1	Federal permits and reviews for a project shall
2	rely on a single environment document prepared
3	under the National Environmental Policy Act of
4	1969 (42 U.S.C. 4321 et seq.) under the lead-
5	ership of the Administrator of the Federal Avia-
6	tion Administration.
7	"(B) Use of document.—
8	"(i) In general.—To the maximum
9	extent practicable, the Administrator shall
10	develop an environmental document suffi-
11	cient to satisfy the requirements for any
12	Federal approval or other Federal action
13	required for the project, including permits
14	issued by other Federal agencies.
15	"(ii) Cooperation of Partici-
16	PATING AGENCIES.—Other participating
17	agencies shall cooperate with the lead
18	agency and provide timely information to
19	help the lead agency carry out this sub-
20	paragraph.
21	"(C) Treatment as participating and
22	COOPERATING AGENCIES.—A Federal agency
23	required to make an approval or take an action
24	for a project, as described in this paragraph,
25	shall work with the Administration for the

1	project to ensure that the agency making the
2	approval or taking the action is treated as being
3	both a participating and cooperating agency for
4	the 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 those areas within the spe-
11	cial expertise 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 Administrator modifies the
20	statement in response to comments that are minor
21	and are confined to factual corrections or expla-
22	nations of why the comments do not warrant addi-
23	tional agency response, the Administrator may write
24	on errata sheets attached to the statement instead

1	of rewriting the draft statement, subject to the con-
2	dition that the errata 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 Admin-
12	istrator 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 that law.
9	"(2) IDENTIFICATION.—If the relevant agency
10	makes a determination to adopt or incorporate by
11	reference and use a planning product under para-
12	graph (1), such agency shall identify the agencies
13	that participated in the development of the planning
14	products.
15	"(3) Adoption or incorporation by ref-
16	ERENCE OF PLANNING PRODUCTS.—The relevant
17	agency 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 relevant
2	agencies decide the appropriate scope of envi-
3	ronmental review for the project; or
4	"(B) occur later in the environmental re-
5	view process, as appropriate.
6	"(5) Conditions.—The relevant agency in the
7	environmental review process may adopt or incor-
8	porate by reference a planning product under this
9	section if the relevant agency determines, with the
10	concurrence of the lead agency 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, that
14	the following conditions have been met:
15	"(A) The planning product was developed
16	through a planning process conducted pursuant
17	to applicable Federal law.
18	"(B) The planning product was developed
19	in consultation with appropriate Federal and
20	State resource agencies and Indian Tribes.
21	"(C) The planning process included broad
22	multidisciplinary consideration of systems-level
23	or corridor-wide transportation needs and po-
24	tential effects, including effects on the human
25	and natural environment.

1	"(D) The planning process included public
2	notice that the planning products produced in
3	the planning process may be adopted during
4	any subsequent environmental review process in
5	accordance with this section.
6	"(E) During the environmental review
7	process, the relevant agency has—
8	"(i) made the planning documents
9	available for public review and comment by
10	members of the general public and Fed-
11	eral, State, local, and Tribal governments
12	that may have an interest in the proposed
13	project;
14	"(ii) provided notice of the intention
15	of the relevant agency to adopt or incor-
16	porate by reference the planning product;
17	and
18	"(iii) considered any resulting com-
19	ments.
20	"(F) There is no significant new informa-
21	tion or new circumstance that has a reasonable
22	likelihood of affecting the continued validity or
23	appropriateness of the planning product or por-
24	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	$(42~\mathrm{U.S.C.}~4321~\mathrm{et}~\mathrm{seq.})$ 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 the
21	relevant agency in accordance with this subsection
22	may be—
23	"(A) incorporated directly into an environ-
24	mental review process document or other envi-
25	ronmental document; and

1	"(B) relied on and used by other Federal
2	agencies in carrying out reviews of the project.
3	"(q) REPORT ON NEPA DATA.—
4	"(1) In General.—The Administrator of the
5	Federal Aviation Administration shall carry out a
6	process to track, and annually submit to the Com-
7	mittee on Transportation and Infrastructure of the
8	House of Representatives and the Committee on
9	Commerce, Science, and Transportation of the Sen-
10	ate a report on projects described in subsection
11	(b)(1) that contains the information described in
12	paragraph (3).
13	"(2) Time to complete.—For purposes of
14	paragraph (3), the NEPA process—
15	"(A) for an environmental impact state-
16	ment—
17	"(i) begins on the date on which a no-
18	tice of intent is published in the Federal
19	Register; and
20	"(ii) ends on the date on which the
21	Administrator issues a record of decision,
22	including, if necessary, a revised record of
23	decision; and
24	"(B) for an environmental assessment—

1	"(i) begins on the date on which the
2	Administrator makes a determination to
3	prepare an environmental assessment; and
4	"(ii) ends on the date on which the
5	Administrator issues a finding of no sig-
6	nificant impact or determines that prepa-
7	ration of an environmental impact state-
8	ment is necessary.
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	Administration during the reporting period;
15	"(B) the number of proposed actions for
16	which a documented categorical exclusion was
17	applied by the Administration during the re-
18	porting 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 Administration is
23	pending;
24	"(D) the number of proposed actions for
25	which an environmental assessment was issued

1	by the Administration during the reporting pe-
2	riod;
3	"(E) the length of time the Administration
4	took to complete each environmental assessment
5	described in subparagraph (D);
6	"(F) the number of proposed actions pend-
7	ing on the date on which the report is sub-
8	mitted for which an environmental assessment
9	is being drafted by the Administration;
10	"(G) the number of proposed actions for
11	which a final environmental impact statement
12	was completed by the Administration during the
13	reporting period;
14	"(H) the length of time that the Adminis-
15	tration took to complete each environmental im-
16	pact statement described in subparagraph (G);
17	"(I) the number of proposed actions pend-
18	ing on the date on which the report is sub-
19	mitted for which an environmental impact
20	statement is being drafted; and
21	"(J) for the proposed actions reported
22	under subparagraphs (F) and (I), the percent-
23	age of those proposed actions for which—
24	"(i) project funding has been identi-
25	fied; and

1	"(ii) all other Federal, State, and
2	local activities that are required to allow
3	the proposed action to proceed are com-
4	pleted.
5	"(4) Definitions.—In this section:
6	"(A) Environmental assessment.—The
7	term 'environmental assessment' has the mean-
8	ing given the term in section 1508.1 of title 40,
9	Code of Federal Regulations (or a successor
10	regulation).
11	"(B) Environmental impact state-
12	MENT.—The term 'environmental impact state-
13	ment' means a detailed statement required
14	under section 102(2)(C) of the National Envi-
15	ronmental Policy Act of 1969 (42 U.S.C.
16	4332(2)(C)).
17	"(C) NEPA PROCESS.—The term 'NEPA
18	process' means the entirety of the development
19	and documentation of the analysis required
20	under the National Environmental Policy Act of
21	1969 (42 U.S.C. 4321 et seq.), including the
22	assessment and analysis of any impacts, alter-
23	natives, and mitigation of a proposed action,
24	and any interagency participation and public in-

1	volvement required to be carried out before the
2	Administrator undertakes a proposed action.
3	"(D) Proposed action.—The term 'pro-
4	posed action' means an action (within the
5	meaning of the National Environmental Policy
6	Act of 1969 (42 U.S.C. 4321 et seq.)) under
7	this title that the Administrator proposes to
8	carry out.
9	"(E) Reporting Period.—The term 're-
10	porting period' means the fiscal year prior to
11	the fiscal year in which a report is issued under
12	subsection (a).".
13	SEC. 474. SUBCHAPTER III DEFINITIONS.
14	Section 47175 of title 49, United States Code, is
15	amended—
16	(1) in paragraph (3)(A) by striking "and" at
17	the end and inserting "or";
18	(2) in paragraph (4)—
19	(A) in subparagraph (A) by striking "and"
20	at the end; and
21	(B) in subparagraph (B)—
22	(i) by striking "(B)"; and
23	(ii) by redesignating clauses (i) and
24	(ii) as subparagraphs (B) and (C), respec-
25	tively;

1	(3) by striking paragraph (5);	
2	(4) by redesignating paragraphs (3), (1), (4),	
3	(2), (6), and (8) as paragraphs (1), (2), (3), (4),	
4	4 (5), and (6), respectively; and	
5	(5) by adding at the end the following:	
6	"(8) TERMINAL DEVELOPMENT.—The term	
7	'terminal development' has the same meaning given	
8	such term in section 47102.".	
9	SEC. 475. PILOT PROGRAM EXTENSION.	
10	Section 190(i) of the FAA Reauthorization Act of	
11	2018 (49 U.S.C. 47104 note) is amended by striking "5	
12	years" and all that follows through the period at the end	
13	and inserting "on October 1, 2028.".	
14	SEC. 476. PART 150 NOISE STANDARDS UPDATE.	
15	(a) In General.—Not later than 1 year after the	
16	date of enactment of this Act, the Administrator of the	
17	Federal Aviation Administration shall review and revise	
18	part 150 of title 14, Code of Federal Regulations, to re-	
19	flect all relevant laws and regulations, including part 161	
20	of title 14, Code of Federal Regulations.	
21	(b) Outreach.—As part of the review conducted	
22	under subsection (a), the Administrator shall clarify exist-	
23	ing and future noise policies and standards and seek feed-	
24	back from airports, airport users, and individuals living	

1	in the vicinity of airports before implementing any changes
2	to any noise policies or standards.
3	(c) Briefing.—Not later than 90 days after the date
4	of enactment of this Act, and every 6 months thereafter,
5	the Administrator shall brief the Committee on Transpor-
6	tation and Infrastructure of the House of Representatives
7	and the Committee on Commerce, Science, and Transpor-
8	tation of the Senate regarding the review conducted under
9	subsection (a).
10	(d) Sunset.—The requirement under subsection (c)
11	shall terminate on September 30, 2028.
12	SEC. 477. REDUCING COMMUNITY AIRCRAFT NOISE EXPO-
	CLIDE
13	SURE.
13 14	In implementing or revising a flight procedure, the
14 15	In implementing or revising a flight procedure, the
14 15	In implementing or revising a flight procedure, the Administrator of the Federal Aviation Administration shall seek to take the following actions (to the extent that
14 15 16 17	In implementing or revising a flight procedure, the Administrator of the Federal Aviation Administration shall seek to take the following actions (to the extent that
14 15 16 17	In implementing or revising a flight procedure, the Administrator of the Federal Aviation Administration shall seek to take the following actions (to the extent that such actions do not negatively affect aviation safety or ef-
14 15 16 17	In implementing or revising a flight procedure, the Administrator of the Federal Aviation Administration shall seek to take the following actions (to the extent that such actions do not negatively affect aviation safety or efficiency) to reduce undesirable aircraft noise:
14 15 16 17 18	In implementing or revising a flight procedure, the Administrator of the Federal Aviation Administration shall seek to take the following actions (to the extent that such actions do not negatively affect aviation safety or efficiency) to reduce undesirable aircraft noise:  (1) Implement flight procedures that can miti-
14 15 16 17 18 19 20	In implementing or revising a flight procedure, the Administrator of the Federal Aviation Administration shall seek to take the following actions (to the extent that such actions do not negatively affect aviation safety or efficiency) to reduce undesirable aircraft noise:  (1) Implement flight procedures that can mitigate the impact of aircraft noise.
14 15 16 17 18 19 20 21	In implementing or revising a flight procedure, the Administrator of the Federal Aviation Administration shall seek to take the following actions (to the extent that such actions do not negatively affect aviation safety or efficiency) to reduce undesirable aircraft noise:  (1) Implement flight procedures that can mitigate the impact of aircraft noise.  (2) Work with airport sponsors and potentially
14 15 16 17 18 19 20 21	In implementing or revising a flight procedure, the Administrator of the Federal Aviation Administration shall seek to take the following actions (to the extent that such actions do not negatively affect aviation safety or efficiency) to reduce undesirable aircraft noise:  (1) Implement flight procedures that can mitigate the impact of aircraft noise.  (2) Work with airport sponsors and potentially impacted neighboring communities in establishing or

1	future aircraft noise complaints or impact airport	
2	operations or aviation safety.	
3	SEC. 478. CATEGORICAL EXCLUSIONS.	
4	(a) Categorical Exclusion for Projects of	
5	LIMITED FEDERAL ASSISTANCE.—An action by the Ad-	
6	ministrator of the Federal Aviation Administration to ap	
7	prove, permit, finance, or otherwise authorize any airport	
8	B project that is undertaken by the sponsor, owner, or oper-	
9	ator of a public-use airport shall be presumed to be cov	
10	ered by a categorical exclusion under Federal Aviation Ad-	
11	ministration Order 1050.1F, or any successor document,	
12	if such project—	
13	(1) receives less than \$6,000,000 (as adjusted	
14	annually by the Administrator to reflect any in-	
15	creases in the Consumer Price Index prepared by	
16	the Department of Labor) of Federal funds or funds	
17	from charges collected under section 40117 of title	
18	49, United States Code; or	
19	(2) with a total estimated cost of not more than	
20	\$35,000,000 (as adjusted annually by the Adminis-	
21	trator to reflect any increases in the Consumer Price	
22	Index prepared by the Department of Labor) and	
23	Federal funds comprising less than 15 percent of the	
24	total estimated project cost.	

1	(b) Categorical Exclusion in Emergencies.—
2	An action by the Administrator to approve, permit, fi-
3	nance, or otherwise authorize an airport project that is
4	undertaken by the sponsor, owner, or operator of a public-
5	use airport shall be presumed to be covered by a categor-
6	ical exclusion under Federal Aviation Administration
7	Order 1050.1F, or any successor document, if such project
8	is—
9	(1) for the repair or reconstruction of any air-
10	port facility, runway, taxiway, or similar structure
11	that is in operation or under construction when
12	damaged by an emergency declared by the Governor
13	of the State and concurred in by the Administrator,
14	or for a disaster or emergency declared by the Presi-
15	dent pursuant to the Robert T. Stafford Disaster
16	Relief and Emergency Assistance Act (42 U.S.C.
17	5121 et seq.);
18	(2) in the same location with the same capacity,
19	dimensions, and design as the original airport facil-
20	ity, runway, taxiway, or similar structure as before
21	the declaration described in this section; and
22	(3) commenced within a 2-year period begin-
23	ning on the date of a declaration described in this
24	section.

1	(c) Extraordinary Circumstances.—The pre-
2	sumption that an action is covered by a categorical exclu-
3	sion under subsections (a) and (b) shall not apply if the
4	Administrator determines that extraordinary cir-
5	cumstances exist with respect to such action.
6	(d) Rule of Construction.—Nothing in this sec-
7	tion shall be construed to impact any aviation safety au-
8	thority of the Administrator.
9	(e) DEFINITIONS.—In this section:
10	(1) CATEGORICAL EXCLUSION.—The term "cat-
11	egorical exclusion" has the meaning given the term
12	in section 1508.1(d) of title 40, Code of Federal
13	Regulations.
14	(2) Public-use airport; sponsor.—The
15	terms "public-use airport" and "sponsor" have the
16	meaning given such terms in section 47102 of title
17	49, United States Code.
18	SEC. 479. CRITICAL HABITAT ON OR NEAR AIRPORT PROP-
19	ERTY.
20	(a) Federal Agency Requirements.—The Ad-
21	ministrator of the Federal Aviation Administration, to the
22	maximum extent practicable, shall collaborate with the
23	heads of appropriate Federal agencies to ensure that des-
24	ignations of critical habitat, as such term is defined in

1	section 3 of the Endangered Species Act of 1973 (16
2	U.S.C. 1532), on or near airport property do not—
3	(1) result in conflicting statutory, regulatory, or
4	Federal grant assurance requirements for airports or
5	aircraft operators;
6	(2) interfere with the safe operation of aircraft;
7	or
8	(3) occur on airport-owned lands that have be-
9	come attractive habitat for a threatened or endan-
10	gered species because such lands—
11	(A) have been prepared for future develop-
12	ment;
13	(B) have been designated as noise buffer
14	land; or
15	(C) are held by the airport to prevent en-
16	croachment of uses that are incompatible with
17	airport operations.
18	(b) State Requirements.—In a State in which a
19	State agency is authorized to designate land on or near
20	airport property for the conservation of a threatened or
21	endangered species in the State, the Administrator, to the
22	maximum extent practicable, shall collaborate with the
23	State in the same manner as the Administrator collabo-
24	rates with the heads of Federal agencies under subsection
25	(a).

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1	SEC. 480. UPDATING PRESUMED TO CONFORM LIMITS.
2	Not later than 24 months after the date of enactment
3	of this Act, the Administrator of the Federal Aviation Ad-
4	ministration shall take such actions as are necessary to
5	update the Administration's list of actions that are pre-
6	sumed to conform to a State implementation plan pursu-
7	ant to section 93.153(f) of title 40, Code of Federal Regu-
8	lations, to include projects relating to the construction of
9	aircraft hangars.
10	SEC. 481. RECOMMENDATIONS ON REDUCING ROTORCRAFT
11	NOISE IN DISTRICT OF COLUMBIA.
12	(a) STUDY.—The Comptroller General of the United
13	States shall conduct a study on reducing rotorcraft noise
14	in the District of Columbia.
15	(b) Contents.—The study conducted under sub-
16	section (a) shall consider—
17	(1) the extent to which military operators con-
18	sider operating over unpopulated areas outside of
19	the District of Columbia for training missions;
20	(2) the extent to which vehicles or aircraft other
21	than conventional rotorcraft (such as unmanned air-
22	craft) could be used for emergency and law enforce-
23	ment response; and

(3) the extent to which relevant operators and

entities have assessed and addressed, as appropriate,

24

1	the noise impacts of various factors of operating
2	rotorcraft, including, at a minimum—
3	(A) altitude;
4	(B) the number of flights;
5	(C) flight paths;
6	(D) time of day of flights;
7	(E) types of aircraft;
8	(F) operating procedures; and
9	(G) pilot training.
10	(c) Report.—Not later than 1 year after the date
11	of enactment of this Act, the Comptroller General of the
12	United States shall brief the Committee on Transportation
13	and Infrastructure of the House of Representatives and
14	the Committee on Commerce, Science, and Transportation
15	of the Senate on preliminary observations with a report
16	to follow at a date agreed upon at the time of the briefing
17	containing—
18	(1) the contents of the study conducted under
19	subsection (a); and
20	(2) any recommendations for the reduction of
21	rotorcraft noise in the District of Columbia.
22	(d) Relevant Operators and Entities De-
23	FINED.—In this section, the term "relevant operators and
24	entities" means—

1	(1) the Chief of Police of the Metropolitan Po-
2	lice Department of the District of Columbia;
3	(2) any medical rotorcraft operator that rou-
4	tinely flies a rotorcraft over the District of Colum-
5	bia; and
6	(3) any other operator that routinely flies a
7	rotorcraft over the District of Columbia.
8	SEC. 482. UFP STUDY.
9	(a) In General.—Not later than 180 days after the
10	date of enactment of this Act, the Administrator of the
11	Federal Aviation Administration shall enter into an agree-
12	ment with the National Academies under which the Na-
13	tional Research Council shall carry out a study examining
14	airborne ultrafine particles and the effect of such particles
15	on human health.
16	(b) Scope of Study.—The study conducted under
17	subsection (a) shall—
18	(1) summarize the relevant literature and stud-
19	ies done on airborne UPFs worldwide;
20	(2) focus on large hub airports;
21	(3) examine airborne UFPs and their potential
22	effect on human health, including—
23	(A) characteristics of UFPs present in the
24	air;

1	(B) spatial and temporal distributions of
2	UFP concentrations;
3	(C) primary sources of UFPs;
4	(D) the contribution of aircraft and airport
5	operations to the distribution of UFP con-
6	centrations compared to other sources;
7	(E) potential health effects associated with
8	elevated UFP exposures, including outcomes re-
9	lated to cardiovascular disease, respiratory in-
10	fection and disease, degradation of
11	neurocognitive functions, and other health ef-
12	fects; and
13	(F) potential UFP exposures, especially to
14	susceptible groups;
15	(4) identify measures intended to reduce the re-
16	lease of UFPs; and
17	(5) identify information gaps related to under-
18	standing potential relationships between UFP expo-
19	sures and health effects, contributions of aviation-re-
20	lated emissions to UFP exposures, and the effective-
21	ness of mitigation measures.
22	(c) Coordination.— The Administrator may coordi-
23	nate with the heads of such other agencies that the Ad-
24	ministrator considers appropriate to provide data and
25	other assistance necessary for the study.

1	(d) Report.—Not later than 180 days after the Na-
2	tional Research Council submits of the results of the study
3	to the Administrator, the Administrator shall submit to
4	the Committee on Transportation and Infrastructure of
5	the House of Representatives and the Committee on Com-
6	merce, Science, and Transportation of the Senate a report
7	containing 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.
	SEC. 483. AVIATION AND AIRPORT COMMUNITY ENGAGE-
14	
14 15	SEC. 483. AVIATION AND AIRPORT COMMUNITY ENGAGE-
14 15 16	SEC. 483. AVIATION AND AIRPORT COMMUNITY ENGAGE- MENT.
14 15 16 17	SEC. 483. AVIATION AND AIRPORT COMMUNITY ENGAGE- MENT.  (a) ESTABLISHMENT OF TASK FORCE.—
14 15 16 17	SEC. 483. AVIATION AND AIRPORT COMMUNITY ENGAGE- MENT.  (a) ESTABLISHMENT OF TASK FORCE.—  (1) IN GENERAL.—Not later than 90 days after
114 115 116 117 118	SEC. 483. AVIATION AND AIRPORT COMMUNITY ENGAGE- MENT.  (a) ESTABLISHMENT OF TASK FORCE.—  (1) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator
114 115 116 117 118 119 220	SEC. 483. AVIATION AND AIRPORT COMMUNITY ENGAGE- MENT.  (a) ESTABLISHMENT OF TASK FORCE.—  (1) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall estab-
13 14 15 16 17 18 19 20 21	SEC. 483. AVIATION AND AIRPORT COMMUNITY ENGAGE- MENT.  (a) ESTABLISHMENT OF TASK FORCE.—  (1) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish an airport community of interest task force (in
14 15 16 17 18 19 20 21	MENT.  (a) Establishment of Task Force.—  (1) In General.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish an airport community of interest task force (in this section referred to as the "Task Force") to
14 15 16 17 18 19 20 21	MENT.  (a) ESTABLISHMENT OF TASK FORCE.—  (1) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish an airport community of interest task force (in this section referred to as the "Task Force") to evaluate and improve existing processes and mecha-

1	(A) review research on aircraft noise im-
2	pacts to identify potential actions the Adminis-
3	trator could take;
4	(B) review processes and practices of the
5	Administration for engaging communities prior
6	to or after air traffic pattern changes that im-
7	pact such communities, including with how such
8	processes and practices compare to best prac-
9	tices from organizations with expertise in grass-
10	roots community organizing and collaboration;
11	(C) assess Federal efforts to mitigate noise
12	impacts on communities, including costs and
13	benefits of such efforts;
14	(D) assess the various actions that State
15	and local government officials and community
16	planners could take when considering changes
17	to airport infrastructure, including planned air-
18	port projects or surrounding airport community
19	developments;
20	(E) identify potential improvements to
21	Federal, State, and local airport development
22	policy and planning processes to better balance
23	which communities experience negative
24	externalities as a result of airport operations;

1	(F) consider guidance to airports and air-
2	port communities to improve engagement with
3	the Administration, as recommended by the
4	document titled "Aircraft Noise: FAA Could
5	Improve Outreach Through Enhanced Noise
6	Metrics, Communication, and Support to Com-
7	munities", issued in September 2021 (GAO-
8	21–103933);
9	(G) consider mechanisms and opportunities
10	for the Administration to facilitate better ex-
11	change of helicopter noise information with op-
12	erators in communities adversely impacted by
13	helicopter noise, as recommended by the Comp-
14	troller General in the document titled "Aircraft
15	Noise: Better Information Sharing Could Im-
16	prove Responses to Washington, D.C. Area Hel-
17	icopter Noise Concerns" (GAO-21-200); and
18	(H) review air traffic controller guidance
19	on use and development of noise abatement pro-
20	cedures of the Administration to identify areas
21	for improvement or efficiency that do not ad-
22	versely impact aviation safety.
23	(3) Composition.—
24	(A) APPOINTMENT.—The Administrator
25	shall appoint the members of the Task Force.

1	(B) Chairperson.—The Task Force shall
2	be chaired by the Administrator's executive
3	level designee.
4	(C) Representation.—The Task Force
5	shall be comprised of representatives from—
6	(i) airport communities or a rep-
7	resentative organization of an airport com-
8	munity;
9	(ii) airport operators;
10	(iii) airlines;
11	(iv) experts with specific knowledge of
12	air traffic planning;
13	(v) aircraft manufacturers;
14	(vi) local government officials; and
15	(vii) such other representatives as the
16	Administrator considers appropriate.
17	(4) Compensation.—Members of the Task
18	Force shall serve without compensation.
19	(5) Nonapplicability of faca.—Chapter 10
20	of title 5, United States Code, shall not apply to the
21	Task Force established under this section.
22	(6) Consultation.—The Task Force shall, as
23	appropriate, consult with relevant experts and stake-
24	holders not listed in paragraph (3)(C) in conducting
25	the activities described in paragraph (2).

1	(7) Reports.—
2	(A) RECOMMENDATIONS.—Not later than
3	1 year after the date of the establishment of the
4	Task Force and every year thereafter through
5	fiscal year 2028, the Task Force shall provide
6	to the Committee on Transportation and Infra-
7	structure of the House of Representatives, the
8	Committee on Commerce, Science, and Trans-
9	portation of the Senate, and the Administrator
10	recommendations to improve the processes and
11	mechanisms for engaging communities impacted
12	by airport development and aviation operations.
13	(B) Briefing.—Not later than 60 days
14	after the submission of the annual rec-
15	ommendations under subparagraph (A), the Ad-
16	ministrator shall brief the committees described
17	in such subparagraph on any plans of the Ad-
18	ministration to implement the recommendations
19	of the Task Force, including explanations for
20	each of the recommendations the Administrator
21	does not intend to adopt.
22	(b) Engagement Events.—
23	(1) Annual event.—The Administrator shall
24	seek to convene at least 1 annual event in each geo-

1	graphic region of the Administration to engage with
2	aviation communities on issues of regional import.
3	(2) Purpose.—The purpose of the engagement
4	events described under paragraph (1) shall be to fos-
5	ter open and transparent communication between
6	the Federal Government and aviation-impacted com-
7	munities prior to, during, and after decision making
8	at the Federal level.
9	(3) Topics of consideration.—The topics of
10	consideration of such engagement events shall be ap-
11	proved by the Regional Administrator or the Re-
12	gional Community Engagement Officer of the appli-
13	cable region, in consultation with regional interest
14	groups. Topic areas shall be driven by local and re-
15	gional feedback and may focus on—
16	(A) noise concerns from low-flying com-
17	mercial aircraft;
18	(B) purchase and installation of aircraft
19	noise reduction measures;
20	(C) new development projects in close
21	proximity to airports and realistic noise expec-
22	tations for such projects;
23	(D) proposed airport expansion projects
24	and the potential noise implications of such
25	projects;

1	(E) the establishment of new, or changes
2	to existing, approach and departure routes and
3	the community impacts of such changes;
4	(F) upcoming events with an aviation com-
5	ponent; or
6	(G) any other topic or issue considered rel-
7	evant by an aviation-impacted community.
8	(4) Participation.—
9	(A) COORDINATION.—All events described
10	in paragraph (3) shall be convened by or in co-
11	ordination with the regional offices of the Ad-
12	ministration.
13	(B) ATTENDANCE BY REPRESENTA-
14	TIVES.—The Administrator shall ensure rep-
15	resentatives from relevant program offices of
16	the Administration are in attendance at such
17	events.
18	(C) APPROPRIATE PARTICIPATION.—The
19	Administrator shall collaborate with community
20	groups at the State, municipal, city, or local
21	government level to ensure appropriate partici-
22	pation by as many relevant parties on a given
23	issue as practicable. Such relevant parties may
24	include—
25	(i) State or local government officials;

1	(ii) local or municipal planning and
2	zoning officials;
3	(iii) neighborhood representatives;
4	(iv) aircraft operators, flight school
5	representatives, or other local aviation enti-
6	ties;
7	(v) airport operators; and
8	(vi) any other parties as appropriate.
9	(D) COORDINATION.—The Administrator
10	shall coordinate Federal participation that is
11	not under the Administration through the Fed-
12	eral Interagency Committee on Aviation Noise
13	to encourage appropriate Federal representa-
14	tion at all such events, based on the topic areas
15	of consideration.
16	SEC. 484. COMMUNITY COLLABORATION PROGRAM.
17	(a) Establishment.—Not later than 90 days after
18	the date of enactment of this Act, the Administrator of
19	the Federal Aviation Administration shall establish a
20	Community Collaboration Program (in this section re-
21	ferred to as the "Program") within the Office for Policy,
22	International Affairs, and Environment of the Administra-
23	tion.
24	(b) Staff.—The Program shall be comprised of rep-
25	resentatives from—

1	(1) the Office for Policy, International Affairs,
2	and Environment of the Administration;
3	(2) the Office of Airports of the Administration;
4	(3) the Air Traffic Organization of the Admin-
5	istration; and
6	(4) other entities as considered appropriate by
7	the Administrator.
8	(c) Responsibilities.—
9	(1) In general.—The Program shall facilitate
10	and harmonize, as appropriate, policies and proce-
11	dures carried out by the entities listed in subsection
12	(b) pertaining to community engagement relating
13	to—
14	(A) airport planning and development;
15	(B) noise and environmental policy;
16	(C) NextGen implementation;
17	(D) air traffic route changes;
18	(E) integration of new and emerging en-
19	trants; and
20	(F) other topics with respect to which com-
21	munity engagement is critical to program suc-
22	cess.
23	(2) Specified responsibilities.—The re-
24	sponsibilities of the Program lead shall include—

1	(A) the establishment of, and membership
2	selection for, the Airport Community of Interest
3	Task Force, established under section 483;
4	(B) joint execution with Federal Aviation
5	Administration Regional Administrators of re-
6	gional community engagement events, as de-
7	scribed in section 483;
8	(C) updating the internal guidance of the
9	Administration for community engagement
10	based on recommendations from such Task
11	Force and best practices of other Federal agen-
12	cies and external organizations with expertise in
13	community engagement;
14	(D) coordinating with the Air Traffic Or-
15	ganization on community engagement efforts
16	related to air traffic procedure changes to en-
17	sure that impacted communities are consulted
18	in a meaningful way;
19	(E) oversight of Regional Ombudsmen of
20	the Administration;
21	(F) oversight, streamlining, and increasing
22	the responsiveness of the noise complaint proc-
23	ess of the Administration by—

1	(i) centralizing noise complaint data
2	and improving data collection methodolo-
3	gies;
4	(ii) increasing public accessibility to
5	such Regional Ombudsmen;
6	(iii) ensuring such Regional Ombuds-
7	men are consulted in local air traffic proce-
8	dure development decisions;
9	(iv) collecting feedback from such Re-
10	gional Ombudsmen to inform national pol-
11	icymaking efforts; and
12	(v) other recommendations made by
13	the Airport Community of Interest Task
14	Force;
15	(G) timely implementation of the rec-
16	ommendations, as appropriate, made by the
17	Comptroller General of the United States to the
18	Secretary of Transportation contained in the re-
19	port titled "Aircraft Noise: FAA Could Improve
20	Outreach Through Enhanced Noise Metrics,
21	Communication, and Support to Communities",
22	issued in September 2021 (GAO $-21-103933$ )
23	to improve the outreach of the FAA to local
24	communities impacted by aircraft noise, includ-
25	ing—

1	(i) any recommendations to—
2	(I) identify appropriate supple-
3	mental metrics for assessing noise im-
4	pacts and circumstances for their use
5	to aid in the internal assessment of
6	the Administration of noise impacts
7	related to proposed flight path
8	changes;
9	(II) update guidance to incor-
10	porate additional tools to more clearly
11	convey expected impacts, such as
12	other noise metrics and visualization
13	tools; and
14	(III) improve guidance to air-
15	ports and communities on effectively
16	engaging with the Administration; and
17	(ii) any other recommendations in-
18	cluded in the report that would assist the
19	agency in improving outreach to commu-
20	nities affected by aircraft noise; and
21	(H) other responsibilities as considered ap-
22	propriate by the Administrator.
23	(d) Report.—Not later than 2 years after the Ad-
24	ministrator implements the recommendations described in
25	subsection $(c)(2)(H)$ , the Administrator shall brief the

1	Committee on Transportation and Infrastructure of the
2	House of Representatives and the Committee on Com-
3	merce, Science, and Transportation of the Senate describ-
4	ing—
5	(1) the implementation of each such rec-
6	ommendation;
7	(2) how any recommended actions are assisting
8	the Administrator in improving outreach to commu-
9	nities affected by aircraft noise and other commu-
10	nity engagement concerns; and
11	(3) any challenges or barriers that limit or pre-
12	vent the ability of the Administrator to take such ac-
13	tions.
13 14	SEC. 485. THIRD PARTY STUDY ON AVIATION NOISE
14	SEC. 485. THIRD PARTY STUDY ON AVIATION NOISE
14 15	SEC. 485. THIRD PARTY STUDY ON AVIATION NOISE METRICS.
14 15 16 17	SEC. 485. THIRD PARTY STUDY ON AVIATION NOISE  METRICS.  (a) STUDY.—Not later than 180 days after the date
14 15 16 17	SEC. 485. THIRD PARTY STUDY ON AVIATION NOISE  METRICS.  (a) STUDY.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal
14 15 16 17 18	SEC. 485. THIRD PARTY STUDY ON AVIATION NOISE  METRICS.  (a) STUDY.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall enter into an agreement
14 15 16 17 18	SEC. 485. THIRD PARTY STUDY ON AVIATION NOISE  METRICS.  (a) Study.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall enter into an agreement with the National Academies to conduct a study on avia-
14 15 16 17 18 19 20	SEC. 485. THIRD PARTY STUDY ON AVIATION NOISE  METRICS.  (a) STUDY.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall enter into an agreement with the National Academies to conduct a study on aviation noise metrics.
14 15 16 17 18 19 20 21	SEC. 485. THIRD PARTY STUDY ON AVIATION NOISE  METRICS.  (a) STUDY.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall enter into an agreement with the National Academies to conduct a study on aviation noise metrics.  (b) CONTENTS.—The study required under sub-
14 15 16 17 18 19 20 21	SEC. 485. THIRD PARTY STUDY ON AVIATION NOISE  METRICS.  (a) STUDY.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall enter into an agreement with the National Academies to conduct a study on aviation noise metrics.  (b) Contents.—The study required under subsection (a) shall include an assessment of—

1	(2) the disadvantages of the DNL noise metric
2	in effect as of the date of enactment of this Act
3	compared to other alternative models;
4	(3) any potential changes that should be made
5	to the DNL noise metric in effect as of the date of
6	enactment of this Act; and
7	(4) the data collected by the Neighborhood En-
8	vironmental Survey of the Administration using al-
9	ternative noise metrics.
10	(c) Report to Congress.—Not later than 2 years
11	after the date of enactment of this Act, the National Acad-
12	emies shall submit to the Administrator, the Committee
13	on Transportation and Infrastructure of the House of
14	Representatives, and the Committee on Commerce,
15	Science, and Transportation of the Senate a report—
16	(1) on the results of the study described in sub-
17	section (a); and
18	(2) containing recommendations regarding the
19	most appropriate metric to adequately assess the
20	public health impacts of aircraft noise.
21	SEC. 486. INFORMATION SHARING REQUIREMENT.
22	(a) In General.—Not later than 180 days after the
23	date of enactment of this Act, the Secretary of Transpor-
24	tation, acting through the Administrator of the Federal
25	Aviation Administration, shall establish a mechanism to

1	make helicopter noise complaint data accessible to the
2	Federal Aviation Administration, to helicopter operators
3	operating in the Washington, D.C. area, and to the public
4	on a website of the Administration, based on the rec-
5	ommendation of the Government Accountability Office in
6	the report published on January 7, 2021, titled "Aircraft
7	Noise: Better Information Sharing Could Improve Re-
8	sponses to Washington, D.C. Area Helicopter Noise Con-
9	cerns".
10	(b) Cooperation.—Any helicopter operator oper-
11	ating in the Washington, D.C. area shall provide heli-
12	copter noise complaint data to the Federal Aviation Ad-
13	ministration through the mechanism established under
14	subsection (a).
15	(c) Definitions.—In this section:
16	(1) Helicopter noise complaint data.—
17	The term "helicopter noise complaint data"—
18	(A) means general data relating to a com-
19	plaint made by an individual about helicopter
20	noise in the Washington, D.C. area and may in-
21	clude—
22	(i) the location and description of the
23	event that is the subject of the complaint;
24	(ii) the start and end time of such
25	event;

1	(iii) a description of the aircraft that
2	is the subject of the complaint; and
3	(iv) the airport name associated with
4	such event; and
5	(B) does not include the personally identi-
6	fiable information of the individual who sub-
7	mitted the complaint.
8	(2) Washington, D.C. Area.—The term
9	"Washington, D.C. area" means the area inside of
10	a 30-mile radius surrounding Ronald Reagan Wash-
11	ington National Airport.
12	TITLE V—AVIATION SAFETY
13	Subtitle A—General Provisions
14	SEC. 501. ZERO TOLERANCE FOR NEAR MISSES, RUNWAY
15	INCURSIONS, AND SURFACE SAFETY RISKS.
	inculsions, and suitface safe i misks.
16	(a) Policy.—
16 17	
	(a) Policy.—
17	(a) Policy.— (1) In general.—Section 47101(a) of title 49,
17 18	<ul><li>(a) Policy.—</li><li>(1) In general.—Section 47101(a) of title 49,</li><li>United States Code, is amended—</li></ul>
17 18 19	<ul> <li>(a) Policy.—</li> <li>(1) In general.—Section 47101(a) of title 49,</li> <li>United States Code, is amended—</li> <li>(A) by redesignating paragraphs (2)</li> </ul>
17 18 19 20	<ul> <li>(a) Policy.—</li> <li>(1) In general.—Section 47101(a) of title 49,</li> <li>United States Code, is amended—</li> <li>(A) by redesignating paragraphs (2)</li> <li>through (13) as paragraphs (3) through (14),</li> </ul>
17 18 19 20 21	<ul> <li>(a) Policy.—</li> <li>(1) In general.—Section 47101(a) of title 49,</li> <li>United States Code, is amended— <ul> <li>(A) by redesignating paragraphs (2)</li> <li>through (13) as paragraphs (3) through (14),</li> <li>respectively; and</li> </ul> </li> </ul>
117 118 119 220 221	<ul> <li>(a) Policy.—</li> <li>(1) In general.—Section 47101(a) of title 49,</li> <li>United States Code, is amended— <ul> <li>(A) by redesignating paragraphs (2)</li> <li>through (13) as paragraphs (3) through (14),</li> <li>respectively; and</li> <li>(B) by inserting after paragraph (1) the</li> </ul> </li> </ul>

1	"(A) improve airport surface surveillance;
2	and
3	"(B) mitigate surface safety risks that are
4	essential to ensuring the safe operation of the
5	airport and airway system;".
6	(2) Conforming Amendments.—Section
7	47101 of title 49, United States Code, is amended—
8	(A) in subsection (g) by striking "sub-
9	section (a)(5)" and inserting "subsection
10	(a)(6)"; and
11	(B) in subsection (h) by striking "sub-
12	section (a)(6)" and inserting "subsection
13	(a)(7)".
14	(3) Continuous evaluation.—In carrying
15	out section 47101(a) of title 49, United States Code,
16	as amended by this subsection, the Administrator of
17	the Federal Aviation Administration shall establish a
18	process to continuously track and evaluate ground
19	traffic and air traffic activity and related incidents
20	at airports.
21	(b) Runway Safety Council.—
22	(1) In general.—Not later than 6 months
23	after the date of enactment of this Act, the Adminis-
24	trator of the Federal Aviation Administration shall
25	establish a council, to be known as the "Runway

1	Safety Council" (in this section referred to as the
2	"Council"), to develop a systematic proactive man-
3	agement strategy to address surface safety risks.
4	(2) Duties.—The duties of the Council shall
5	include, at a minimum, advancing the development
6	of risk-based, data driven, integrated systems solu-
7	tions and strategies to enhance surface safety risk
8	mitigation.
9	(3) Membership.—
10	(A) IN GENERAL.—In establishing the
11	Council, the Administrator shall appoint at
12	least 1 member from each of the following:
13	(i) Airport operators.
14	(ii) Air carriers.
15	(iii) Aircraft operators.
16	(iv) Avionics manufacturers.
17	(v) Flight schools.
18	(vi) The certified bargaining rep-
19	resentative of aviation safety inspectors for
20	the Administration.
21	(vii) The exclusive bargaining rep-
22	resentative of the air traffic controllers cer-
23	tified under section 7111 of title 5, United
24	States Code.

1	(viii) Other safety experts the Admin-
2	istrator determines appropriate.
3	(B) Additional members.—The Admin-
4	istrator may appoint members representing any
5	other stakeholder organization that the Admin-
6	istrator determines appropriate to the Runway
7	Safety Council.
8	(c) AIRPORT SURFACE SURVEILLANCE.—
9	(1) Identification.—Not later than 180 days
10	after the date of enactment of this Act, the Adminis-
11	trator shall, in coordination with the Council, con-
12	sult with relevant stakeholders to identify tech-
13	nologies, equipment, and systems that—
14	(A) may provide airport surface surveil-
15	lance capabilities at airports lacking such capa-
16	bilities;
17	(B) may augment existing airport surface
18	surveillance systems; or
19	(C) may provide onboard situational
20	awareness to pilots.
21	(2) Criteria.—Not later than 1 year after the
22	date of enactment of this Act, the Administrator
23	shall—
24	(A) based on the information obtained pur-
25	suant to paragraph (1), identify airport surface

1	surveillance systems that meet the standards of
2	the Administration and may be able to—
3	(i) provide airport surface surveillance
4	capabilities at airports lacking such capa-
5	bilities; or
6	(ii) augment existing airport surface
7	surveillance systems; and
8	(B) establish clear and quantifiable criteria
9	relating to operational factors, including ground
10	traffic and air traffic activity and the rate of
11	runway and terminal airspace safety events (in-
12	cluding runway incursions), that determine
13	when the installation and deployment of an air-
14	port surface surveillance system, or other run-
15	way safety system (including runway status
16	lights), at an airport is required.
17	(3) Deployment.—Not later than 5 years
18	after the date of enactment of this Act, the Adminis-
19	trator shall ensure that airport surface surveillance
20	systems are deployed and operational at—
21	(A) all airports described in paragraph
22	(2)(A); and
23	(B) all medium and large hub airports.
24	(4) Report.—Not later than 4 years after the
25	date of enactment of this Act, the Administrator

1	shall brief the Committee on Transportation and In-
2	frastructure of the House of Representatives and the
3	Committee on Commerce, Science, and Transpor-
4	tation of the Senate on the progress of the deploy-
5	ment described in paragraph (3).
6	(d) Foreign Object Debris Detection.—
7	(1) In general.—Not later than 3 years after
8	the date of enactment of this Act, the Administrator
9	shall assess, in coordination with the Council, auto-
10	mated foreign object debris monitoring and detection
11	systems at not less than 3 airports that are using
12	such systems.
13	(2) Considerations.—In conducting the as-
14	sessment under paragraph (1), the Administrator
15	shall consider the following:
16	(A) The categorization of an airport.
17	(B) The potential frequency of foreign ob-
18	ject debris incidents on airport runways or ad-
19	jacent ramp areas.
20	(C) The availability of funding for the in-
21	stallation and maintenance of foreign object de-
22	bris monitoring and detection systems.
23	(D) The impact of such systems on the air-
24	field operations of an airport.

1	(E) The effectiveness of available foreign
2	object debris monitoring and detection systems.
3	(F) Any other factors relevant to assessing
4	the return on investment of foreign object de-
5	bris monitoring and detection systems.
6	(3) Consultation.—In carrying out this sub-
7	section, the Administrator and the Council shall con-
8	sult with manufacturers and suppliers of foreign ob-
9	ject debris detection technology and any other rel-
10	evant stakeholders.
11	(e) Runway Safety Study.—
12	(1) In general.—Not later than 2 years after
13	the date of enactment of this Act, the Administrator
14	shall seek to enter into an agreement with a feder-
15	ally funded research and development center to con-
16	duct a study of runway incursions, surface incidents,
17	operational errors, or losses of standard separation
18	of aircraft in the approach or departure phase of
19	flight to determine how advanced technologies and
20	future airport development projects may be able to
21	reduce the frequency of such events and enhance
22	aviation safety.
23	(2) Considerations.—In conducting the study
24	under paragraph (1), the federally funded research
25	and development center shall—

1	(A) examine data relating to recurring
2	runway incursions, surface incidents, oper-
3	ational errors, or losses of standard separation
4	of aircraft in the approach or departure phase
5	of flight at airports to identify the underlying
6	factors that caused such events;
7	(B) assess metrics used to identify when
8	such events are increasing at an airport;
9	(C) assess available and developmental
10	technologies, including and beyond such tech-
11	nologies considered in subsection (c), that may
12	augment existing air traffic management capa-
13	bilities of surface surveillance and terminal air-
14	space equipment;
15	(D) consider growth trends in airport size,
16	staffing and communication complexities to
17	identify—
18	(i) future gaps in information ex-
19	change between aerospace stakeholders;
20	and
21	(ii) methods for meeting future near
22	real-time information sharing needs; and
23	(E) examine airfield safety training pro-
24	grams used by airport tenants and other stake-
25	holders operating on airfields of airports, in-

1	cluding airfield familiarization training pro-
2	grams for employees, to assess scalability to
3	handle future growth in airfield capacity and
4	traffic.
5	(3) RECOMMENDATIONS.—In conducting the
6	study required by paragraph (1), the federally fund-
7	ed research and development center shall develop
8	recommendations for the strategic planning efforts
9	of the Administration to appropriately maintain sur-
10	face safety considering future increases in air traffic
11	and based on the considerations described in para-
12	graph (2).
13	(4) Report to congress.—Not later than 90
14	days after the completion of the study required by
15	paragraph (1), the Administrator shall submit to the
16	Committee on Transportation and Infrastructure of
17	the House of Representatives and the Committee on
18	Commerce, Science, and Transportation of the Sen-
19	ate a report on the findings of such study and any
20	recommendations developed under paragraph (3).
21	(f) AIRPORT SURFACE DETECTION AND SURVEIL-
22	LANCE SYSTEM DEFINED.—In this section, the term "air-
23	port surface detection and surveillance system" means an
24	airport surveillance system that is—

1	(1) designed to track surface movement of air-
2	craft and vehicles; and
3	(2) capable of alerting air traffic controllers or
4	flight crew members of a possible runway incursion,
5	misaligned approach, or other safety event.
6	SEC. 502. GLOBAL AVIATION SAFETY.
7	(a) In General.—Section 40104(d) of title 49,
8	United States Code, (as redesignated by section 325) is
9	amended—
10	(1) in the subsection heading by inserting "AND
11	Assistance" after "International Role";
12	(2) in paragraph (1) by striking "The Adminis-
13	trator" and inserting "In carrying out subsection
14	(a), the Administrator';
15	(3) by redesignating paragraph (2) as para-
16	graph (4); and
17	(4) by inserting after paragraph (1) the fol-
18	lowing:
19	"(2) International presence.—The Admin-
20	istrator shall maintain an international presence
21	to—
22	"(A) assist foreign civil aviation authorities
23	in—
24	"(i) establishing robust aviation over-
25	sight practices and policies;

1	"(ii) training staff, to include inspec-
2	tors and accident investigators;
3	"(iii) harmonizing international avia-
4	tion standards for air traffic management,
5	operator certification, aircraft certification,
6	airports, and certificated or credentialed
7	individuals;
8	"(iv) validating and accepting foreign
9	aircraft design and production approvals;
10	"(v) maintaining appropriate levels of
11	air navigation services;
12	"(vi) preparing for new aviation tech-
13	nologies; and
14	"(vii) appropriately adopting con-
15	tinuing airworthiness information, such as
16	airworthiness directives;
17	"(B) encourage the adoption of United
18	States standards, regulations, and policies;
19	"(C) establish, maintain, and update bilat-
20	eral or multilateral aviation safety agreements
21	and the aviation safety information contained
22	within such agreements;
23	"(D) engage in bilateral and multilateral
24	discussions and provide technical assistance as
25	described in paragraph (5);

1	"(E) validate foreign aviation products and
2	ensure reciprocal validation of products for
3	which the United States is the state of design
4	or production;
5	"(F) support accident and incident inves-
6	tigations, particularly such investigations that
7	involve United States persons and certified
8	products and such investigations where the Na-
9	tional Transportation Safety Board is sup-
10	porting an investigation pursuant to annex 13
11	of the International Civil Aviation Organization;
12	"(G) support the international activities of
13	the United States aviation sector;
14	"(H) maintain valuable relationships with
15	entities with aviation equities, including civil
16	aviation authorities, other governmental bodies,
17	non-governmental organizations, and foreign
18	manufacturers; and
19	"(I) perform other activities as determined
20	necessary by the Administrator.".
21	(b) REVIEW OF INTERNATIONAL FIELD OFFICES.—
22	Section 40104(d) of title 49, United States Code, (as re-
23	designated by section 325) is further amended by inserting
24	after paragraph (2) the following:

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1	"(3) International offices.—In carrying
2	out the responsibilities described in subsection (a),
3	the Administrator shall—
4	"(A) maintain international offices of the
5	Administration;
6	"(B) every 3 years, review existing inter-
7	national offices to determine—
8	"(i) the effectiveness of such offices in
9	fulfilling the mission described in para-
10	graph (2); and
11	"(ii) the adequacy of resources and
12	staffing to achieve the mission described in
13	paragraph (2);
14	"(C) establish offices to address gaps iden-
15	tified by the review under subparagraph (B)
16	and in furtherance of the mission described in
17	paragraph (2), putting an emphasis on estab-
18	lishing such offices—
19	"(i) where international civil aviation
20	authorities are located;
21	"(ii) where regional intergovernmental
22	organizations are located;
23	"(iii) in countries that have difficulty
24	maintaining a category 1 classification

1	through the International Aviation Safety
2	Assessment program; and
3	"(iv) in regions that have experienced
4	substantial growth in aviation operations
5	or manufacturing.".
6	(c) Bilateral Aviation Safety Agreements.—
7	(1) Establishment.—Section 40104(d) of
8	title 49, United States Code, (as redesignated by
9	section 325) is further amended by inserting after
10	paragraph (4) the following:
11	"(5) Bilateral aviation safety agree-
12	MENTS.—
13	"(A) In General.—The Administrator
14	shall negotiate, enter into, promote, enforce,
15	evaluate the effectiveness of, and seek to update
16	bilateral or multilateral aviation safety agree-
17	ments, and the parts of such agreements, with
18	international aviation authorities.
19	"(B) Purpose.—The Administrator shall
20	seek to enter into bilateral aviation safety
21	agreements under this section to, at a min-
22	imum—
23	"(i) improve global aviation safety;
24	"(ii) increase harmonization of, and
25	reduce duplicative, requirements, processes,

1	and approvals to advance the aviation in-
2	terests of the United States;
3	"(iii) ensure access to international
4	markets for operators, service providers,
5	and manufacturers from the United States;
6	and
7	"(iv) put in place procedures for re-
8	course when a party to such agreements
9	fails to meet the obligations of such party
10	under such agreements.
11	"(C) Scope.—The scope of a bilateral
12	aviation safety agreement entered into under
13	this section shall, as appropriate, cover existing
14	aviation users and concepts and establish a
15	process by which bilateral aviation safety agree-
16	ments can be updated to include new and novel
17	concepts on an ongoing basis.
18	"(D) Contents.—Bilateral aviation safety
19	agreements entered into under this section
20	shall, as appropriate and consistent with United
21	States law and regulation, include topics such
22	as—
23	"(i) airworthiness, certification, and
24	validation;
25	"(ii) maintenance;

1	"(iii) operations and pilot training;
2	"(iv) airspace access, efficiencies, and
3	navigation services;
4	"(v) transport category aircraft;
5	"(vi) fixed-wing aircraft, rotorcraft,
6	and powered-lift aircraft;
7	"(vii) aerodrome certification;
8	"(viii) unmanned aircraft and associ-
9	ated elements of such aircraft;
10	"(ix) flight simulation training de-
11	vices;
12	"(x) new or emerging technologies and
13	technology trends; and
14	"(xi) other topics as determined ap-
15	propriate by the Administrator.
16	"(E) Rule of construction.—Bilateral
17	or multilateral aviation safety agreements en-
18	tered into under this subsection shall not be
19	construed to diminish or alter any authority of
20	the Administrator under any other provision of
21	law.".
22	(2) Audit of validation activities under
23	BILATERAL AVIATION SAFETY AGREEMENTS.—
24	(A) IN GENERAL.—Not later than 2 years
25	after the date of enactment of this Act, the in-

1	spector general of the Department of Transpor-
2	tation shall initiate an audit of bilateral compli-
3	ance with respect to the validation of aircraft
4	and aircraft parts as set forth in bilateral or
5	multilateral aviation safety agreements between
6	the Federal Aviation Administration and the
7	civil aviation authorities of—
8	(i) the European Union;
9	(ii) Canada;
10	(iii) Brazil;
11	(iv) China;
12	(v) the United Kingdom; and
13	(vi) any other country as determined
14	by the inspector general.
15	(B) REVIEW CONTENTS.—As part of the
16	review required under this subsection, the in-
17	spector general shall evaluate the performance
18	of validation programs by assessing—
19	(i) validation timelines and milestones
20	for individual projects;
21	(ii) trends relating to the repeated use
22	of nonbasic criteria to review systems and
23	methods of compliance that have been vali-
24	dated previously in similar contexts:

1	(iii) the extent to which implementa-
2	tion tools such as validation workplans and
3	safety emphasis items have addressed vali-
4	dation issues;
5	(iv) the perspective of Administration
6	employees;
7	(v) the perspective of employees of
8	other civil aviation authorities, who wish to
9	provide such perspective, on the validation
10	of products certified in the United States
11	and the validation of products by the
12	United States of products certified abroad;
13	and
14	(vi) the perspective of domestic and
15	foreign industry applicants seeking valida-
16	tion of aircraft and aircraft parts.
17	(C) REPORT AND RECOMMENDATIONS.—
18	Not later than 14 months after beginning the
19	audit under paragraph (1), the Comptroller
20	General shall provide to the Administrator of
21	the Federal Aviation Administration, the Com-
22	mittee on Transportation and Infrastructure of
23	the House of Representatives and the Com-
24	mittee on Commerce, Science, and Transpor-
25	tation of the Senate a report summarizing the

1	findings of the audit and any recommendations
2	to increase compliance and improve the valida-
3	tion timeframes of aircraft and aircraft parts.
4	(d) International Engagement Strategy.—
5	Section 40104(d) of title 49, United States Code, (as re-
6	designated by section 325) is further amended by inserting
7	after paragraph (5) the following:
8	"(6) Strategic Plan.—The Administrator
9	shall maintain a strategic plan for the international
10	engagement of the Administration that includes—
11	"(A) all elements of the report required in
12	section 243(b)(1) of the FAA Reauthorization
13	Act of 2018 (49 U.S.C. 44701 note);
14	"(B) measures to fulfill the mission de-
15	scribed in paragraph (2);
16	"(C) initiatives to attain greater expertise
17	among employees of the Federal Aviation Ad-
18	ministration in issues related to dispute resolu-
19	tion, intellectual property, and expert control
20	laws;
21	"(D) policy regarding the future direction
22	and strategy of the United States engagement
23	with the International Civil Aviation Organiza-
24	tion;

1	"(E) procedures for acceptance of manda-
2	tory airworthiness information, such as air-
3	worthiness directives, and other safety-related
4	regulatory documents, including procedures to
5	implement the requirements of section
6	44701(e)(5);
7	"(F) all factors, including funding and
8	resourcing, necessary for the Administration to
9	maintain leadership in the global activities re-
10	lated to aviation safety and air transportation;
11	and
12	"(G) establishment of, and a process to
13	regularly track and update, metrics to measure
14	the effectiveness of, and foreign civil aviation
15	authority compliance with, bilateral aviation
16	safety agreements.".
17	SEC. 503. AVAILABILITY OF PERSONNEL FOR INSPECTIONS,
18	SITE VISITS, AND TRAINING.
19	Section 40104 of title 49, United States Code, is fur-
20	ther amended by adding at the end the following:
21	"(f) Travel.—The Administrator and the Secretary
22	of Transportation shall, in carrying out the responsibilities
23	described in subsection (a), delegate to the appropriate su-
24	pervisors of offices of the Administration the ability to au-
25	thorize the domestic and international travel of relevant

1	personnel who are not in the Federal Aviation Administra-
2	tion Executive System, without any additional approvals
3	required, for the purposes of—
4	"(1) promoting aviation safety, aircraft oper-
5	ations, air traffic, airport, unmanned aircraft sys-
6	tems, and other aviation standards and regulations
7	adopted by the United States;
8	"(2) facilitating the adoption of United States
9	approaches on standards and recommended practices
10	at the International Civil Aviation Organization;
11	"(3) promoting environmental standards adopt-
12	ed by the United States and standards promulgated
13	under section 44714;
14	"(4) supporting the acceptance of Administra-
15	tion design and production approvals by other civil
16	aviation authorities;
17	"(5) training Administration personnel and
18	training provided to other persons;
19	"(6) engaging with regulated entities, including
20	performing site visits;
21	"(7) activities associated with subsections (c)
22	through (f) of this section; and
23	"(8) other activities as determined by the Ad-
24	ministrator.".

1	SEC. 504. HELICOPTER AIR AMBULANCE OPERATIONS.
2	(a) OUTDATED AIR AMBULANCE RULEMAKING RE-
3	QUIREMENT.—Section 44730 of title 49, United States
4	Code, is amended—
5	(1) in subsection (a)(1) by striking "not later
6	than 180 days after the date of enactment of this
7	section,";
8	(2) in subsection (c) by striking "address the
9	following" and inserting "consider, or address
10	through other means, the following";
11	(3) in subsection (d) by striking "provide for
12	the following" and inserting "consider, or address
13	through other means, the following"; and
14	(4) in subsection (e)—
15	(A) in the heading by striking "Subse-
16	QUENT RULEMAKING" and inserting "Subse-
17	QUENT ACTIONS";
18	(B) in paragraph (1) by striking "shall
19	conduct a follow-on rulemaking to address the
20	following:" and inserting "shall address through
21	a follow-on rulemaking, or through such other
22	means that the Administrator considers appro-
23	priate, the following:";
24	(C) by striking paragraph (2); and
25	(D) by redesignating paragraph (3) as
26	paragraph (2).

1	(b) Safety Management Systems Briefing.—
2	Not later than 180 days after the date of enactment of
3	this Act, the Administrator of the Federal Aviation Ad-
4	ministration shall brief the Committee on Transportation
5	and Infrastructure of the House of Representatives and
6	the Committee on Commerce, Science, and Transportation
7	of the Senate on how the proposed rule published on Janu-
8	ary, 11, 2023, titled "Safety Management System" (88
9	Fed. Reg. 1932) will—
10	(1) improve helicopter air ambulance operations
11	and piloting; and
12	(2) consider the use of safety equipment by
13	flight crew and medical personnel on a helicopter
14	conducting an air ambulance operation.
15	(e) Improvement of Publication of Helicopter
16	AIR AMBULANCE OPERATIONS DATA.—Section 44731 of
17	title 49, United States Code, is amended—
18	(1) by striking subsection (d);
19	(2) in subsection (e)—
20	(A) in paragraph (1) by striking "and" at
21	the end; and
22	(B) by striking paragraph (2) and insert-
23	ing the following:
24	"(2) make publicly available, in part or in
25	whole, on the website of the Federal Aviation Ad-

1	ministration website, the database developed pursu-
2	ant to subsection (e); and
3	"(3) analyze the data submitted under sub-
4	section (a) periodically and use such data to inform
5	efforts to improve the safety of helicopter air ambu-
6	lance operations."; and
7	(3) by redesignating subsections (e) and (f) as
8	subsections (d) and (e), respectively.
9	SEC. 505. GLOBAL AIRCRAFT MAINTENANCE SAFETY IM-
10	PROVEMENTS.
11	(a) FAA OVERSIGHT OF REPAIR STATIONS LOCATED
12	OUTSIDE THE UNITED STATES.—
13	(1) In general.—Section 44733 of title 49,
14	United States Code, is amended—
15	(A) in the heading by striking "Inspec-
16	tion" and inserting "Oversight";
17	(B) in subsection (a) by striking "Not
18	later than 1 year after the date of enactment of
19	this section, the" and inserting "The";
20	(C) in subsection (e)—
21	(i) by inserting ", without prior notice
22	to such repair stations," after "annually";
23	(ii) by inserting "and the applicable
24	laws of the country in which the repair sta-

1	tion is located" after "international agree-
2	ments"; and
3	(iii) by striking the last sentence and
4	inserting "The Administrator may carry
5	out announced or unannounced inspections
6	in addition to the annual unannounced in-
7	spection required under this subsection
8	based on identified risks and in a manner
9	consistent with United States obligations
10	under international agreements and the
11	applicable laws of the country in which the
12	part 145 repair station is located.";
13	(D) by redesignating subsection (g) as sub-
14	section (j); and
15	(E) by inserting after subsection (f) the
16	following:
17	"(g) Data Analysis.—
18	"(1) In general.—Each fiscal year in which a
19	part 121 air carrier has had heavy maintenance
20	work performed on an aircraft owned or operated by
21	such carrier, such carrier shall provide to the Ad-
22	ministrator, not later than the end of the following
23	fiscal year, a report containing the information de-
24	scribed in paragraph (2).

1	"(2) Information required.—A report under
2	paragraph (1) shall contain the following:
3	"(A) The location where any heavy mainte-
4	nance work on aircraft was performed outside
5	the United States.
6	"(B) A description of the work performed
7	at each such location.
8	"(C) The date of completion of the work
9	performed at each such location.
10	"(D) A list of all failures, malfunctions, or
11	defects affecting the safe operation of such air-
12	craft identified by the air carrier not later than
13	30 days after the date on which an aircraft is
14	returned to service, organized by reference to
15	aircraft registration number, that—
16	"(i) requires corrective action after
17	the aircraft is approved for return to serv-
18	ice; and
19	"(ii) results from such work per-
20	formed on such aircraft.
21	"(E) The certificate number of the person
22	approving such aircraft or on-wing aircraft en-
23	gine, for return to service following completion
24	of the work performed at each such location.
25	"(3) Analysis.—The Administrator shall—

1	"(A) analyze information provided under
2	this subsection and sections 121.703, 121.705,
3	121.707, and 145.221 of title 14, Code of Fed-
4	eral Regulations, or any successor provisions of
5	such title, to detect safety issues associated
6	with heavy maintenance work on aircraft per-
7	formed outside the United States; and
8	"(B) require appropriate actions by an air
9	carrier or repair station in response to any safe-
10	ty issue identified by the analysis conducted
11	under subparagraph (A).
12	"(4) Confidentiality.—Information provided
13	under this subsection shall be subject to the same
14	protections given to voluntarily provided safety or
15	security related information under section 40123.
16	"(h) Applications and Prohibition.—
17	"(1) In general.—The Administrator may not
18	approve any new application under part 145 of title
19	14, Code of Federal Regulations, from a person lo-
20	cated or headquartered in a country that the Admin-
21	istration, through the International Aviation Safety
22	Assessment program, has classified as Category 2.
23	"(2) Exception.—Paragraph (1) shall not
24	apply to an application for the renewal of a certifi-

1	cate issued under part 145 of title 14, Code of Fed-
2	eral Regulations.
3	"(3) Maintenance implementation proce-
4	DURES AGREEMENT.—The Administrator may elect
5	not to enter into a new maintenance implementation
6	procedures agreement with a country classified as
7	Category 2, for as long as the country remains clas-
8	sified as Category 2.
9	"(3) Prohibition on continued heavy
10	MAINTENANCE WORK.—No part 121 air carrier may
11	enter into a new contract for heavy maintenance
12	work with a person located or headquartered in a
13	country that the Administrator, through the Inter-
14	national Aviation Safety Assessment program, has
15	classified as Category 2, for as long as such country
16	remains classified as Category 2.
17	"(i) MINIMUM QUALIFICATIONS FOR MECHANICS
18	AND OTHERS WORKING ON U.S. REGISTERED AIR-
19	CRAFT.—
20	"(1) IN GENERAL.—Not later than 2 years
21	after the date of enactment of this subsection, the
22	Administrator shall require that, at each covered re-
23	pair station—
24	"(A) all supervisory personnel of such sta-
25	tion are appropriately certificated as a me-

1	chanic or repairman under part 65 of title 14,
2	Code of Federal Regulations, or under an
3	equivalent certification or licensing regime, as
4	determined by the Administrator; and
5	"(B) all personnel of such station author-
6	ized to approve an article for return to service
7	are appropriately certificated as a mechanic or
8	repairman under part 65 of such title, or under
9	an equivalent certification or licensing regime,
10	as determined by the Administrator.
11	"(2) Available for consultation.—Not
12	later than 2 years after the date of enactment of
13	this subsection, the Administrator shall require any
14	individual who is responsible for approving an article
15	for return to service or who is directly in charge of
16	heavy maintenance work performed on aircraft oper-
17	ated by a part 121 air carrier be available for con-
18	sultation while work is being performed at a covered
19	repair station.".
20	(2) Definitions.—
21	(A) In General.—Section 44733(j) of
22	title 49, United States Code (as redesignated by
23	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) International Standards for Safety Over-
25	SIGHT OF EXTRATERRITORIAL REPAIR STATIONS.—

1	(1) Establishment.—Not later than 1 year
2	after the date of enactment of this Act, the Adminis-
3	trator of the Federal Aviation Administration shall
4	invite other civil aviation authorities to convene with
5	the Administration an extraterritorial repair station
6	working group (hereinafter referred to as the
7	"Working Group") to conduct a review of the certifi-
8	cation and oversight of extraterritorial repair sta-
9	tions and to identify any future enhancements or
10	harmonization that might be appropriate to
11	strengthen oversight of such repair stations and im-
12	prove global aviation safety.
13	(2) Composition of working group.—The
14	Working Group shall consist of—
15	(A) technical representatives from the
16	FAA; and
17	(B) such other civil aviation authorities or
18	international intergovernmental aviation safety
19	organizations as the Administrator determines
20	appropriate and are willing to participate, in-
21	cluding—
22	(i) civil aviation authorities respon-
23	sible for certificating extraterritorial repair
24	stations; and

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1	(ii) civil aviation authorities of coun-
2	tries in which extraterritorial repair sta-
3	tions are located.
4	(3) Consultation.—In conducting the review
5	under this section, the Working Group shall, as ap-
6	propriate, consult with relevant experts and stake-
7	holders.
8	(4) RECOMMENDATIONS.—The Working Group
9	shall make recommendations with respect to any fu-
10	ture enhancements that might be appropriate to—
11	(A) strengthen oversight of extraterritorial
12	repair stations; and
13	(B) better leverage the resources of other
14	civil aviation authorities to conduct such over-
15	sight.
16	(5) Reports.—
17	(A) Repair station working group re-
18	PORT.—In establishing the Working Group, the
19	Administrator shall task the Working Group
20	with submitting to the participating civil avia-
21	tion authorities a report containing the findings
22	of the recommendations made under paragraph
23	(4).
24	(B) FAA REPORT.—

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1	(i) Transmission of Repair Sta-
2	TION WORKING GROUP REPORT.—The Ad-
3	ministrator shall submit to the Committee
4	on Transportation and Infrastructure of
5	the House of Representatives, and the
6	Committee on Commerce, Science, and
7	Transportation of the Senate a copy of the
8	report required under subparagraph (A) as
9	soon as is practicable after the receipt of
10	such report.
11	(ii) FAA BRIEFING TO CONGRESS.—
12	Not later than 45 days after receipt of the
13	report under paragraph (1), the Adminis-
14	trator shall brief the Committee on Trans-
15	portation and Infrastructure of the House
16	of Representatives and the Committee on
17	Commerce, Science, and Transportation of
18	the Senate on—
19	(I) whether the Administrator
20	concurs or does not concur with each
21	recommendation contained in the re-
22	port required under subparagraph
23	(A);
24	(II) any recommendation with
25	which the Administrator does not con-

1	cur, a detailed explanation as to why
2	the Administrator does not concur;
3	(III) a plan to implement each
4	recommendation with which the Ad-
5	ministrator concurs; and
6	(IV) a plan to work with the
7	international community to implement
8	the recommendations applicable to
9	both the FAA as well as other civil
10	aviation authorities.
11	(6) Termination.—The Working Group shall
12	terminate 90 days after the date of submission of
13	the report under paragraph (5)(A), unless the Ad-
14	ministrator or another participant of the Working
15	Group requests for an extension of the Working
16	Group in order to inform the implementation and
17	harmonization of any recommendation applicable to
18	multiple civil aviation authorities.
19	(7) Definition of extraterritorial repair
20	STATION.—In this subsection, the term
21	"extraterritorial repair station" means a repair sta-
22	tion that performs heavy maintenance work on an
23	aircraft (including on-wing engines) and that is lo-
24	cated outside of the territory of the country of the

1	civil aviation authority which certificated the repair
2	station.
3	(e) Alcohol and Drug Testing and Back-
4	GROUND CHECKS.—
5	(1) In general.—Not later than 2 years after
6	the date of enactment of this Act, and annually
7	thereafter, the Administrator shall submit to the
8	Committee on Transportation and Infrastructure of
9	the House of Representatives and the Committee on
10	Commerce, Science, and Transportation of the Sen-
11	ate a report updating Congress on the progress and
12	challenges involved with carrying out the require-
13	ments of subsection (b) of section 2112 of the FAA
14	Extension, Safety, and Security Act of 2016 (49
15	U.S.C. 44733).
16	(2) Sunset.—The reporting requirement under
17	paragraph (1) shall cease to be effective after a final
18	rule carrying out the requirements of such sub-
19	section (b) has been published in the Federal Reg-
20	ister.
21	(3) Rulemaking on assessment require-
22	MENT.—With respect to any employee not covered
23	under the requirements of section 1554.101 of title
24	49, Code of Federal Regulations, the Administrator
25	shall initiate a rulemaking or request the head of an-

1	other Federal agency to initiate a rulemaking that
2	requires a covered repair station to confirm that any
3	such employee has successfully completed an assess-
4	ment commensurate with a security threat assess-
5	ment described in subpart C of part 1540 of such
6	title.
7	(d) Definitions.—In this section:
8	(1) FAA.—The term "FAA" means the Fed-
9	eral Aviation Administration.
10	(2) Administrator.—The term "Adminis-
11	trator" means the Administrator of the FAA.
12	(3) Covered Repair Station; Heavy Mainte-
13	NANCE WORK.—The terms "covered repair station"
14	and "heavy maintenance work" have the meaning
15	given those terms in section 44733(j) of title 49,
16	United States Code.
17	SEC. 506. ODA BEST PRACTICE SHARING.
18	Section 44736(b) of title 49, United States Code, is
19	amended—
20	(1) in paragraph (1) by striking "Not later
21	than 120 days after the date of enactment of this
22	section, the" and insert "The"; and
23	(2) in paragraph (3)—
24	(A) in subparagraph (E) by striking "and"
25	at the end;

1	(B) in subparagraph (F) by striking the
2	period and inserting "; and"; and
3	(C) by adding at the end the following:
4	"(G) convene a forum not less than every
5	2 years between ODA holders, unit members,
6	and other organizational representatives and
7	relevant experts, in order to—
8	"(i) share best practices;
9	"(ii) instill professionalism, ethics,
10	and personal responsibilities in unit mem-
11	bers; and
12	"(iii) foster open and transparent
13	communication between Administration
14	safety specialists, ODA holders, and unit
15	members.".
16	SEC. 507. TRAINING OF ORGANIZATION DELEGATION AU-
17	THORITY UNIT MEMBERS.
18	(a) Unit Member Annual Ethics Training.—
19	Section 44736 of title 49, United States Code, is further
20	amended by adding at the end the following:
21	"(g) Ethics Training Requirement for ODA
22	Holders.—
23	"(1) IN GENERAL.—Not later than 1 year after
24	the date of enactment of this subsection, the Admin-
25	istrator of the Federal Aviation Administration shall

1	review and ensure each ODA holder approved under
2	section 44741 has in effect a recurrent training pro-
3	gram for all ODA unit members that covers—
4	"(A) unit member professional obligations
5	and responsibilities;
6	"(B) the ODA holder's code of ethics as
7	required to be established under section 102(f)
8	of the Aircraft Certification, Safety, and Ac-
9	countability Act (49 U.S.C. 44701 note);
10	"(C) procedures for reporting safety con-
11	cerns, as described in the respective approved
12	procedures manual for the delegation;
13	"(D) the prohibition against and reporting
14	procedures for interference from a supervisor or
15	other ODA member described in section 44742;
16	and
17	"(E) any additional information the Ad-
18	ministrator considers relevant to maintaining
19	ethical and professional standards across all
20	ODA holders and unit members.
21	"(2) FAA REVIEW.—
22	"(A) REVIEW OF TRAINING PROGRAM.—
23	The Organization Designation Authorization
24	Office of the Administration shall review each
25	ODA holders' recurrent training program to en-

1	sure such program includes all elements de-
2	scribed in paragraph (1).
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 required under paragraph (1), not later
10	than 60 business days after being designated as an
11	ODA unit member, and annually thereafter, each
12	ODA unit member shall complete the ethics training
13	required by the ODA holder of the respective ODA
14	unit member in order to exercise the functions dele-
15	gated 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 30 days after the

1	training program is approved by the Administrator of the
2	Federal Aviation Administration pursuant to such section.
3	SEC. 508. 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, implementation, and use of a safety manage-
16	ment system, including a system required by regula-
17	tion, that is acceptable to the Administrator."; 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. 509. EXTENSION OF AIRCRAFT CERTIFICATION, SAFE-
8	TY, AND ACCOUNTABILITY ACT REPORTING
9	REQUIREMENTS.
10	(a) Appeals of Certification Decisions.—Sec-
11	tion 44704(g)(1)(C)(ii) of title 49, United States Code,
12	is amended by striking " $2025$ " and inserting " $2028$ ".
13	(b) Oversight of Organization Designation
14	AUTHORIZATION UNIT MEMBERS.—Section 44741(f)(2)
15	of title 49, United States Code, is amended by striking
16	"Not later than 90 days" and all that follows through "the
17	Administrator shall provide a briefing" and inserting "The
18	Administrator shall provide an annual briefing each fiscal
19	year through fiscal year 2028".
20	(c) Integrated Project Teams.—Section 108(f)
21	of the Aircraft Certification, Safety, and Accountability
22	Act (49 U.S.C. 44704 note) is amended by striking
23	"2023" and inserting "2028".
24	(d) Voluntary Safety Reporting Program.—
25	Section 113(f) of the Aircraft Certification, Safety, and

- 1 Accountability Act (49 U.S.C. 44701 note) is amended by
- 2 striking "2023" and inserting "2028".
- 3 (e) Changed Product Rule.—Section 117(b)(1)
- 4 of the Aircraft Certification, Safety, and Accountability
- 5 Act (49 U.S.C. 44704 note) is amended by striking
- 6 "2023" and inserting "2028".
- 7 SEC. 510. DON YOUNG ALASKA AVIATION SAFETY INITIA-
- 8 TIVE.
- 9 (a) In General.—Chapter 447 of title 49, United
- 10 States Code, is amended by adding at the end the fol-
- 11 lowing:
- 12 "§ 44745. Don Young Alaska Aviation Safety Initia-
- tive.
- 14 "(a) IN GENERAL.—The Administrator of the Fed-
- 15 eral Aviation Administration shall redesignate the FAA
- 16 Alaska Aviation Safety Initiative of the Administration as
- 17 the Don Young Alaska Aviation Safety Initiative (in this
- 18 section referred to as the 'Initiative'), under which the Ad-
- 19 ministrator shall carry out the provisions of this section
- 20 and take such other actions as the Administrator deter-
- 21 mines appropriate to improve aviation safety in covered
- 22 locations.
- 23 "(b) Objective.—The objective of the Initiative
- 24 shall be to work cooperatively with aviation stakeholders
- 25 and other stakeholders towards the goal of—

1	"(1) reducing the rate of fatal aircraft acci-
2	dents in covered locations by 90 percent from 2019
3	to 2033; and
4	"(2) by January 1, 2033, eliminating fatal acci-
5	dents of aircraft operated by an air carrier that op-
6	erates under part 135 of title 14, Code of Federal
7	Regulations.
8	"(c) Leadership.—
9	"(1) In General.—The Administrator shall
10	designate the Regional Administrator for the Alas-
11	kan Region of the Administration to serve as the Di-
12	rector of the Initiative.
13	"(2) Reporting Chain.—In all matters relat-
14	ing to the Initiative, the Director of the Initiative
15	shall report directly to the Administrator.
16	"(3) COORDINATION.—The Director of the Ini-
17	tiative shall coordinate with the heads of other of-
18	fices and lines of business of the Administration, in-
19	cluding the other regional administrators, to carry
20	out the Initiative.
21	"(d) Automated Weather Systems.—
22	"(1) Requirement.—The Administrator shall
23	ensure, to the greatest extent practicable, that a cov-
24	ered automated weather system is installed and op-

1	erated at each covered airport not later than Decem-
2	ber 31, 2030.
3	"(2) Waiver.—In complying with the require-
4	ment under paragraph (1), the Administrator may
5	waive any positive benefit-cost ratio requirement for
6	the installation and operation of a covered auto-
7	mated weather system.
8	"(3) Prioritization.—In developing the in-
9	stallation timeline of a covered automated weather
10	system at a covered airport pursuant to this sub-
11	section, the Administrator shall—
12	"(A) coordinate and consult with the gov-
13	ernments with jurisdiction over covered loca-
14	tions, covered airports, air carriers operating in
15	covered locations, private pilots based in cov-
16	ered locations, and such other members of the
17	aviation community in covered locations; and
18	"(B) prioritize early installation at covered
19	airports that would enable the greatest number
20	of instrument flight rule operations by air car-
21	riers operating under part 121 or 135 of title
22	14, Code of Federal Regulations.
23	"(4) Reliability.—

1	"(A) In General.—Pertaining to both
2	Federal and non-Federal systems, the Adminis-
3	trator shall be responsible for ensuring—
4	"(i) the reliability of covered auto-
5	mated weather systems; and
6	"(ii) the availability of weather infor-
7	mation from such systems.
8	"(B) Specifications.—The Adminis-
9	trator shall establish data availability and
10	equipment reliability specifications for covered
11	automated weather systems.
12	"(C) System reliability and restora-
13	TION PLAN.—Not later than 2 years after the
14	date of enactment of this section, the Adminis-
15	trator shall establish an automated weather sys-
16	tem reliability and restoration plan. Such plan
17	shall document the Administrator's strategy for
18	ensuring covered automated weather system re-
19	liability, including the availability of weather in-
20	formation from such system, and for restoring
21	service in as little time as possible.
22	"(D) Telecommunications or other
23	FAILURES.—If a covered automated weather
24	system is unable to broadly disseminate weather
25	information due to a telecommunications failure

1 or a failure other than an equipment failure, 2 the Administrator shall take such actions as 3 be necessary to restore the full mav 4 functionality and connectivity of the covered 5 automated weather system. The Administrator 6 shall take actions under this subparagraph with the same urgency as the Administrator would 7 8 take an action to repair a covered automated 9 weather system equipment failure or data fidel-10 ity issue. 11 "(E) Reliability data.—In tabulating 12 data relating to the operational status of cov-13 ered automated weather systems (including in-14 dividually or collectively), the Administrator 15 may not consider a covered automated weather 16 system that is functioning nominally but is un-17 able to broadly disseminate weather information 18 telecommunications failure or a failure other 19 than an equipment failure as functioning reli-20 ably. 21 "(5) INVENTORY.—The Administrator shall 22 consider storing excess inventory necessary for air 23 traffic control equipment, including commonly re-24 quired replacement parts, in covered locations to re-25 duce the amount of time necessary to acquire such

1	equipment or such parts necessary to replace or re-
2	pair air traffic control system components.
3	"(6) Visual Weather observation sys-
4	TEM.—Not later than 1 year after the date of enact-
5	ment of this section, the Administrator shall take
6	such actions as may be necessary to—
7	"(A) deploy visual weather observation sys-
8	tems; and
9	"(B) ensure that such systems are capable
10	of meeting the definition of covered automated
11	weather systems.
12	"(e) Weather Cameras.—
13	"(1) In general.—The Director shall continu-
14	ously assess the state of the weather camera systems
15	in covered locations to ensure the operational suffi-
16	ciency and reliability of such systems.
17	"(2) APPLICATIONS.—The Director shall—
18	"(A) accept applications from persons to
19	install weather cameras; and
20	"(B) consult with the governments with ju-
21	risdiction over covered locations, covered air-
22	ports, air carriers operating in covered loca-
23	tions, private pilots based in covered locations,
24	and such other members of the aviation com-
25	munity in covered locations as the Adminis-

1	trator determines appropriate to solicit addi-
2	tional locations at which to install and operate
3	weather cameras.
4	"(3) Presumption.—Unless the Director has
5	clear and compelling evidence to the contrary, the
6	Director shall presume that the installation of a
7	weather camera at a covered airport, or that is rec-
8	ommended by a government with jurisdiction over a
9	covered location, is cost beneficial and will improve
10	aviation safety.
11	"(f) Cooperation With Other Agencies.—In
12	carrying out this section, the Administrator shall cooper-
13	ate with the heads of other Federal or State agencies with
14	responsibilities affecting aviation safety in covered loca-
15	tions, including the collection and dissemination of weath-
16	er data.
17	"(g) Surveillance and Communication.—
18	"(1) IN GENERAL.—The Director shall take
19	such actions as may be necessary to—
20	"(A) encourage and incentivize the equi-
21	page of aircrafts that operate under part 135 of
22	title 14, Code of Federal Regulations, with
23	automatic dependent surveillance and broadcast
24	out equipment; and

1	"(B) improve aviation surveillance and
2	communications in covered locations.
3	"(2) Requirement.—Not later than December
4	31, 2030, the Administrator shall ensure that auto-
5	matic dependent surveillance and broadcast coverage
6	is available at 5,000 feet above ground level
7	throughout each covered location.
8	"(3) Waiver.—In complying with the require-
9	ment under paragraph (2), the Administrator shall
10	waive any positive benefit-cost ratio requirement for
11	the installation and operation of equipment and fa-
12	cilities necessary to implement such requirement.
13	"(4) Service areas.—The Director shall con-
14	tinuously identify additional automatic dependent
15	surveillance-broadcast service areas in which the de-
16	ployment of automatic dependent surveillance-broad-
17	cast receivers and equipment would improve aviation
18	safety.
19	"(h) Other Projects.—The Director shall continue
20	to build upon other initiatives recommended in the reports
21	of the FAA Alaska Aviation Safety Initiative of the Ad-
22	ministration published before the date of enactment of this
23	section.
24	"(i) Annual Report.—

1	"(1) In general.—The Director shall submit
2	an annual report on the status and progress of the
3	Initiative to the Committee on Transportation and
4	Infrastructure of the House of Representatives and
5	the Committee on Commerce, Science, and Trans-
6	portation of the Senate.
7	"(2) Objectives and requirements.—The
8	report under paragraph (1) shall include a detailed
9	description of the Director's progress in and plans
10	for meeting the objectives of the Initiative under
11	subsection (b) and the other requirements of this
12	section.
13	"(3) Stakeholder comments.—The Director
14	shall append stakeholder comments, organized by
15	topic, to each report submitted under paragraph (1)
16	in the same manner as appendix 3 of the report ti-
17	tled 'FAA Alaska Aviation Safety Initiative FY21
18	Final Report', dated September 30, 2021.
19	"(j) Funding.—
20	"(1) In general.—Notwithstanding any other
21	provision of law, in fiscal years 2024 through
22	2028—
23	"(A) the Administrator may, upon applica-
24	tion from the government with jurisdiction over
25	a covered location, use amounts apportioned to

1	a covered location under subsection $(d)(2)(B)$
2	or subsection (e)(5) of section 47114 to carry
3	out the Initiative; or
4	"(B) the sponsor of an airport in a covered
5	location that receives an apportionment under
6	subsection (d)(2)(B) or subsection (e) of section
7	47114 may use such apportionment for any
8	purpose contained in this section.
9	"(2) Supplemental funding.—Out of
10	amounts made available under section 106(k) and
11	section 48101, not more than a total of \$25,000,000
12	for each of fiscal year 2024 through 2028 is author-
13	ized to be expended to carry out the Initiative.
14	"(k) Definitions.—In this section:
15	"(1) COVERED AIRPORT.—The term 'covered
16	airport' means an airport in a covered location that
17	is included in the national plan of integrated airport
18	systems required under section 47103 and that has
19	a status other than unclassified in such plan.
20	"(2) COVERED AUTOMATED WEATHER SYS-
21	TEM.—The term 'covered automated weather sys-
22	tem' means an automated or visual weather report-
23	ing facility that enables a pilot to begin an instru-
24	ment procedure approach to an airport under section

1	91.1039 or 135.225 of title 14, Code of Federal
2	Regulations.
3	"(3) COVERED LOCATION.—The term 'covered
4	location' means Alaska, Hawaii, Puerto Rico, Amer-
5	ican Samoa, Guam, the Northern Mariana Islands,
6	and the United States Virgin Islands.
7	"(l) Conformity.—The Administrator shall conduct
8	all activities required under this section in conformity with
9	section 44720.".
10	(b) Remote Positions.—Section 40122(g) of title
11	49, United States Code, is amended by adding at the end
12	the following:
13	"(7) Remote positions.—
14	"(A) In General.—If the Administrator
15	determines that a covered position has not been
16	filled after multiple vacancy announcements and
17	that there are unique circumstances affecting
18	the ability of the Administrator to fill such posi-
19	tion, the Administrator may consider, in con-
20	sultation with the appropriate labor union, ap-
21	plicants for the covered position who apply
22	under a vacancy announcement recruiting from
23	the State or territory in which the position is
24	based.

1	"(B) COVERED POSITION DEFINED.—In
2	this paragraph, the term 'covered position'
3	means a safety-critical position based in Alaska,
4	Hawaii, Puerto Rico, American Samoa, Guam,
5	the Northern Mariana Islands, and the Virgin
6	Islands.".
7	(c) Runway Length.—Notwithstanding any other
8	provision of law, the Secretary of Transportation may not
9	require an airport to shorten a runway or prevent airport
10	improvement grants made by the Secretary to be used for
11	reconstructing and rehabilitating a primary runway on the
12	basis that the airport does not have a sufficient number
13	of aircraft operations requiring a certain runway length
14	if—
15	(1) the airport is located in a covered location;
16	(2) the airport is not connected to the road
17	transportation network; and
18	(3) the runway length is utilized by aircraft to
19	deliver necessary cargo, including heating fuel and
20	gasoline, for the community served by the airport.
21	(d) Alaskan Regional Administrator.—
22	(1) Sense of congress.—It is the sense of
23	Congress that—
24	(A) the Regional Administrator for the
25	Alaskan Region is a uniquely important position

1	that contributes to aviation safety in the State
2	of Alaska;
3	(B) vacancies in any Federal Aviation Ad-
4	ministration office have a deleterious effect on
5	the efficacy of the Alaskan Region office;
6	(C) a prolonged vacancy in the position of
7	Regional Administrator for the Alaskan Region
8	may be detrimental to the effective administra-
9	tion of such region and the Don Young Alaska
10	Aviation Safety Initiative; and
11	(D) the Administrator of the Federal Avia-
12	tion Administration should ensure that any va-
13	cancy in the position of Regional Administrator
14	for the Alaskan Region is filled will a highly
15	qualified candidate as expeditiously as possible.
16	(2) Vacancy notification requirements.—
17	(A) Initial vacancy.—The Administrator
18	of the Federal Aviation Administration shall no-
19	tify the appropriate committees of Congress
20	when there is a vacancy for the position of Re-
21	gional Administrator for the Alaskan Region.
22	(B) Status updates.—Not later than 90
23	days after the notification under subparagraph
24	(A) (and every 30 days thereafter until the va-
25	cancy described under subparagraph (A) is

1	filled), the Administrator shall notify the appro-
2	priate committees of Congress of any vacancy
3	of such position, if so, provide an estimated
4	timeline for filling such vacancy.
5	(C) Appropriate committees of con-
6	GRESS DEFINED.—In this paragraph, the term
7	"appropriate committees of Congress" means
8	the Committee on Transportation and Infra-
9	structure of the House of Representatives and
10	the Committee on Commerce, Science, and
11	Transportation of the Senate.
12	(D) Sunset.—This paragraph shall cease
13	to be effective after September 30, 2028.
14	(e) Implementation of NTSB Recommenda-
15	TIONS.—
16	(1) In general.—Not later than 3 years after
17	the date of enactment of this Act, the Administrator
18	shall take such actions as may be necessary to im-
19	plement National Transportation Safety Board rec-
20	ommendations A=22=25 and A=22=26 (as contained
21	in Aviation Investigation Report AIR-22-09, adopt-
22	ed November 16, 2022).
23	(2) Coordination.—In taking actions under
24	paragraph (1), the Administrator shall coordinate
25	with the State of Alaska, airports in Alaska, air car-

1	riers operating in Alaska, private pilots (including
2	tour operators) based in Alaska, and such other
3	members of the Alaska aviation community or other
4	stakeholders as the Administrator determines appro-
5	priate.
6	(f) Clerical Amendment.—The analysis for chap-
7	ter 447 of title 49, United States Code, is amended by
8	adding at the end the following:
	"44745. Don Young Alaska Aviation Safety Initiative.".
9	SEC. 511. CONTINUED OVERSIGHT OF FAA COMPLIANCE
10	PROGRAM.
11	Section 122 of the Aircraft Certification, Safety, and
12	Accountability Act (Public Law 116–260; 134 Stat. 2344)
13	is amended—
13 14	(1) in subsection (b) by striking paragraph (2)
14	(1) in subsection (b) by striking paragraph (2)
14 15	(1) in subsection (b) by striking paragraph (2) and inserting the following:
14 15 16	<ul><li>(1) in subsection (b) by striking paragraph (2) and inserting the following:</li><li>"(2) conduct an annual agency-wide evaluation</li></ul>
14 15 16 17	<ul><li>(1) in subsection (b) by striking paragraph (2) and inserting the following:</li><li>"(2) conduct an annual agency-wide evaluation of the Compliance Program through fiscal year 2028</li></ul>
14 15 16 17	(1) in subsection (b) by striking paragraph (2) and inserting the following:  "(2) conduct an annual agency-wide evaluation of the Compliance Program through fiscal year 2028 to assess the functioning and effectiveness of such
14 15 16 17 18	(1) in subsection (b) by striking paragraph (2) and inserting the following:  "(2) conduct an annual agency-wide evaluation of the Compliance Program through fiscal year 2028 to assess the functioning and effectiveness of such program and to determine—
14 15 16 17 18 19 20	(1) in subsection (b) by striking paragraph (2) and inserting the following:  "(2) conduct an annual agency-wide evaluation of the Compliance Program through fiscal year 2028 to assess the functioning and effectiveness of such program and to determine—  "(A) the need for long-term metrics that,
14 15 16 17 18 19 20	(1) in subsection (b) by striking paragraph (2) and inserting the following:  "(2) conduct an annual agency-wide evaluation of the Compliance Program through fiscal year 2028 to assess the functioning and effectiveness of such program and to determine—  "(A) the need for long-term metrics that, to the maximum extent practicable, apply to all
14 15 16 17 18 19 20 21	(1) in subsection (b) by striking paragraph (2) and inserting the following:  "(2) conduct an annual agency-wide evaluation of the Compliance Program through fiscal year 2028 to assess the functioning and effectiveness of such program and to determine—  "(A) the need for long-term metrics that, to the maximum extent practicable, apply to all program offices to assess the effectiveness of

1	"(C) if the program has met its stated
2	safety goals and purpose;";
3	(2) in subsection (c)(4) by striking "2023" and
4	inserting "2028"; and
5	(3) in subsection (d) by striking "2023" and in-
6	serting "2028".
7	SEC. 512. SCALABILITY OF SAFETY MANAGEMENT SYSTEMS.
8	In conducting any rulemaking to require, or imple-
9	menting a regulation requiring, a safety management sys-
10	tem, the Administrator of the Federal Aviation Adminis-
11	tration shall consider the scalability of such safety man-
12	agement system requirements to the full range of entities
13	in terms of size or complexity that may be affected by such
14	rulemaking or regulation, including—
15	(1) how an entity can demonstrate compliance
16	using various documentation, tools, and methods, in-
17	cluding, as appropriate, systems with multiple small
18	operators collectively monitoring for and addressing
19	risks;
20	(2) a review of traditional safety management
21	techniques and the suitability of such techniques for
22	small entities;
23	(3) the applicability of existing safety manage-
24	ment system programs implemented by an entity:

1	(4) the suitability of existing requirements
2	under part 5 of title 14, Code of Federal Regula-
3	tions, for small entities; and
4	(5) other unique challenges relating to small en-
5	tities the Administrator determines appropriate to
6	consider.
7	SEC. 513. FINALIZE SAFETY MANAGEMENT SYSTEM RULE-
8	MAKING.
9	(a) In General.—Not later than 180 days after the
10	date of enactment of this Act, the Administrator of the
11	Federal Aviation Administration shall issue a final rule
12	relating to the Notice of Proposed Rulemaking of the Fed-
13	eral Aviation Administration titled "Safety Management
14	Systems", issued on January 11, 2023.
15	(b) APPLICABILITY.—In issuing a final rule under
16	subsection (a), the Administrator shall ensure that the
17	safety management system requirement under the Notice
18	of Proposed Rulemaking described in subsection (a) is ap-
19	plied to all certificate holders operating under the rules
20	for commuter and on-demand operations under part 135
21	of title 14, Code of Federal Regulations, commercial air
22	tour operators operating under section 91.147 of such
23	title, production certificate holders that are holders or li-
24	censees of a type certificate for the same product, and

1	holders of a type certificate who license out such certifi-
2	cate for production under part 21 of such title.
3	SEC. 514. IMPROVEMENTS TO AVIATION SAFETY INFORMA-
4	TION ANALYSIS AND SHARING.
5	(a) In General.—Not later than 3 years after the
6	date of enactment of this Act, the Administrator of the
7	Federal Aviation Administration shall implement improve-
8	ments to the Aviation Safety Information Analysis and
9	Sharing Program with respect to safety data sharing and
10	risk mitigation.
11	(b) Requirements.—In carrying out subsection (a),
12	the Administrator shall—
13	(1) identify methods to increase the rate at
14	which data is collected, processed, and analyzed to
15	expeditiously share safety intelligence;
16	(2) develop predictive capabilities to anticipate
17	emerging safety risks;
18	(3) identify methods to improve shared data en-
19	vironments with external stakeholders;
20	(4) establish a robust process for prioritizing
21	requests for safety information;
22	(5) establish guidance to encourage regular
23	safety inspector review of non-confidential aviation
24	safety and performance data;

1	(6) identify industry segments not yet included
2	and conduct outreach to such industry segments to
3	increase the rate of participation, including—
4	(A) general aviation;
5	(B) rotorcraft;
6	(C) air ambulance; and
7	(C) maintenance facilities; and
8	(7) establish processes for obtaining and ana-
9	lyzing comprehensive and aggregate data for new
10	and future industry segments.
11	(c) Rule of Construction.—Nothing in this sec-
12	tion shall be construed—
13	(1) to require the Administrator to share con-
14	fidential or proprietary information and data to safe-
15	ty inspectors for purposes of enforcement; or
16	(2) to limit the applicability of section 44735 of
17	title 49, United States Code, to the Aviation Safety
18	Information Analysis and Sharing Program.
19	(d) Briefing.—Not later than 180 days after the
20	date of enactment of this Act, and every 6 months there-
21	after until the improvements under subsection (a) are
22	made, the Administrator shall brief the Committee on
23	Transportation and Infrastructure of the House of Rep-
24	resentatives and the Committee on Commerce, Science,
25	and Transportation of the Senate on the progress of im-

- 1 plementation of the Aviation Safety Information Analysis
- 2 and Sharing Program and steps taken to make improve-
- 3 ments under subsection (a).
- 4 SEC. 515. IMPROVEMENT OF CERTIFICATION PROCESSES.
- 5 (a) In General.—The Administrator of the Federal
- 6 Aviation Administration shall continually look for opportu-
- 7 nities and methods to improve the processing of applica-
- 8 tions, consideration of applications, communication with
- 9 applicants, and quality of feedback provided to applicants,
- 10 for aircraft certification projects.
- 11 (b) CERTIFICATION IMPROVEMENTS.—Not later than
- 12 270 days after the date of enactment of this Act, the Ad-
- 13 ministrator shall enter into an appropriate arrangement
- 14 with a qualified third-party organization or consortium to
- 15 identify and assess digital tools and software systems to
- 16 allow for efficient and virtual evaluation of an applicant
- 17 design, associated documentation, and software or systems
- 18 engineering product, including in digital 3 dimensional
- 19 formats or using model-based systems engineering design
- 20 techniques for aircraft certification projects.
- 21 (c) Parties to Review.—In identifying digital tools
- 22 and software systems as described in subsection (b), the
- 23 Administrator shall ensure that the qualified third-party
- 24 organization or consortium entering into an arrangement

1	under this section shall, throughout the review, consult
2	with—
3	(1) the aircraft certification and flight stand-
4	ards offices or services of the Administration; and
5	(2) at least 3 industry members representing
6	aircraft and aircraft part manufacturing interests.
7	(d) DIGITAL TOOL AND SOFTWARE SYSTEM RE-
8	QUIREMENTS.—In identifying digital tools and software
9	systems under subsection (b), the qualified third-party or-
10	ganization or consortium shall—
11	(1) consider the interoperability of such systems
12	to the extent practicable;
13	(2) consider the scalability and usability of such
14	systems for differing use-cases by aircraft manufac-
15	turers, aircraft operators, and the Administration,
16	including cross-office use-cases within the Adminis-
17	tration;
18	(3) consider such systems currently in use by
19	United States manufacturers or other civil aviation
20	authorities for certification and engineering pur-
21	poses;
22	(4) consider the—
23	(A) available technology support for such
24	systems; and

1	(B) ability for such systems to be updated
2	and adapted over time to improve user inter-
3	faces, including providing additional
4	functionalities and addressing gaps;
5	(5) consider the ability of digital tools and soft-
6	ware systems to aid in the electronic review of soft-
7	ware components of aircraft and aircraft systems;
8	(6) consider the ability of the Administration
9	and aircraft designers to use digital tools and soft-
10	ware systems for corrective actions and modifica-
11	tions in a more rapid fashion;
12	(7) determine if each system provides adequate
13	protections for the exchange of information between
14	governmental and nongovernmental entities, includ-
15	ing—
16	(A) intellectual property protections;
17	(B) cyber and network security protec-
18	tions; and
19	(C) the ability for governmental and non-
20	governmental entities to control what is accept-
21	able and what is restricted for other parties;
22	(8) evaluate the estimated ease of adoption and
23	any impediments to adoption for personnel of the
24	Federal Aviation Administration: and

1	(9) evaluate the ability for nongovernmental or-
2	ganizations of various sizes to adopt and utilize the
3	digital and software systems identified under sub-
4	section (b) to improve the aircraft certification appli-
5	cation and coordination processes with the Adminis-
6	tration.
7	(e) Assessment.—After reviewing digital and soft-
8	ware systems under subsection (b), the qualified third-
9	party organization or consortium shall provide an assess-
10	ment to the Administrator as to—
11	(1) whether or not digital and software systems
12	and tools would improve the coordination of the Ad-
13	ministration with industry;
14	(2) whether or not such systems and tools
15	would improve the ability of the Administration to
16	validate and verify aircraft and software designs in
17	non-paper formats; and
18	(3) the potential safety benefits or safety risks
19	of using such systems and tools.
20	(f) CONTENT OF ASSESSMENT.—In the event the
21	qualified third-party organization or consortium finds that
22	digital and software systems and tools would assist the
23	work of the Administration and improve certification
24	projects processing, the assessment described under sub-
25	section (e) shall also include—

1	(1) a prioritization, expected costs, and timeline
2	of acquisitions and training based on immediate and
3	future needs and benefits; and
4	(2) suggest actions the Administration could
5	take in order to institutionalize the use of such tech-
6	nologies at the headquarters and field offices of the
7	Administration, and to protect information shared
8	through such technologies, including recommended
9	updates to orders issued by the Administration.
10	(g) Implementation.—Based on the assessment re-
11	quired in subsections (e) and (f), if the qualified third-
12	party organization finds that the use of digital software
13	systems and tools would assist the work of the agency,
14	the Administrator shall—
15	(1) provide the Committee on Transportation
16	and Infrastructure of the House of Representatives
17	and the Committee on Commerce, Science, and
18	Transportation of the Senate with a briefing on the
19	intended actions of the Administrator;
20	(2) not later than 60 days after receiving such
21	assessment develop a plan to—
22	(A) work towards the acquisition of the
23	systems and tools recommended, subject to the
24	availability of appropriations;

1	(B) update any applicable orders and guid-
2	ance to allow for the use of these new systems
3	and tools by personnel of the Administration
4	and nongovernmental entities applying to or co-
5	ordinating with the Administration on certifi-
6	cation related activities, at the discretion of the
7	applicant or nongovernmental entity;
8	(C) on an ongoing basis review and modify
9	orders and guidance to improve the use of these
10	systems and tools as well as addressing any in-
11	tellectual property vulnerabilities; and
12	(h) Briefing.—Not later than 30 months after re-
13	ceiving such assessment, the Administrator shall provide
14	the committees described in paragraph (1) with a briefing
15	on the use, benefits, and any drawbacks of the systems
16	and tools, including comparisons between certification pro-
17	grams using and not using digital and software systems
18	and tools.
19	SEC. 516. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS
20	AVIATION RULEMAKING COMMITTEE.
21	(a) In General.—Not later than 90 days after the
22	date of enactment of this Act, the Administrator of the
23	Federal Aviation Administration shall convene an aviation
24	rulemaking committee to review, and develop findings and
25	recommendations regarding, instructions for continued

1	airworthiness (as described in section 21.50 of title 14,
2	Code of Federal Regulations), and provide to the Adminis-
3	trator a report on such findings and recommendations and
4	for other related purposes as determined by the Adminis-
5	trator.
6	(b) Composition.—The aviation rulemaking com-
7	mittee established pursuant to subsection (a) shall consist
8	of members appointed by the Administrator, including
9	representatives of—
10	(1) holders of type certificates (as described in
11	subpart B of part 21, title 14, Code of Federal Reg-
12	ulations);
13	(2) holders of production certificates (as de-
14	scribed in subpart G of part 21, title 14, Code of
15	Federal Regulations);
16	(3) holders of parts manufacturer approvals (as
17	described in subpart K of part 21, title 14, Code of
18	Federal Regulations);
19	(4) holders of technical standard order author-
20	izations (as described in subpart O of part 21, title
21	14, Code of Federal Regulations);
22	(5) operators under parts 121, 125, or 135 of
23	title 14, Code of Federal Regulations;

1	(6) holders of repair station certificates (as de-
2	scribed in section 145 of title 14, Code of Federal
3	Regulations);
4	(7) the certified bargaining representative of
5	aviation safety inspectors for the Administration;
6	(8) general aviation operators;
7	(9) mechanics certificated under part 65 of title
8	14, Code of Federal Regulations;
9	(10) holders of supplemental type certificates
10	(as described in subpart E of part 21 of title 14,
11	Code of Federal Regulations);
12	(11) designated engineering representatives em-
13	ployed by repair stations; and
14	(12) aviation safety experts with specific knowl-
15	edge of instructions for continued airworthiness poli-
16	cies and regulations.
17	(c) Considerations.—The aviation rulemaking
18	committee established pursuant to subsection (a) shall
19	consider—
20	(1) existing standards, regulations, certifi-
21	cations, assessments, and guidance related to in-
22	structions for continued airworthiness and the clar-
23	ity of such standards, regulations, certifications, as-
24	sessments, and guidance to all parties:

1	(2) the sufficiency of safety data used in pre-
2	paring instructions for continued airworthiness;
3	(3) the sufficiency of maintenance data used in
4	preparing instructions for continued airworthiness;
5	(4) the protection of proprietary information
6	and intellectual property in instructions for contin-
7	ued airworthiness;
8	(5) the availability of instructions for continued
9	airworthiness, as needed, for maintenance activities;
10	(6) the need to harmonize or deconflict pro-
11	posed and existing regulations with other Federal
12	regulations, guidance, and policies;
13	(7) international collaboration, where appro-
14	priate and consistent with the interests of safety in
15	air commerce and national security, with other civil
16	aviation authorities, international aviation and
17	standards organizations, and any other appropriate
18	entities; and
19	(8) any other matter the Administrator deter-
20	mines appropriate.
21	(d) Duties.—The Administrator shall—
22	(1) not later than 1 year after the date of en-
23	actment of this Act, submit to the Committee on
24	Transportation and Infrastructure of the House of
25	Representatives and the Committee on Commerce,

1	Science, and Transportation of the Senate a copy of
2	the aviation rulemaking committee report under sub-
3	section (a); and
4	(2) not later than 180 days after the date of
5	submission of the report under paragraph (1), ini-
6	tiate a rulemaking activity or make such policy and
7	guidance updates necessary to address any con-
8	sensus recommendations reached by the aviation
9	rulemaking committee established pursuant to sub-
10	section (a), as determined appropriate by the Ad-
11	ministrator.
12	SEC. 517. CLARITY FOR SUPPLEMENTAL TYPE CERTIFI-
13	CATE REQUIREMENTS.
14	(a) In General.—The Administrator of the Federal
	(a) In General.—The Administrator of the Federal Aviation Administration shall issue or update guidance,
15	
15 16	Aviation Administration shall issue or update guidance, policy documents, orders, job aids, or regulations to clarify
15 16 17	Aviation Administration shall issue or update guidance, policy documents, orders, job aids, or regulations to clarify
15 16 17	Aviation Administration shall issue or update guidance, policy documents, orders, job aids, or regulations to clarify the conditions under which a major alteration will require
15 16 17 18	Aviation Administration shall issue or update guidance, policy documents, orders, job aids, or regulations to clarify the conditions under which a major alteration will require a supplemental type certificate under part 21 of title 14,
15 16 17 18	Aviation Administration shall issue or update guidance, policy documents, orders, job aids, or regulations to clarify the conditions under which a major alteration will require a supplemental type certificate under part 21 of title 14, Code of Federal Regulations.
15 16 17 18 19	Aviation Administration shall issue or update guidance, policy documents, orders, job aids, or regulations to clarify the conditions under which a major alteration will require a supplemental type certificate under part 21 of title 14, Code of Federal Regulations.  (b) Contents.—Issuances or updates under sub-
15 16 17 18 19 20 21	Aviation Administration shall issue or update guidance, policy documents, orders, job aids, or regulations to clarify the conditions under which a major alteration will require a supplemental type certificate under part 21 of title 14, Code of Federal Regulations.  (b) Contents.—Issuances or updates under subsection (a) shall include providing clarity around—
15 16 17 18 19 20 21	Aviation Administration shall issue or update guidance, policy documents, orders, job aids, or regulations to clarify the conditions under which a major alteration will require a supplemental type certificate under part 21 of title 14, Code of Federal Regulations.  (b) Contents.—Issuances or updates under subsection (a) shall include providing clarity around—  (1) the terms "might appreciatively effect" and

1	(2) whether the term "other approved design",
2	as such term appears in part 21.1 of title 14, Code
3	of Federal Regulations, includes engineering data
4	approved by the Administrator by means other than
5	through a supplemental type certificate.
6	(c) Considerations.—In satisfying subsection (a),
7	the Administrator shall make such updates as necessary
8	to provide consideration for the level of effort required by
9	an applicant to make a major alteration and the associated
10	level of risk to the national airspace system for a single
11	aircraft or multiple aircraft using such alteration.
12	SEC. 518. USE OF ADVANCED TOOLS IN CERTIFYING AERO-
13	SPACE PRODUCTS.
14	(a) In General.—Not later than 30 months after
14 15	(a) In General.—Not later than 30 months after the date of enactment of this Act, the Administrator of
15	the date of enactment of this Act, the Administrator of
15 16 17	the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall complete an as-
15 16 17	the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall complete an as- sessment of the use of advanced tools during the testing,
15 16 17 18	the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall complete an as- sessment of the use of advanced tools during the testing, analysis, and verification stages of aerospace certification
15 16 17 18 19	the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall complete an as- sessment of the use of advanced tools during the testing, analysis, and verification stages of aerospace certification projects to reduce the risks associated with high-risk flight
15 16 17 18 19 20	the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall complete an as- sessment of the use of advanced tools during the testing, analysis, and verification stages of aerospace certification projects to reduce the risks associated with high-risk flight profiles and performing limit testing.
15 16 17 18 19 20 21	the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall complete an assessment of the use of advanced tools during the testing, analysis, and verification stages of aerospace certification projects to reduce the risks associated with high-risk flight profiles and performing limit testing.  (b) Considerations.—In carrying out the assess-
15 16 17 18 19 20 21 22	the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall complete an assessment of the use of advanced tools during the testing, analysis, and verification stages of aerospace certification projects to reduce the risks associated with high-risk flight profiles and performing limit testing.  (b) Considerations.—In carrying out the assessment under subsection (a), the Administrator shall con-

1	cation process and the applicability of such test data
2	for use in other aspects of flight testing;
3	(2) the safety of pilots during such testing;
4	(3) the value and accuracy of data collected
5	using such advanced tools;
6	(4) the ability to produce more extensive data
7	sets using such advanced tools;
8	(5) any aspects of testing for which the use of
9	such tools would not be valuable or applicable;
10	(6) the cost of using such advanced tools; and
11	(7) the best practices of other civil aviation au-
12	thorities that permit the use of advanced tools dur-
13	ing aerospace certification projects.
14	(c) Consultation.—In carrying out the assessment
15	under subsection (a), the Administrator shall consult
16	with—
17	(1) aircraft manufacturers, including manufac-
18	turers that have designed and certified aircraft
19	under—
20	(A) part 23 of title 14, Code of Federal
21	Regulations;
22	(B) part 25 of such title; or
23	(C) part 27 of such title;
24	(2) aircraft manufacturers that have designed
25	and certified, or are in the process of certifying, air-

1	craft with a novel design under part 21.17(b) of
2	such title;
3	(3) associations representing aircraft manufac-
4	turers;
5	(4) researchers and academics in related fields;
6	and
7	(5) pilots who are experts in flight testing.
8	(d) Congressional Report.—Not later than 60
9	days after the completion of the assessment under sub-
10	section (a), the Administrator shall brief the Committee
11	on Transportation and Infrastructure of the House of
12	Representatives and the Committee on Commerce,
13	Science, and Transportation of the Senate on—
14	(1) the results of the assessment conducted
15	under subsection (a); and
16	(2) how the Administrator plans to implement
17	the findings of the assessment and any changes
18	needed to Administration policy, guidance, and regu-
19	lations to allow for and optimize the use of advanced
20	tools during the certification of aerospace products
21	in order to reduce risk and improve safety outcomes.
22	SEC. 519. TRANSPORT AIRPLANE AND PROPULSION CER-
23	TIFICATION MODERNIZATION.
24	Not later than 1 year after the date of enactment
25	of this Act, the Administrator of the Federal Aviation Ad-

1	ministration shall publish a notice of proposed rulemaking
2	for the rulemaking activity titled "Transport Airplane and
3	Propulsion Certification Modernization", published in Fall
4	2022 in the Unified Agenda of Federal Regulatory and
5	Deregulatory Actions (RIN 2120–AL42).
6	SEC. 520. ENGINE FIRE PROTECTION STANDARDS.
7	(a) In General.—Not later than 2 years after the
8	date of enactment of this Act, the Administrator of the
9	Federal Aviation Administration shall establish an inter-
10	nal regulatory review team to review and compare domes-
11	tic and international airworthiness standards and guid-
12	ance for aircraft engine firewalls.
13	(b) Review.—In completing the review under sub-
14	section (a), the regulatory review team shall—
15	(1) identify any significant differences in stand-
16	ards or guidance with respect to test article selec-
17	tion, fire test boundaries, and pass-fail criteria;
18	(2) consider if alternative international stand-
19	ards used by peer civil aviation authorities reflect
20	best practices that should be adopted by the Admin-
21	istration;
22	(3) recommend updates, if appropriate, to the
23	Significant Standards List of the Administration
24	based on any findings:

1	(4) assess whether a selection of aircraft engine
2	firewalls certified by other civil aviation authorities,
3	which were validated by the Administration, comply
4	with the requirements of the Administration;
5	(5) recommend actions the Administration
6	should take during future validation activities or
7	with other civil aviation authorities to address any
8	gaps in requirements; and
9	(6) consult with industry stakeholders during
10	such review.
11	(c) Briefing.—Not later than 120 days after the
12	completion of the review under subsection (a), the Admin-
13	istrator shall brief the Committee on Transportation and
14	Infrastructure of the House of Representatives and the
15	Committee on Commerce, Science, and Transportation of
16	the Senate on the findings and recommendations stem-
17	ming from such review.
18	SEC. 521. RISK MODEL FOR PRODUCTION FACILITY INSPEC-
19	TIONS.
20	(a) In General.—Not later than 18 months after
21	the date of enactment of this Act and periodically there-
22	after, the Administrator of the Federal Aviation Adminis-
23	tration shall—
24	(1) conduct a review of the risk-based model
25	used by Federal Aviation Administration certifi-

1	cation management offices to inform the frequency
2	of aircraft manufacturing or production facility in-
3	spections; and
4	(2) update the model to ensure such model ade-
5	quately accounts for risk at facilities during periods
6	of increased production.
7	(b) Briefings.—Not later than 60 days after the
8	date on which the review is conducted under subsection
9	(a), the Administrator shall brief the Committee on Trans-
10	portation and Infrastructure of the House of Representa-
11	tives and the Committee on Commerce, Science, and
12	Transportation of the Senate on—
13	(1) the results of the review;
14	(2) any changes made to the risk-based model
15	described in subsection (a); and
16	(3) how such changes would help improve the
17	in-plant inspection process.
18	SEC. 522. SECONDARY COCKPIT BARRIERS.
19	(a) In General.—Not later than 6 months after the
20	issuance of a final rule on the proposed rule of the Federal
21	Aviation Administration titled "Installation and Operation
22	of Flightdeck Installed Physical Secondary Barriers on
23	Transport Category Airlines in Part 121 Service", and
24	issued on August 1, 2022 (87 Fed. Reg. 46892), the Ad-
25	ministrator of the Federal Aviation Administration shall

1	convene an aviation rulemaking committee to review and
2	develop findings and recommendations to require installa-
3	tion of a secondary cockpit barrier on aircraft operated
4	under the provisions of part 121 of title 14, Code of Fed-
5	eral Regulations, that are not captured under another reg-
6	ulation or proposed regulation.
7	(b) Membership.—The Administrator shall appoint
8	the members of the rulemaking committee convened under
9	subsection (a), which shall be comprised of at least 1 rep-
10	resentative each of—
11	(1) mainline air carriers;
12	(2) regional air carriers;
13	(3) cargo air carriers;
14	(4) aircraft manufacturers;
15	(5) a labor group representing pilots;
16	(6) a labor group representing flight attend-
17	ants; and
18	(7) other stakeholders the Administrator deter-
19	mines appropriate.
20	(c) Considerations.—The aviation rulemaking
21	committee convened under subsection (a) shall consider—
22	(1) minimum dimension requirements for sec-
23	ondary barriers on all aircraft types operated under
24	part 121 of title 14. Code of Federal Regulations:

1	(2) secondary barrier performance standards
2	manufacturers and air carriers must meet for such
3	aircraft types;
4	(3) the availability of certified secondary bar-
5	riers suitable for use on such aircraft types;
6	(4) the development, certification, testing, man-
7	ufacturing, installation, and training for secondary
8	barriers for such aircraft types;
9	(5) flight duration and stage length;
10	(6) the location of lavatory on such aircraft as
11	related to operational complexities;
12	(7) operational complexities;
13	(8) any risks to safely evacuate passengers of
14	such aircraft; and
15	(9) other considerations the Administrator de-
16	termines appropriate.
17	(d) Report to Congress.—Not later than 18
18	months after the convening of the aviation rulemaking
19	committee described in subsection (a), the Administrator
20	shall submit to the Committee on Transportation and In-
21	frastructure of the House of Representatives and the Com-
22	mittee on Commerce, Science, and Transportation of the
23	Senate, a report based on the findings and recommenda-
24	tions of the aviation rulemaking committee convened
25	under subsection (a), to include—

1	(1) if applicable, any dissenting positions on the
2	findings and the rationale for each position; and
3	(2) any disagreements, including the rationale
4	for each position and the reasons for the disagree-
5	ment.
6	SEC. 523. REVIEW OF FAA USE OF AVIATION SAFETY DATA.
7	(a) IN GENERAL.—Not later than 1 year after the
8	date of enactment of this Act, the Administrator of the
9	Federal Aviation Administration shall enter into an appro-
10	priate arrangement with a qualified third-party organiza-
11	tion or consortium to evaluate the Administration's collec-
12	tion, collation, analysis, and use of aviation data across
13	the Administration.
14	(b) Consultation.—In completing the evaluation
15	under subsection (a), the qualified third-party organiza-
16	tion or consortium shall—
17	(1) seek the input of experts in data analytics,
18	including at least 1 expert in the commercial data
19	services or analytics solutions sector;
20	(2) consult with the National Transportation
21	Safety Board and the Transportation Research
22	Board; and
23	(3) consult with appropriate federally funded
24	research and development centers, to the extent that

1	such centers are not already involved in the evalua-
2	tion.
3	(c) Substance of Evaluation.—In completing the
4	evaluation under subsection (a), the qualified third-party
5	organization or consortium shall—
6	(1) compile a list of internal and external
7	sources, databases, and streams of information the
8	Administration receives or has access to that provide
9	the Administration with operational or safety infor-
10	mation and data about the national airspace system,
11	its users, and other regulated entities of the Admin-
12	istration;
13	(2) review data sets to determine completeness
14	and accuracy of relevant information;
15	(3) identify gaps in information that the Ad-
16	ministration could fill through sharing agreements,
17	partnerships, or other means that would add value
18	during safety trend analysis;
19	(4) assess the Administration's capabilities, in-
20	cluding analysis systems and workforce skillsets, to
21	analyze relevant data and information to make in-
22	formed decisions;
23	(5) review data and information for proper stor-
24	age, identification controls, and data privacy—
25	(A) as required by law; and

1	(B) consistent with best practices for data
2	collection, storage, and use;
3	(6) review the format of such data and identify
4	methods to improve the usefulness of such data;
5	(7) assess internal and external access to data
6	for—
7	(A) appropriateness based on data type
8	and level of detail;
9	(B) proper data access protocols and pre-
10	cautions; and
11	(C) maximizing availability of safety-re-
12	lated data that could support the improvement
13	of safety management systems of and trend
14	identification by regulated entities and the Ad-
15	ministration;
16	(8) examine the collation and dissemination of
17	data within offices and between offices of the Ad-
18	ministration;
19	(9) review and recommend improvements to the
20	data analysis techniques of the Administration; and
21	(10) recommend investments the Administra-
22	tion should consider to better collect, manage, and
23	analyze data sets, including within and between of-
24	fices of the Administration.

1	(d) Access to Information.—The Administration
2	shall provide the qualified third-party organization or con-
3	sortium and the experts described in subsection (b) with
4	adequate access to safety and operational data collected
5	by and held by the agency across all offices of the Admin-
6	istration, except if specific access is otherwise prohibited
7	by law.
8	(e) Nondisclosure.—Prior to participating in the
9	review, the Administrator shall ensure that each person
10	participating in the evaluation under this section enters
11	into an agreement with the Administrator in which the
12	person shall be prohibited from disclosing at any time, ex-
13	cept as required by law, to any person, foreign or domes-
14	tic, any non-public information made accessible to the fed-
15	erally funded research and development center under this
16	section.
17	(f) Report.—The qualified third-party organization
18	or consortium carrying out the evaluation under this sec-
19	tion shall provide a report of the findings of the center
20	to the Administrator and include recommendations to im-
21	prove the Administration's collection, collation, analysis,
22	and use of aviation data, including recommendations to—
23	(1) improve data access across offices within
24	the Administration, as necessary, to support efficient

1	execution of safety analysis and programs across
2	such offices;
3	(2) improve data storage best practices;
4	(3) develop or refine methods for collating data
5	from multiple administration and industry sources;
6	and
7	(4) procure or use available analytics tools to
8	draw conclusions and identify previously unrecog-
9	nized trends or miscategorized risks in the aviation
10	system, particularly when identification of such in-
11	formation requires the analysis of multiple sets of
12	data from multiple sources.
13	(g) Implementation of Recommendations.—Not
14	later than 6 months after the receipt of the report under
15	subsection (f), the Administrator shall review, develop an
16	implementation plan, and begin the implementation of the
17	recommendations received in such report.
18	(h) Review of Implementation.—The qualified
19	third-party organization or consortium that conducted the
20	initial evaluation, and any experts who contributed to such
21	evaluation pursuant to subsection (b)(1), shall provide
22	regular feedback and advice to the Administrator on the
23	implementation plan developed under subsection (g) and
24	any implementation activities for at least 2 years begin-

- 1 ning on the date of the receipt of the report under sub-
- 2 section (f).
- 3 (i) Report to Congress.—The Administrator shall
- 4 submit to the Committee on Transportation and Infra-
- 5 structure of the House of Representatives and the Com-
- 6 mittee on Commerce, Science, and Transportation of the
- 7 Senate the report described in subsection (f) and the im-
- 8 plementation plan described in subsection (g).
- 9 (j) Existing Reporting Systems.—Consistent
- 10 with section 132 of the Aircraft Certification, Safety, and
- 11 Accountability Act (Public Law 116–260), the Executive
- 12 Director of the Transportation Research Board, in con-
- 13 sultation with the Secretary of Transportation and the Ad-
- 14 ministrator, may further harmonize data and sources fol-
- 15 lowing the implementation of recommendations contained
- 16 in the report required under subsection (g).
- 17 SEC, 524, PART 135 DUTY AND REST.
- 18 (a) Part 91 Tail—end Ferry Rulemaking.—Not
- 19 later than 3 years after the date of enactment of this Act,
- 20 the Administrator of the Federal Aviation Administration
- 21 shall require that any operation conducted by a flightcrew
- 22 member during an assigned duty period under the oper-
- 23 ational control of an operator holding a certificate under
- 24 part 135 of title 14, Code of Federal Regulations, before,
- 25 during, or after the duty period (including any operations

under part 91 of title 14, Code of Federal Regulations), without an intervening rest period, shall count towards the 3 flight time and duty period limitations of such flightcrew member under part 135 of title 14, Code of Federal Regu-4 5 lations. 6 (b) RECORD KEEPING.—Not later than 1 year after the date of enactment of this Act, the Administrator shall 8 update any Administration policy and guidance regarding 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 a minimum— 12 13 (1) flightcrew assignments; 14 (2) flightcrew 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 rulemaking titled "Safety Management Systems", and published on January 11, 2023 (88 Fed. Reg 1932), 25 shall ensure such operator is evaluating and appropriately

1	mitigating aviation safety risks, including, at minimum,
2	risks associated with—
3	(1) inadequate flightcrew member duty and rest
4	periods; and
5	(2) incomplete records pertaining to flightcrew
6	rest, duty, and flight times.
7	SEC. 525. COCKPIT VOICE AND VIDEO RECORDERS.
8	(a) In General.—Chapter 447 of title 49, United
9	States Code, is further amended by adding at the end the
10	following:
11	"§ 44746. Cockpit recording device
12	"(a) In General.—Not later than 18 months after
13	the date of enactment of this section, the Administrator
14	of the Federal Aviation Administration shall complete a
15	rulemaking proceeding to—
16	"(1) require that, not later than 4 years after
17	the date of enactment of this section, all applicable
18	aircraft are fitted with a cockpit voice recorder and
19	a flight data recorder that are each capable of re-
20	cording the most recent 25 hours of data;
21	"(2) prohibit any person from deliberately eras-
22	ing or tampering with any recording on such a cock-
23	pit voice recorder or flight data recorder following a
24	National Transportation Safety Board reportable
25	event under part 830 of title 49, Code of Federal

1	Regulations, and provide for civil and criminal pen-
2	alties for such deliberate erasing or tampering,
3	which may be assessed in accordance with section
4	1155 and section 32 of title 18;
5	"(3) require that such a cockpit voice recorder
6	has the capability for an operator to use an erasure
7	feature, such as an installed bulk erase function,
8	consistent with applicable law and regulations;
9	"(4) require that, in the case of such a cockpit
10	voice recorder or flight data recorder that uses a
11	solid state recording medium in which activation of
12	a bulk erase function assigns a random discrete code
13	to the deleted recording, only the manufacturer of
14	the recorder and National Transportation Safety
15	Board have access to the software necessary to de-
16	termine the code in order to extract the deleted re-
17	corded data; and
18	"(5) ensure that data on such a cockpit voice
19	recorder or a flight data recorder, through technical
20	means other than encryption (such as overwriting or
21	the substitution of a blank recording medium before
22	the recorder is returned to the owner) is not dis-
23	closed for use other than for accident or incident in-
24	vestigation purposes.

1	"(b) Prohibited Use.—A cockpit voice recorder re-
2	cording shall not be used by the Administrator or any em-
3	ployer for any certificate action, civil penalty, or discipli-
4	nary proceedings against flight crewmembers.
5	"(c) Applicable Aircraft Defined.—In this sec-
6	tion, the term 'applicable aircraft' means an aircraft that
7	is—
8	"(1) operated under part 121 of title 14, Code
9	of Federal Regulations; and
10	"(2) required by regulation to have a cockpit
11	voice recorder or a flight data recorder.".
12	(b) Clerical Amendment.—The analysis for chap-
13	ter 447 of title 49, United States Code, is further amend-
14	ed by adding at the end the following:
	"44746. Cockpit recording device.".
15	SEC. 526. FLIGHT DATA RECOVERY FROM OVERWATER OP-
16	ERATIONS.
17	(a) In General.—The Administrator of the Federal
18	Aviation Administration shall direct the Aviation Rule-
19	making Advisory Committee (hereinafter referred to as
20	the "Committee" in this section) to review regulations re-
21	garding flight data recovery for aircraft—
22	(1) operated under part 121 of title 14, Code
23	of Federal Regulations; and
24	(2) used in extended overwater operations.

1	(b) Considerations.—In carrying out the review
2	pursuant to subsection (a), the Committee shall provide
3	to the Administrator any consensus recommendations for
4	the equipage of aircraft described in subsection (a) with
5	a cockpit voice recorder and a flight data recorder that—
6	(1) provide a means, in the event of an acci-
7	dent, to recover mandatory flight data parameters in
8	a manner that does not require the underwater re-
9	trieval of the cockpit voice recorder or flight data re-
10	corder;
11	(2) is equipped with a tamper-resistant method
12	to broadcast sufficient information to a ground sta-
13	tion to establish the location where an aircraft ter-
14	minates flight as the result of an accident within 6
15	nautical miles of the point of impact of the aircraft;
16	and
17	(3) is equipped with an airframe low-frequency
18	underwater locating device that functions for at least
19	90 days and that can be detected by appropriate
20	equipment.
21	(c) Recommendations.—Not later than 18 months
22	after tasking the aviation rulemaking advisory committee
23	under subsection (a), the committee shall submit to the
24	Administrator any consensus recommendations developed
25	under subsection (b).

1	(d) RULEMAKING.—Not later than 1 year after re-
2	ceiving any recommendations pursuant to subsection (c),
3	the Administrator shall initiate a rulemaking activity
4	based on such consensus recommendations, if determined
5	appropriate.
6	(e) Briefing.—If the Administrator decides not to
7	issue a final rule with respect to the rulemaking initiated
8	under subsection (d), the Administrator shall brief the
9	Committee on Transportation and Infrastructure of the
10	House of Representatives and the Committee on Com-
11	merce, Science, and Transportation of the Senate on the
12	justification for such decision.
13	SEC. 527. EMERGENCY MEDICAL EQUIPMENT ON PAS-
	SEC. 527. EMERGENCY MEDICAL EQUIPMENT ON PAS- SENGER AIRCRAFT.
13 14 15	
14 15	SENGER AIRCRAFT.
14 15 16	SENGER AIRCRAFT.  (a) IN GENERAL.—Not later than 12 months after date of enactment of this Act, the Administrator of the
14 15 16 17	SENGER AIRCRAFT.  (a) IN GENERAL.—Not later than 12 months after date of enactment of this Act, the Administrator of the
14	SENGER AIRCRAFT.  (a) IN GENERAL.—Not later than 12 months after date of enactment of this Act, the Administrator of the Federal Aviation Administration shall review and update, as appropriate, part 121 of title 14, Code of Federal Regu-
14 15 16 17 18	SENGER AIRCRAFT.  (a) IN GENERAL.—Not later than 12 months after date of enactment of this Act, the Administrator of the Federal Aviation Administration shall review and update, as appropriate, part 121 of title 14, Code of Federal Regulations, regarding emergency medical equipment, including
14 15 16 17	SENGER AIRCRAFT.  (a) IN GENERAL.—Not later than 12 months after date of enactment of this Act, the Administrator of the Federal Aviation Administration shall review and update, as appropriate, part 121 of title 14, Code of Federal Regulations, regarding emergency medical equipment, including
14 15 16 17 18 19 20	SENGER AIRCRAFT.  (a) IN GENERAL.—Not later than 12 months after date of enactment of this Act, the Administrator of the Federal Aviation Administration shall review and update, as appropriate, part 121 of title 14, Code of Federal Regulations, regarding emergency medical equipment, including the contents of emergency medical kits, and training re-
14 15 16 17 18 19 20	senger aircraft.  (a) In General.—Not later than 12 months after date of enactment of this Act, the Administrator of the Federal Aviation Administration shall review and update, as appropriate, part 121 of title 14, Code of Federal Regulations, regarding emergency medical equipment, including the contents of emergency medical kits, and training required for flight crew.
14 15 16 17 18 19 20 21	SENGER AIRCRAFT.  (a) IN GENERAL.—Not later than 12 months after date of enactment of this Act, the Administrator of the Federal Aviation Administration shall review and update, as appropriate, part 121 of title 14, Code of Federal Regulations, regarding emergency medical equipment, including the contents of emergency medical kits, and training required for flight crew.  (b) Consideration.—In carrying out subsection (a),

1	quiring any new medications or equipment necessary
2	to be included in approved emergency medical kits
3	under part 121 of title 14, Code of Federal Regula-
4	tions; and
5	(2) whether the contents of the emergency med-
6	ical kits include the appropriate medications and
7	equipment that can practicably be administered to
8	address—
9	(A) the emergency medical needs of chil-
10	dren and pregnant women;
11	(B) opioid overdose;
12	(C) anaphylaxis; and
13	(D) cardiac arrest.
14	(c) Consultation.—In conducting the review re-
15	quired under subsection (a), the Administrator shall con-
16	sult with associations representing aerospace medical pro-
17	fessionals.
18	SEC. 528. NAVIGATION AIDS STUDY.
19	(a) In General.—Not later than 180 days after the
20	date of enactment of this Act, the inspector general of the
21	Department of Transportation shall initiate a study exam-
22	ining the effects of reclassifying navigation aids to Design
23	Assurance Level–A from Design Assurance Level–B, in-
24	cluding the following navigation aids:
25	(1) Distance measuring equipment.

1	(2) Very high frequency omni-directional range.
2	(3) Tactical air navigation.
3	(4) Wide area augmentation system.
4	(b) Contents.—In conducting the study required
5	under subsection (a), the inspector general shall address—
6	(1) the cost-benefit analyses associated with the
7	reclassification described in such subsection;
8	(2) the findings from the operational safety as-
9	sessments and preliminary hazard analyses of the
10	navigation aids listed in such subsection;
11	(3) the risks of such reclassification on naviga-
12	tion aid equipment currently in use;
13	(4) the potential impacts on global interoper-
14	ability of navigational aids; and
15	(5) what additional actions should be taken
16	based on the findings of this subsection.
17	(c) Report.—Not later than 24 months after the
18	date of enactment of this Act, the inspector general shall
19	submit to the Committee on Transportation and Infra-
20	structure of the House of Representatives and the Com-
21	mittee on Commerce, Science, and Transportation of the
22	Senate a report describing the results of the study con-
23	ducted under subsection (a).
24	SEC. 529. REMOTE TOWERS.
25	(a) Study.—

1	(1) In General.—Not later than 90 days after
2	the date of enactment of this Act, the Administrator
3	of the Federal Aviation Administration shall seek to
4	enter into an agreement with a qualified organiza-
5	tion to conduct a study examining the viability and
6	feasibility of remote tower technology available on
7	the date of enactment of this Act to accommodate
8	existing air traffic activity at non-towered, public-use
9	airports and airports with a visual flight rule air
10	traffic control tower.
11	(2) Considerations.—In the study conducted
12	under subsection (a), the qualified organization se-
13	lected under such subsection shall consider and in-
14	clude in such study—
15	(A) the effectiveness and adequacy of the
16	pilot program established under section 161 of
17	the FAA Reauthorization Act of 2018 (49
18	U.S.C. 47104 note) in—
19	(i) assessing the installation, mainte-
20	nance, and operational costs and benefits
21	of remote tower technology; and
22	(ii) establishing a clear process for the
23	safety and operational certification of such
24	technology;

1	(B) a description of actions that the Ad-
2	ministration has undertaken to carry out such
3	pilot program;
4	(C) any barriers related to the safety and
5	operational certification of such technology;
6	(D) the number and type of non-towered
7	airports in the national airspace system;
8	(E) the availability and development of re-
9	mote tower technology;
10	(F) the potential to use remote tower sys-
11	tems to control air traffic at multiple airports
12	and from a single physical location, similar to
13	a terminal radar approach control facility;
14	(G) staffing flexibility to support seasonal
15	staffing of remote towers;
16	(H) safety factors related to the potential
17	need for such remote tower technology;
18	(I) the potential to use remote tower sys-
19	tems to surveil for unmanned aircraft, in con-
20	junction with unmanned aircraft system traffic
21	management systems, to enhance air traffic
22	management of manned air traffic;
23	(J) factors related to the demand for re-
24	mote tower technology:

1	(K) an examination of remote tower use in
2	other countries;
3	(L) projected costs associated with install-
4	ing and maintain remote tower technology at a
5	single airport; and
6	(M) recommendations regarding the most
7	cost-effective approach to provide air traffic
8	control services at non-towered airports in the
9	national airspace system.
10	(3) Input.—In carrying out the study under
11	subsection (a), the qualified organization selected
12	under such subsection shall—
13	(A) seek coordination with the Air Traffic
14	Organization and other offices of the Adminis-
15	tration; and
16	(B) seek the participation of representa-
17	tives of—
18	(i) the exclusive bargaining represent-
19	atives of air traffic controllers certified
20	under section 7111 of title 5, United
21	States Code;
22	(ii) manufacturers of remote towers;
23	(iii) airport operators; and
24	(iv) other stakeholders that the Ad-
25	ministrator determines appropriate.

1	(4) Report.—Not later than 1 year after the
2	date of enactment of this Act, the Administrator
3	shall submit to the Committee on Transportation
4	and Infrastructure of the House of Representatives
5	and the Committee on Commerce, Science, and
6	Transportation of the Senate a report detailing the
7	results of the study under subsection (a).
8	(b) Certification Process.—
9	(1) IN GENERAL.—Not later than 1 year after
10	the completion of the study required under sub-
11	section (a), the Administrator shall establish a proc-
12	ess for the certification of system design and oper-
13	ational approval of remote towers for use at public-
14	use airports.
15	(2) Consultation.—In carrying out sub-
16	section (b), the Administrator shall consult with the
17	following:
18	(A) The exclusive bargaining representa-
19	tive of the air traffic controllers certified under
20	section 7111 of title 5, United States Code.
21	(B) Manufacturers of remote towers.
22	(C) Non-towered airport operators.
23	(3) REQUIREMENTS.—In developing the certifi-
24	cation process required under subsection (b), the Ad-
25	ministrator shall—

1	(A) establish requirements for the system
2	design and operational approval of remote tow-
3	ers, including—
4	(i) sensor and camera visual require-
5	ments;
6	(ii) datalink latency requirements; and
7	(iii) visual presentation design re-
8	quirements for monitors used to display
9	sensor and camera feeds;
10	(B) establish tower-closure standards for
11	contingency operations and procedures for re-
12	mote tower failures and malfunctions; and
13	(C) consider the use of—
14	(i) ground— and space—based tele-
15	communications infrastructure; and
16	(ii) any other wireless telecommuni-
17	cations infrastructure that may enable the
18	operation of a remote tower.
19	(4) Operational approval assessments.—
20	In developing the operational approval process re-
21	quired under this subsection, the Administrator
22	shall—
23	(A) determine the appropriate number of
24	air traffic controllers necessary to staff a re-
25	mote tower for safe air traffic control oper-

1	ations at the respective airport based on the ex-
2	isting or projected air traffic activity at the air-
3	port;
4	(B) use a safety risk management panel
5	process to address any safety issues with re-
6	spect to the remote tower;
7	(C) if the remote tower is intended to be
8	installed at a non-towered airport, assess the
9	safety benefits of the remote tower against the
10	lack of an existing tower; and
11	(D) establish, to the satisfaction of the Ad-
12	ministrator and using performance-based cri-
13	teria, to the extent appropriate, published in
14	advance, the level of safety necessary for the
15	operation of the remote tower at the airport.
16	(5) Airport operators.—An airport operator
17	seeking to install or construct a certified remote
18	tower shall submit to the Administrator an applica-
19	tion in such form and containing such information
20	as the Administrator may require.
21	(6) Implementation.—In carrying out this
22	section, the Administrator shall—
23	(A) identify air traffic control information
24	and data that assists the Administrator in cat-

1	egorically certifying remote towers at different
2	types of airports;
3	(B) implement processes necessary to col-
4	lect the information and data identified in sub-
5	paragraph (A); and
6	(C) develop criteria from the information
7	and data identified in subparagraph (A) to as-
8	sess remote towers for widespread use at cat-
9	egories of public-use airports.
10	(7) Prioritization of remote tower cer-
11	TIFICATION APPLICANTS.—With respect to applica-
12	tions submitted as required by paragraph (4), the
13	Administrator shall prioritize—
14	(A) airports that do not have a permanent
15	air traffic control tower at the time of applica-
16	tion;
17	(B) airports that would provide small and
18	rural community air service; or
19	(C) airports that have been newly accepted
20	as of the date of enactment of this Act into the
21	Contract Tower Program.
22	(8) Briefing.—Not later than 180 days after
23	receiving the report required under subsection (a),
24	and annually thereafter through fiscal year 2028,
25	the Administrator shall brief the Committee on

1	Transportation and Infrastructure of the House of
2	Representatives and the Committee on Commerce,
3	Science, and Transportation of the Senate on the
4	status of the activities required under this section.
5	(c) Definitions.—In this section:
6	(1) AIR TRAFFIC ACTIVITY.—The term "air
7	traffic activity" means the number of takeoffs, land-
8	ings, and simulated approaches of an airport and
9	the time of which such takeoffs, landings, and simu-
10	lated approaches occur.
11	(2) Contract tower program.—The term
12	"Contract Tower Program" has the meaning given
13	such term in section 47124(e) of title 49, United
14	States Code.
15	(3) QUALIFIED ORGANIZATION.—The term
16	"qualified organization" means an independent non-
17	profit organization that recommends solutions to
18	public policy challenges through objective analysis.
19	(4) Remote tower.—The term "remote
20	tower" has the meaning given such term in section
21	161(a)(9) of the FAA Reauthorization Act of 2018
22	(49 U.S.C. 47104 note).
23	SEC. 530. WEATHER REPORTING SYSTEMS STUDY.
24	(a) In General.—Not later than 180 days after the
25	date of enactment of this Act, the Comptroller General

1	of the United States shall initiate a study to examine how
2	to improve the procurement, functionality, and sustain-
3	ability of weather reporting systems, including—
4	(1) automated weather observing systems;
5	(2) automated surface observing systems;
6	(3) visual weather observing systems; and
7	(4) non-Federal weather reporting systems.
8	(b) Contents.—In conducting the study required
9	under section (a), the Comptroller General shall address—
10	(1) the current state of the supply chain related
11	to weather reporting systems and the components of
12	such systems, including—
13	(A) the adequacy of suppliers of such sys-
14	tems and components;
15	(B) the affordability of such systems and
16	components; and
17	(C) the availability and affordability of re-
18	placement parts;
19	(2) the average age of weather reporting sys-
20	tems infrastructure installed in the national airspace
21	system;
22	(3) challenges to maintaining and replacing
23	weather reporting systems, including—
24	(A) root causes of weather reporting sys-
25	tem outages, including failures of such systems,

1	and supporting systems such as telecommuni-
2	cations infrastructure; and
3	(B) the degree to which such outages af-
4	fect weather reporting in the national airspace
5	system;
6	(4) mitigation measures to maintain aviation
7	safety during such an outage; and
8	(5) alternative means of obtaining weather ele-
9	ments at airports, including wind direction, wind
10	speed, barometric pressure setting, and cloud cov-
11	erage, including visibility.
12	(c) Consultation.—In conducting the study re-
13	quired under subsection (a), the Comptroller General shall
14	consult with the appropriate stakeholders and Federal
15	agencies involved in installing, managing, and supporting
16	weather reporting systems in the national airspace system.
17	(d) Report.—
18	(1) In general.—Not later than 2 years after
19	the date of enactment of this Act, the Comptroller
20	General shall submit to the Committee on Transpor-
21	tation and Infrastructure of the House of Represent-
22	atives and the Committee on Commerce, Science,
23	and Transportation of the Senate a report describ-
24	ing the results of the study conducted under sub-
25	section (a).

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1	(2) RECOMMENDATIONS.—The Comptroller
2	General shall include in the report submitted under
3	paragraph (1) recommendations for—
4	(A) ways to improve the resiliency and re-
5	dundancy of weather reporting systems;
6	(B) alternative means of compliance for
7	obtaining weather elements at airports; and
8	(C) if necessary, changes to Orders of the
9	Administration, including the following:
10	(i) Surface Weather Observing, Joint
11	Order 7900.5.
12	(ii) Notices to Air Missions, Joint
13	Order 7930.2.
14	SEC. 531. GAO STUDY ON EXPANSION OF THE FAA WEATH-
15	ER CAMERA PROGRAM.
16	(a) STUDY.—The Comptroller General of the United
17	States shall conduct a study on the feasibility and benefits
18	and costs of expanding the Weather Camera Program of
19	the Federal Aviation Administration to locations in the
20	United States that lack weather camera services.
21	(b) Considerations.—In conducting the study re-
22	quired under subsection (a), the Comptroller General shall
23	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 Committee on Trans-
22	portation and Infrastructure of the House of Representa-
23	tives and the Committee on Commerce, Science, and
24	Transportation of the Senate a report on the results of
25	the study required under subsection (a).

1	SEC. 532. 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 Federal Aviation Administration's internal processes
7	and procedures to communicate the position of civil avia-
8	tion operators and the safety of the national airspace sys-
9	tem to the National Telecommunications and Information
10	Administration regarding proposed spectrum reallocations
11	or auction decisions.
12	(b) Assessment.—In conducting the audit described
13	in subsection (a), the inspector general shall assess best
14	practices and policy recommendations for the Federal
15	Aviation Administration to—
16	(1) improve internal processes by which pro-
17	posed spectrum reallocations or auctions are thor-
18	oughly reviewed in advance to ensure that any com-
19	ments or technical concerns regarding aviation safe-
20	ty from civil aviation stakeholders are communicated
21	to the National Telecommunications and Informa-
22	tion Administration that are to be submitted to the
23	Federal Communications Commission;
24	(2) develop internal processes and procedures to
25	assess the effects a proposed spectrum reallocation
26	or auction may have on the [National Airspace Sys-

1	tem/national airspace system in a timely manner to
2	ensure safety of the national airspace system;
3	(3) improve external communication processes
4	to better inform civil aviation stakeholders, including
5	owners and operators of civil aircraft, on any com-
6	ments or technical concerns of the Federal Aviation
7	Administration relating to a proposed spectrum re-
8	allocation or auction that may impact the national
9	airspace system; and
10	(4) better communicate to the National Tele-
11	communications and Information Administration
12	when a proposed spectrum reallocation or auction
13	may pose a potential risk to aviation safety.
14	(e) Stakeholder Views.—In conducting the audit
15	pursuant to subsection (a), the inspector general shall con-
16	sult with relevant stakeholders, including—
17	(1) air carriers operating under part 121 of
18	title 14, Code of Federal Regulations;
19	(2) manufacturers of aircraft and aircraft com-
20	ponents;
21	(3) wireless communication carriers;
22	(4) labor unions representing pilots;
23	(5) air traffic system safety specialists;
24	(6) other representatives of the communications
25	industry;

1	(7) aviation safety experts;
2	(8) the National Telecommunications and Infor-
3	mation Administration; and
4	(9) the Federal Communications Commission.
5	(d) Report.—Not later than 2 years after the date
6	on which the audit is conducted pursuant to subsection
7	(a), the inspector general shall complete and submit a re-
8	port on findings and recommendations to—
9	(1) the Administrator of the Federal Aviation
10	Administration;
11	(2) the Committee on Transportation and In-
12	frastructure of the House of Representatives;
13	(3) the Committee on Energy and Commerce of
14	the House of Representatives; and
15	(4) the Committee on Commerce, Science, and
16	Technology of the Senate.
17	SEC. 533. RAMP WORKER SAFETY CALL TO ACTION.
18	(a) CALL TO ACTION RAMP WORKER SAFETY RE-
19	VIEW.—Not later than 180 days after the date of enact-
20	ment of this Act, the Administrator of the Federal Avia-
21	tion Administration shall initiate a Call to Action safety
22	review of airport ramp worker safety in order to bring
23	stakeholders together to share best practices and imple-
24	ment actions to address airport ramp worker safety.

1	(b) Contents.—The Call to Action safety review re-
2	quired pursuant to subsection (a) shall include—
3	(1) a review of Administration regulations,
4	guidance, and directives related to airport ramp
5	worker procedures and oversight of such processes;
6	(2) a review of reportable accidents and inci-
7	dents involving airport ramp workers, including any
8	identified contributing factors to the reportable acci-
9	dent or incident;
10	(3) a review of training and related educational
11	materials for airport ramp workers, including super-
12	visory employees;
13	(4) a review of devices and methods for commu-
14	nication on the ramp;
15	(5) a review of markings on the ramp that de-
16	fine restriction, staging, safety, or hazard zones;
17	(6) a review of aircraft jet blast and engine in-
18	take safety markings; and
19	(7) a process for stakeholders, including air-
20	lines, aircraft manufacturers, airports, labor, and
21	aviation safety experts, to provide feedback and
22	share best practices.
23	(c) Report and Actions.—Not later than 180 days
24	after the conclusion of the Call to Action safety review
25	pursuant to subsection (a), the Administrator shall—

1	(1) submit to the Committee on Transportation
2	and Infrastructure of the House of Representatives
3	and the Committee on Commerce, Science, and
4	Transportation of the Senate a report on the results
5	of the review and any recommendations for actions
6	or best practices to improve airport ramp worker
7	safety, including the identification of risks and pos-
8	sible mitigations to be considered in any applicable
9	safety management system of air carriers and air-
10	ports; and
11	(2) initiate such actions as are necessary to act
12	upon the findings of the review under subsection (b).
	272 C. 727 C.
13	SEC. 534. SAFETY DATA ANALYSIS FOR AIRCRAFT WITHOUT
13 14	TRANSPONDERS.
14	TRANSPONDERS.
14 15	<b>TRANSPONDERS.</b> (a) IN GENERAL.—Not later than 90 days after the
14 15 16 17	TRANSPONDERS.  (a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of the
14 15 16 17	TRANSPONDERS.  (a) In General.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, in coordination with the
14 15 16 17	TRANSPONDERS.  (a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, in coordination with the Chairman of the National Transportation Safety Board,
114 115 116 117 118	TRANSPONDERS.  (a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, in coordination with the Chairman of the National Transportation Safety Board, shall collect and analyze data relating to accidents and in-
114 115 116 117 118 119 220	TRANSPONDERS.  (a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, in coordination with the Chairman of the National Transportation Safety Board, shall collect and analyze data relating to accidents and incidents involving covered exempt aircraft that occurred
14 15 16 17 18 19 20 21	TRANSPONDERS.  (a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, in coordination with the Chairman of the National Transportation Safety Board, shall collect and analyze data relating to accidents and incidents involving covered exempt aircraft that occurred within 30 nautical miles of an airport.
14 15 16 17 18 19 20 21	TRANSPONDERS.  (a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, in coordination with the Chairman of the National Transportation Safety Board, shall collect and analyze data relating to accidents and incidents involving covered exempt aircraft that occurred within 30 nautical miles of an airport.  (b) Requirements.—The analysis required under

1	(2) incidents and accidents involving midair
2	events, including collisions;
3	(3) incidents and accidents involving ground
4	proximity warning system alerts;
5	(4) incidents and accidents involving traffic col-
6	lision avoidance system alerts;
7	(5) incidents and accidents involving a loss of
8	separation or near miss; and
9	(6) the causes of the accidents and incidents
10	described in paragraphs (1) through (5).
11	(c) Report to Congress.—Not later than 1 year
12	after the date of enactment of this Act, the Administrator
13	shall submit to the Committee on Transportation and In-
14	frastructure of the House of Representatives and the Com-
15	mittee on Commerce, Science, and Transportation of the
16	Senate a report containing the results of the analysis re-
17	quired under subsection (a) and, if appropriate, rec-
18	ommendations on how to reduce the number of incidents
19	and accidents associated with such covered exempt air-
20	craft.
21	(d) COVERED EXEMPT AIRCRAFT DEFINED.—In this
22	section, the term "covered exempt aircraft" means air-
23	craft, balloons, and gliders exempt from air traffic control
24	transponder and altitude reporting equipment and use re-

1	quirements under part 91.215(b)(3) of title 14, Code of
2	Federal Regulations.
3	SEC. 535. CRASH-RESISTANT FUEL SYSTEMS IN ROTOR-
4	CRAFT.
5	(a) In General.—The Administrator of the Federal
6	Aviation Administration shall task the Aviation Rule-
7	making Advisory Committee to—
8	(1) review the data analysis conducted and the
9	recommendations developed by the Aviation Rule-
10	making Advisory Committee Rotorcraft Occupant
11	Protection Working Group of the Administration;
12	(2) update the 2018 report of such working
13	group on rotorcraft occupant protection by—
14	(A) reviewing National Transportation
15	Safety Board data from 2016 through 2023 on
16	post-crash fires in helicopter accidents; and
17	(B) determining whether and to what ex-
18	tent crash-resistant fuel systems could have
19	prevented fatalities; and
20	(3) develop recommendations for either the Ad-
21	ministrator or the helicopter industry to encourage
22	helicopter owners and operators to expedite the in-
23	stallation of crash-resistant fuel systems in the air-
24	craft of such owners and operators regardless of
25	original certification and manufacture date.

1	(b) Schedule.—
2	(1) Deadline.—Not later than 18 months
3	after the Administrator tasks the Aviation Rule-
4	making Advisory Committee under subsection (a),
5	the Committee shall submit the recommendations
6	developed under subsection (a)(2) to the Adminis-
7	trator.
8	(2) Implementation.—If applicable, and not
9	later than 180 days after receiving the recommenda-
10	tions under paragraph (1), the Administrator
11	shall—
12	(A) begin implementing, as appropriate,
13	any consensus safety recommendations the Ad-
14	ministrator receives from the Aviation Rule-
15	making Advisory Committee, and brief the
16	Committee on Transportation and Infrastruc-
17	ture of the House of Representatives and the
18	Committee on Commerce, Science, and Trans-
19	portation of the Senate on any recommenda-
20	tions the Administrator does not implement;
21	and
22	(B) partner with the United States Heli-
23	copter Safety Team, as appropriate, to facilitate
24	implementation of any recommendations for the

1	helicopter industry pursuant to subsection
2	(a)(2)
3	SEC. 536. REDUCING TURBULENCE ON PART 121 AIRCRAFT
4	OPERATIONS.
5	(a) In General.—Not later than 3 years after the
6	date of enactment of this Act, the Administrator of the
7	Federal Aviation Administration shall review and imple-
8	ment, as appropriate, the recommendations made by the
9	Chair of the National Transportation Safety Board to the
10	Administrator contained in the safety research report ti-
11	tled "Preventing Turbulence-Related Injuries in Air Car-
12	rier Operations Conducted Under Title 14 Code of Federal
13	Regulations Part 121", issued on August 10, 2021
14	(NTSB/SS-21/01).
15	(b) Report.—
16	(1) IN GENERAL.—Not later than 1 year after
17	completing the review under subsection (a), and
18	every 2 years thereafter, the Administrator shall
19	submit to the Committee on Transportation and In-
20	frastructure of the House of Representatives and the
21	Committee on Commerce, Science, and Transpor-
22	tation of the Senate a report on the status of the
23	recommendations in the safety research report de-
24	scribed in subsection (a) until the earlier of—

1	(A) the date on which such recommenda-
2	tions have been adopted; or
3	(B) the date that is 10 years after the date
4	of enactment of this Act.
5	(2) Contents.—If the Administrator decides
6	not to implement a recommendation in the safety re-
7	search report described in subsection (a), the Ad-
8	ministrator shall provide, as a part of the report re-
9	quired under paragraph (1), a description of why the
10	Administrator did not implement such recommenda-
11	tion.
12	SEC. 537. STUDY ON RADIATION EXPOSURE.
13	(a) STUDY.—Not later than 120 days after the date
14	of enactment of this Act, the Administrator of the Federal
15	Aviation Administration shall seek to enter into an agree-
16	ment with the National Academies of Sciences, Engineer-
17	ing, and Medicine under which the National Research
18	Council of the National Academies shall conduct a study
19	on radiation exposure onboard various aircraft types oper-
20	ated under part 121 of title 14, Code of Federal Regula-
21	tions.
22	(b) Scope of Study.—In conducting the study
23	under subsection (a), the National Research Council shall
24	assess—

1	(1) radiation concentrations in such aircraft at
2	takeoff, in-flight at high altitudes, and upon landing;
3	(2) the health risks and impact of radiation ex-
4	posure to flight attendants and passengers onboard
5	aircraft operating at high altitudes; and
6	(3) mitigation measures to prevent and reduce
7	the health and safety impacts of radiation exposure
8	to flight attendants and passengers.
9	(c) Report to Congress.—Not later than 16
10	months after the initiation of the study required under
11	subsection (a), the Secretary shall submit to the appro-
12	priate committees of Congress the study conducted by the
13	National Research Council pursuant to this section.
14	(d) Appropriate Committees of Congress De-
15	FINED.—In this section, the term "appropriate commit-
16	tees of Congress' means the Committee on Transpor-
17	tation and Infrastructure and the Committee on Energy
18	and Commerce of the House of Representatives and the
19	Committee on Commerce, Science, and Transportation of
20	the Senate.
21	SEC. 538. DETERRING CREWMEMBER INTERFERENCE.
22	(a) Task Force.—
23	(1) In general.—Not later than 120 days
24	after the date of enactment of this Act, the Adminis-
25	trator of the Federal Aviation Administration shall

1	convene a task force to develop voluntary standards
2	and best practices relating to suspected violations of
3	sections 46318, 46503, and 46504 of title 49,
4	United States Code, including—
5	(A) proper and consistent incident docu-
6	mentation and reporting techniques;
7	(B) best practices for flight crew and cabin
8	crew response, including de-escalation;
9	(C) improved coordination between stake-
10	holders, including flight crew and cabin crew,
11	airport staff, other Federal agencies as appro-
12	priate, and law enforcement; and
13	(D) appropriate enforcement actions.
14	(2) Membership.—The task force convened
15	under paragraph (1) shall be comprised representa-
16	tives of—
17	(A) air carriers;
18	(B) airport sponsors and airport law en-
19	forcement agencies;
20	(C) other Federal agencies determined nec-
21	essary by the Administrator; and
22	(D) labor organizations representing air
23	carrier pilots;
24	(E) labor organizations representing flight
25	attendants; and

1	(F) labor organizations representing
2	ticketing, check-in, or other customer service
3	representatives employed by air carriers.
4	(b) Announcements.—Not later than 90 days after
5	the date of enactment of this Act, the Administrator shall
6	initiate such actions as may be necessary to include in the
7	briefing of passengers before takeoff required under sec-
8	tion 121.571 of title 14, Code of Federal Regulations, a
9	statement informing passengers that it is against Federal
10	law to assault or threaten to assault any individual on an
11	aircraft or interfere with the duties of a crewmember.
12	(c) Definitions.—For purposes of this section, the
13	definitions in section 40102(a) of title 49, United States
14	Code, shall apply to terms in this section.
15	SEC. 539. CABIN TEMPERATURE STANDARDS.
16	(a) In General.—Not later than 24 months after
17	the date of enactment of this Act, the Administrator of
18	the Federal Aviation Administration shall review existing
19	standards produced by recognized industry standards or-
20	ganizations on safe air temperatures and humidity levels
21	in enclosed environments, including onboard aircraft, and
22	determine the validity of such standards, including the
23	American Society of Heating, Refrigerating and Air-Con-
24	ditioning Engineers (in this section referred to as
25	"ASHRAE") standards titled "Air Quality within Com-

1	mercial Aircraft" (ASHRAE Guideline 28–2021) and
2	"Thermal Environmental Conditions for Human Occu-
3	pancy' (ASHRAE Standard 55–2020).
4	(b) Consultation.—In conducting the review under
5	subsection (a), the Administrator shall consult with—
6	(1) certificate holders under part 121 of title
7	14, Code of Federal Regulations;
8	(2) certified labor representatives of flight at-
9	tendants, pilots, and other crewmembers;
10	(3) relevant Federal agencies; and
11	(4) other relevant stakeholders, as appropriate.
12	(c) ACADEMIC STUDY.—In the event that the Admin-
13	istrator determines, through the review carried out under
14	subsection (a), that there is not an appropriate standard
15	to determine unsafe temperatures onboard aircraft oper-
16	ated under part 121 of title 14, Code of Federal Regula-
17	tions, the Administrator shall enter into an appropriate
18	agreement with the National Academies to—
19	(1) conduct a study of unsafe aircraft cabin
20	temperatures and aircraft conditions that contribute
21	to such temperatures; and
22	(2) provide recommendations for air carriers
23	and aircraft manufacturers to improve the manage-
24	ment of temperature and related factors onboard
25	aircraft.

1	(d) Reports.—
2	(1) FAA.—Not later than 3 months after com-
3	pleting the review required under subsection (a), the
4	Administrator shall submit to the Committee on
5	Transportation and Infrastructure of the House of
6	Representatives and the Committee on Commerce,
7	Science, and Transportation of the Senate a report
8	on the findings and determination of the review.
9	(2) National academies.—If a report is pro-
10	duced under subsection (c), not later than 1 month
11	after receiving such report the Administrator shall
12	submit to the Committee on Transportation and In-
13	frastructure of the House of Representatives and the
14	Committee on Commerce, Science, and Transpor-
15	tation of the Senate such report.
16	SEC. 540. CABIN AIR QUALITY.
17	(a) Reporting of Smoke or Fume Events On-
18	BOARD COMMERCIAL AIRCRAFT.—
19	(1) In general.—Not later than 180 days
20	after the date of the enactment of this Act, the Ad-
21	ministrator of the Federal Aviation Administration
22	shall develop a standardized system for a flight at-
23	tendants, pilots, and aircraft maintenance techni-
24	cians of air carriers to voluntarily report fume
25	events onboard passenger-carrying aircraft operating

1	under part 121 of title 14, Code of Federal Regula-
2	tions.
3	(2) Information submission.—The system
4	developed under paragraph (1) shall include a meth-
5	od of submission, which shall request at least the
6	following information:
7	(A) Identification of the flight number,
8	type, and registration of the aircraft.
9	(B) The date of the reported fume event
10	onboard the aircraft.
11	(C) Description of smoke or fume in the
12	aircraft, including the nature, intensity, and
13	visual consistency or smell (if any).
14	(D) The location of the smoke or fumes in
15	the aircraft.
16	(E) The source (if discernible) of the
17	smoke or fumes in the aircraft.
18	(F) The phase of flight during which
19	smoke or fumes first became present.
20	(G) The duration of the fume event.
21	(H) Any required onboard medical atten-
22	tion for passengers or crew members.
23	(I) Any additional factors as determined
24	appropriate by the Administrator or crew mem-
25	ber submitting a report.

1	(3) Guidelines for Submission.—The Ad-
2	ministrator shall issue guidelines on how to submit
3	the information described in paragraph (2).
4	(4) Confirmation of Submission.—Upon
5	submitting the information described in paragraph
6	(2), the submitting party shall receive a duplicate
7	record of the submission and confirmation of receipt.
8	(5) Use of information.—The Adminis-
9	trator—
10	(A) may not publish any information sub-
11	mitted under this section;
12	(B) shall maintain a database of such in-
13	formation;
14	(C) at the request of an air carrier, shall
15	provide to such air carrier any information sub-
16	mitted under this section that is relevant to
17	such air carrier, except any information that
18	may be used to identify the party submitting
19	such information;
20	(D) may not, without validation, assume
21	that information submitted under this section is
22	accurate for the purposes of initiating rule-
23	making or taking an enforcement action;

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1	(E) may use information submitted under
2	this section to inform the oversight of the safety
3	management system of an air carrier; and
4	(F) may use information submitted under
5	this section for the purpose of performing a
6	study or supporting a study sponsored by the
7	Administrator.
8	(b) Study.—
9	(1) In general.—Not later than 3 years after
10	the date of enactment of this Act, the Administrator
11	of the Federal Aviation Administration shall seek to
12	enter into the appropriate arrangements with the
13	National Academies to conduct a study and issue
14	recommendations to be made publicly available per-
15	taining to cabin air quality and any risk of, and po-
16	tential for, persistent and accidental fume events on-
17	board a passenger-carrying aircraft operating under
18	part 121 of title 14, Code of Federal Regulations.
19	(2) Scope.—In carrying out a study pursuant
20	to paragraph (1), the National Academies shall ex-
21	amine—
22	(A) the information collected pursuant to
23	subsection (a);
24	(B) the report issued pursuant to section
25	326 of the FAA Reauthorization Act of 2018

1	(49 U.S.C. 40101 note) and any identified as-
2	sumptions or gaps described in such report;
3	(C) any health risks or impacts of fume
4	events on flight crews, including flight attend-
5	ants and pilots, and passengers onboard air-
6	craft operating under part 121 of title 14, Code
7	of Federal Regulations;
8	(D) instances of persistent or regularly oc-
9	curring (as determined by the National Acad-
10	emies) fume events in such aircraft;
11	(E) instances of accidental, unexpected, or
12	irregularly occurring (as determined by the Na-
13	tional Academies) fume events on such aircraft,
14	including whether such accidental events are
15	more frequent during various phases of oper-
16	ations, including ground operations, taxiing,
17	take off, cruise, and landing;
18	(F) the likely originating material of, and
19	the air contaminants present during, the situa-
20	tions described in subparagraphs (D) and (E);
21	(G) the frequencies, durations, and likely
22	causes of the situations described in subpara-
23	graphs (D) and (E); and

1	(H) any additional data on fume events as
2	determined appropriate by the National Acad-
3	emies.
4	(3) Recommendations.—The National Acad-
5	emies shall provide recommendations based on the
6	study conducted under paragraph (1)—
7	(A) that shall, at minimum, address how
8	to—
9	(i) improve overall cabin air quality of
10	passenger-carrying aircraft;
11	(ii) improve the detection, accuracy,
12	and reporting of fume events; and
13	(iii) reduce the frequency and impact
14	of fume events; and
15	(B) for any updates to standards, guide-
16	lines, or regulations that could help achieve the
17	recommendations described in subparagraph
18	(A).
19	(4) Report to congress.—Not later than 1
20	month after the completion of the study conducted
21	under paragraph (1), the Administrator shall submit
22	to the Committee on Transportation and Infrastruc-
23	ture of the House of Representatives and the Com-
24	mittee on Commerce, Science, and Transportation of
25	the Senate a copy of such study.

1	(c) Fume Event Defined.—In this section, the
2	term "fume event" means the presence of fumes in the
3	cabin, including smoke.
4	SEC. 541. EVACUATION STANDARDS FOR TRANSPORT CAT-
5	EGORY AIRPLANES.
6	(a) In General.—Not later than 6 months after the
7	date of enactment of this Act, the Administrator of the
8	Federal Aviation Administration shall task the Aviation
9	Rulemaking Advisory Committee with reviewing and pro-
10	posing updates to the evacuation requirements under sec-
11	tion 25.803 of title 14, Code of Federal Regulations, and
12	appendix J to part 25 of such title.
13	(b) Considerations.—In tasking the Aviation Rule-
14	making Advisory Committee under subsection (a), the Ad-
15	ministrator shall, at a minimum, task the Committee to—
16	(1) evaluate whether the representative pas-
17	senger loads, prescribed in regulation on the date of
18	enactment of this Act, represent a realistic composi-
19	tion of passengers on an aircraft operated under
20	part 121 of title 14, Code of Federal Regulations,
21	including accounting for—
22	(A) children, including infants;
23	(B) passengers who do not speak English;
24	(C) passengers with disabilities: and

1	(D) service animals (as such term is de-
2	fined in section 35.104 and 36.104 of title 28,
3	Code of Federal Regulations, or successor regu-
4	lations); and
5	(2) determine if there are technologies or tech-
6	niques that can be used to more accurately represent
7	categories of passengers who are unable to provide
8	consent during evacuation testing, but should be
9	simulated in such testing;
10	(3) evaluate whether the requirements pre-
11	scribed in regulation on the date of enactment of
12	this Act adequately consider the varying sizes,
13	weight, and matter or baggage present in an aircraft
14	cabin; and
15	(4) determine whether the evacuation testing
16	performed, associated with section 25.803 of title
17	14, Code of Federal Regulations, considers the seat
18	size, seat pitch, seating layout, aisle width, and aisle
19	layout of the aircraft type being tested.
20	(c) Consultation.—In tasking the Aviation Rule-
21	making Advisory Committee under subsection (a), the Ad-
22	ministrator shall allow such Committee to consult with the
23	National Transportation Safety Board, transport category
24	aircraft manufacturers, air carriers certificated under part
25	121 of title 14, Code of Federal Regulations, crew mem-

- 1 bers of such air carriers, emergency responders, groups
- 2 representing passengers and passengers with disabilities,
- 3 and other relevant experts.
- 4 (d) Rulemaking.—Not later than 18 months after
- 5 receiving such recommendations to update section 25.803
- 6 of title 14, Code of Federal Regulations, and appendix J
- 7 to part 25 of such title, the Administrator shall issue a
- 8 final rulemaking based on the recommendations provided
- 9 by the aviation rulemaking advisory committee tasked
- 10 under this section, as necessary.
- 11 (e) Passenger With Disabilities.—In this sec-
- 12 tion, the term "passenger with disabilities" means any
- 13 qualified individual with a disability, as such term is de-
- 14 fined in section 382.3 of title 14, Code of Federal Regula-
- 15 tions, or successor regulations.

## 16 SEC. 542. LITHIUM-ION POWERED WHEELCHAIRS.

- 17 (a) IN GENERAL.—Not later than 1 year after the
- 18 date of enactment of this Act, the Secretary of Transpor-
- 19 tation shall task the Air Carrier Access Act Advisory Com-
- 20 mittee (in this section referred to as the "Committee")
- 21 to conduct a review of regulations regarding lithium-ion
- 22 battery powered wheelchairs and mobility aids and provide
- 23 recommendations to the Secretary to ensure safe transport
- 24 of such wheelchairs and mobility aids in air transpor-
- 25 tation.

1	(b) Considerations.—In conducting the review re-
2	quired under subsection (a), the Committee shall consider
3	the following:
4	(1) Any existing or necessary standards for lith-
5	ium-ion batteries, including casings or other similar
6	components, in such wheelchairs and mobility aids.
7	(2) The availability of necessary containment or
8	storage devices, including fire containment covers or
9	fire-resistant storage containers, for such wheel-
10	chairs and mobility aids.
11	(3) The policies of each air carrier (as such
12	term is defined in part 121 of title 14, Code of Fed-
13	eral Regulations) pertaining to lithium—ion battery
14	powered wheelchairs and mobility aids (as in effect
15	on the date of enactment of this Act).
16	(4) Any other considerations the Secretary de-
17	termines appropriate.
18	(c) Consultation Requirement.—In conducting
19	the review required under subsection (a), the Committee
20	shall consult with the Administrator of the Pipeline and
21	Hazardous Materials Safety Administration.
22	(d) Notification.—
23	(1) In general.—Upon completion of the re-
24	view conducted under subsection (a), the Committee
25	shall notify the Secretary if an air carrier does not

1	have a policy pertaining to lithium—ion battery pow-
2	ered wheelchairs and mobility aids in effect.
3	(2) Notification.—The Secretary shall notify
4	an air carrier described in paragraph (1) of the sta-
5	tus of such air carrier.
6	(e) Report to Congress.—Not later than 90 days
7	after submission of the recommendations to the Secretary,
8	the Secretary shall submit to the Committee on Transpor-
9	tation and Infrastructure of the House of Representatives
10	and the Committee on Commerce, Science, and Transpor-
11	tation of the Senate any recommendations under sub-
12	section (a), in the form of a report.
13	(f) Publication.—The Secretary shall publish the
14	report required under subsection (e) on the public website
15	of the Department of Transportation.
16	SEC. 543. NATIONAL SIMULATOR PROGRAM POLICIES AND
17	GUIDANCE.
18	(a) Review.—Not later than 2 years after the date
19	of enactment of this Act, the Administrator of the Federal
20	Aviation Administration shall review relevant policies and
21	guidance, including all advisory circulars, information bul-
22	letins, and directives, pertaining to part 60 of title 14,
23	Code of Federal Regulations.

1	(b) UPDATES.—Upon completion of the review re-
2	quired under subsection (a), the Administrator shall, at
3	a minimum, update the following:
4	(1) Advisory Circular 120–40B, issued July 29,
5	1991.
6	(2) Advisory Circular 120–45A, issued Feb-
7	ruary 5, 1992.
8	(3) Advisory Circular 120–50A, issued Feb-
9	ruary 9, 1996.
10	(4) Advisory Circular 120–63, issued October
11	11, 1994.
12	(c) Consultation.—In carrying out the review re-
13	quired under subsection (a), the Administrator shall con-
14	vene and consult with entities required to comply with part
15	60 of title 14, Code of Federal Regulations, including rep-
16	resentatives of—
17	(1) air carriers;
18	(2) flight schools certificated under part 141 of
19	title 14, Code of Federal Regulations;
20	(3) training centers certificated under part 142
21	of title 14, Code of Federal Regulations; and
22	(4) manufacturers and suppliers of flight sim-
23	ulation training devices (as defined in part 1 of title
24	14, Code of Federal Regulations, and Appendix F to
25	part 60 of such title).

1	SEC. 544. GAO STUDY ON FAA NATIONAL SIMULATOR PRO-
2	GRAM.
3	(a) In General.—Not later than 18 months after
4	the date of enactment of this Act, the Comptroller General
5	of the United States shall conduct a study into the Na-
6	tional Simulator Program of the Federal Aviation Admin-
7	istration that is part of the Air Transportation Division's
8	Training and Simulation Group.
9	(b) Considerations.—In conducting the study re-
10	quired under subsection (a), the Comptroller General
11	shall, at a minimum, assesses—
12	(1) how the program described under subsection
13	(a), is maintained to reflect and account for ad-
14	vancement in technologies pertaining to flight sim-
15	ulation training devices (as defined in part 1 of title
16	14, Code of Federal Regulations, and appendix F to
17	part 60 of such title);
18	(2) the staffing levels, critical competencies,
19	and skills gaps of Administration personnel respon-
20	sible for carrying out and supporting the program
21	described in subsection (a); and
22	(3) how the program described in subsection (a)
23	engages air carriers and relevant industry stake-
24	holders, including flight schools, to ensure efficient
25	compliance with part 60 of such title.

1	(c) Report.—Not later than 18 months after the
2	date of enactment of this Act, the Comptroller General
3	shall submit to the Committee on Transportation and In-
4	frastructure of the House of Representatives and the Com-
5	mittee on Commerce, Science, and Transportation of the
6	Senate a report on the findings of the study conducted
7	under subsection (a).
8	SEC. 545. GAO STUDY ON FAA ALIGNMENT WITH BEST
9	AVAILABLE TECHNOLOGIES AND STAND-
10	ARDS.
11	(a) In General.—The Comptroller General of the
12	United States shall conduct a study on the incorporation
13	of best available technologies by the Federal Aviation Ad-
14	ministration to increase aviation safety and improve the
15	health and safety of aviation workers.
16	(b) Scope.—In conducting the study under sub-
17	section (a), the Comptroller General shall—
18	(1) analyze the degree to which the Adminis-
19	trator of the Federal Aviation Administration is ena-
20	bling the use or adoption of technologies used by
21	other air navigation service providers to meet ICAO
22	standards; and
23	(2) identify any barriers to adoption of such
24	technologies.

1	(c) Report.—Not later than 4 years after the date
2	of enactment of this Act, the Comptroller General shall
3	report to the Committee on Transportation and Infra-
4	structure of the House of Representatives and the Com-
5	mittee on Commerce, Science, and Transportation of the
6	Senate on the findings of the study.
7	(d) ICAO DEFINED.—In this section, the term
8	"ICAO" means the International Civil Aviation Organiza-
9	tion.
10	SEC. 546. ADVANCED SIMULATION TRAINING.
11	(a) In General.—Notwithstanding section
12	61.159(a)(6) of title 14, Code of Federal Regulations (or
13	any successor regulations), a person who is applying for
14	an airline transport certificate with an airplane category
15	and class rating may obtain up to 150 additional hours
16	of the total aeronautical experience requirement in a full
17	flight simulator representing an airplane that provides six-
18	degrees of freedom motion, provided the aeronautical ex-
19	perience—
20	(1) was accomplished as part of a Federal Avia-
21	tion Administration approved training course in
22	parts 121, 135, 141, or 142 of such title; and
23	(2) does not qualify for flight credit hours for
24	an individual applying for an airline transport pilot
25	certificate with restricted privileges under para-

1	graphs (a), (b), (c), and (d) of section 61.160 of
2	such title (or any successor regulation).
3	(b) Rule of Construction.—Nothing in this sec-
4	tion shall be construed to affect the ability of a person
5	to also obtain 100 hours of aeronautical experience in a
6	flight training device or full flight simulator under section
7	61.159(a)(6) of title 14, Code of Federal Regulations (or
8	any successor regulations).
9	(c) Rulemaking.—
10	(1) In general.—Not later than 2 years after
11	the date of enactment of this Act, the Administrator
12	of the Federal Aviation Administration shall issue a
13	final rule to update part 61 of title 14, Code of Fed-
14	eral Regulations, to reflect changes made by this
15	section.
16	(2) Consultation.—The Administrator shall
17	consult with the Air Carrier Training Aviation Rule-
18	making Committee—
19	(A) in developing the rule under paragraph
20	(1), and
21	(B) in evaluating, notwithstanding sub-
22	section (a), whether the additional 150 hours
23	allowed under subsection (a) may be accrued in
24	a full flight simulator representing an airplane
25	that provides three-degrees of freedom motion.

1	(3) Applicability.—Nothing in this sub-
2	section, nor any potential failure of the Adminis-
3	trator to issue a final rule under paragraph (1),
4	shall be construed to prohibit the immediate applica-
5	bility of subsection (a).
6	(d) Definitions.—In this section, the terms "flight
7	training device" and "full flight simulator" have the
8	meanings given such terms in section 1.1 of title 14, Code
9	of Federal Regulations.
10	SEC. 547. INCREMENTAL SAFETY IMPROVEMENT.
11	Section 44704 of title 49, United States Code, is
12	amended by adding at the end the following:
13	"(h) Incremental Safety Improvement.—
14	"(1) In General.—The Administrator may
15	consider and approve a proposed incremental design
16	change request from a type certificate holder, if such
17	holder is required by the Administrator to make a
18	safety-related design change to bring a product into
19	compliance, even if the proposed incremental design
20	change does not eliminate all noncompliant condi-
21	tions.
22	"(2) Proposed incremental design
23	
	CHANGE.—A proposed incremental design change

1	"(A) be related to the required safety-re-
2	lated change described in this subsection; and
3	"(B) improve safety.
4	"(3) Full compliance.—An approval issued
5	under this subsection shall not be construed to re-
6	lieve a type certificate holder from addressing all
7	noncompliant conditions under paragraph (1).".
8	Subtitle B—Aviation Cybersecurity
9	SEC. 571. FINDINGS.
10	Congress finds the following:
11	(1) Congress has repeatedly tasked the Federal
12	Aviation Administration with responsibility for se-
13	curing the national airspace system, including the
14	air traffic control system and other air navigation
15	services, civil aircraft, and aeronautical products and
16	articles through safety regulation and oversight.
17	These mandates have routinely included protecting
18	against associated cyber threats affecting aviation
19	safety or the Administration's provision of safe, se-
20	cure, and efficient air navigation services and air-
21	space management.
22	(2) In 2016, Congress passed the FAA Exten-
23	sion, Safety, and Security Act of 2016, which estab-
24	lished requirements for the Federal Aviation Admin-
25	istration to enhance the national airspace system's

1	cybersecurity and included mandates for the Admin-
2	istration to—
3	(A) develop a cybersecurity strategic plan;
4	(B) coordinate with other Federal agencies
5	to identify cyber vulnerabilities;
6	(C) develop a cyber threat model; and
7	(D) complete a comprehensive, strategic
8	policy framework to identify and mitigate cyber-
9	security risks to the air traffic control system.
10	(3) In 2018, Congress passed the FAA Reau-
11	thorization Act of 2018 which—
12	(A) authorized funding for the construction
13	of Federal Aviation Administration facilities
14	dedicated to improving the cybersecurity of the
15	national airspace system;
16	(B) required the Federal Aviation Admin-
17	istration to review and update its comprehen-
18	sive, strategic policy framework for cybersecu-
19	rity to assess the degree to which the frame-
20	work identifies and addresses known cybersecu-
21	rity risks associated with the aviation system,
22	and evaluate existing short- and long-term ob-
23	jectives for addressing cybersecurity risks to the
24	national airspace system;

1	(C) created a Chief Technology Officer po-
2	sition within the Federal Aviation Administra-
3	tion to be responsible for, among other things,
4	coordinating the implementation, operation,
5	maintenance, and cybersecurity of technology
6	programs relating to the air traffic control sys-
7	tem with the aviation industry and other Fed-
8	eral agencies; and
9	(D) directed the National Academy of
10	Sciences to study the cybersecurity workforce of
11	the Federal Aviation Administration in order to
12	develop recommendations to increase the size,
13	quality, and diversity of such workforce.
14	(4) Congress has tasked the Federal Aviation
15	Administration with being the primary Federal
16	agency to assess and address the threats posed from
17	cyber incidents relating to Federal Aviation Admin-
18	istration-provided air traffic control and air naviga-
19	tion services and the threats posed from cyber inci-
20	dents relating to civil aircraft, aeronautical products
21	and articles, aviation networks, aviation systems,
22	services, and operations, and the aerospace industry
23	affecting aviation safety or the provision of safe, se-
24	cure, and efficient air navigation services and air-
25	space management by the Administration.

1	(5) Since 2005, the Federal Aviation Adminis-
2	tration has been addressing cyber vulnerabilities in
3	civil aircraft and aeronautical products and articles
4	during the safety certification process.
5	SEC. 572. AEROSPACE PRODUCT SAFETY.
6	(a) Cybersecurity Standards.—Section 44701(a)
7	of title 49, United States Code, is amended—
8	(1) in paragraph (1) by inserting "cybersecu-
9	rity," after "quality of work,"; and
10	(2) in paragraph (5)—
11	(A) by inserting "cybersecurity and" after
12	"standards for"; and
13	(B) by striking "procedure" and inserting
14	"procedures".
15	(b) Exclusive Rulemaking Authority.—Section
16	44701 of title 49, United States Code, is amended by add-
17	ing at the end the following:
18	"(h) Exclusive Rulemaking Authority.—Not-
19	withstanding any other provision of law and except as pro-
20	vided in section 40132, the Administrator, in consultation
21	with the heads of such other agencies as the Administrator
22	determines necessary, shall have exclusive authority to
23	prescribe regulations for purposes of assuring civil air-
24	craft, including unmanned aircraft systems, aircraft en-
25	gine, propeller, and appliance cybersecurity.".

1	SEC. 573. FEDERAL AVIATION ADMINISTRATION REGULA-
2	TIONS, POLICY, AND GUIDANCE.
3	(a) In General.—Chapter 401 of title 49, United
4	States Code, is further amended by adding at the end the
5	following:
6	"§ 40132. National airspace system cyber threat man-
7	agement process
8	"(a) Establishment.—The Administrator of the
9	Federal Aviation Administration, in consultation with
10	other agencies as the Administrator determines necessary,
11	shall establish a national airspace system cyber threat
12	management process to protect the national airspace sys-
13	tem cyber environment, including the safety, security, and
14	efficiency of the air navigation services provided by the
15	Administration.
16	"(b) Issues To Be Addressed.—In establishing
17	the national airspace system cyber threat management
18	process under subsection (a), the Administrator shall, at
19	a minimum—
20	"(1) monitor the national airspace system for
21	cybersecurity incidents;
22	"(2) in consultation with appropriate Federal
23	agencies, evaluate the cyber threat landscape for the
24	national airspace system, including updating such
25	evaluation on both annual and threat-based
26	timelines;

1	"(3) conduct national airspace system cyber in-
2	cident analyses;
3	"(4) create a cyber common operating picture
4	for the national airspace system cyber environment;
5	"(5) coordinate national airspace system cyber
6	incident responses with other appropriate Federal
7	agencies;
8	"(6) track cyber incident detection, response,
9	mitigation implementation, recovery, and closure;
10	"(7) establish a process, or utilize existing proc-
11	esses, to collect relevant interagency and stakeholder
12	national airspace system cyber incident data, includ-
13	ing data from other Federal agencies and private
14	persons; and
15	"(8) consider any other matter the Adminis-
16	trator determines appropriate.
17	"(c) Definitions.—In this section:
18	"(1) Cyber common operating picture.—
19	The term 'cyber common operating picture' means
20	the correlation of a detected cyber incident or cyber
21	threat in the national airspace system and other
22	operational anomalies to provide a holistic view of
23	potential cause and impact.
24	(2) Cyber environment.—The term 'cyber
25	environment' means the information environment

1	consisting of the interdependent networks of infor-
2	mation technology infrastructures and resident data,
3	including the internet, telecommunications networks,
4	computer systems, and embedded processors and
5	controllers.
6	"(3) Cyber incident.—The term 'cyber inci-
7	dent' means an action that creates noticeable deg-
8	radation, disruption, or destruction to the cyber en-
9	vironment and causes a safety or other negative im-
10	pact on operations of—
11	"(A) the national airspace system;
12	"(B) civil aircraft; or
13	"(C) aeronautical products and articles.
14	"(4) Cyber threat.—The term 'cyber threat'
15	means the threat of an action that, if carried out,
16	would constitute a cyber incident or an electronic at-
17	tack.
18	"(5) Electronic attack.—The term 'elec-
19	tronic attack' means the use of electromagnetic spec-
20	trum energy to impede operations in the cyber envi-
21	ronment, including through techniques such as jam-
22	ming or spoofing.".
23	(b) Clerical Amendment.—The analysis for chap-
24	ter 401 of title 49, United States Code, is further amend-
25	ed by adding at the end the following:

1	SEC. 574. 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 of the
5	Federal Aviation Administration shall convene an aviation
6	rulemaking committee on civil aircraft cybersecurity to
7	conduct a review and develop findings and recommenda-
8	tions on cybersecurity standards for civil aircraft, aircraft
9	ground support information systems, airports, air traffic
10	control mission systems, and aeronautical products and
11	articles.
12	(b) Duties.—The Administrator shall—
13	(1) not later than 2 years after the date of en-
14	actment of this Act, submit to the Committee on
15	Transportation and Infrastructure of the House of
16	Representatives and the Committee on Commerce,
17	Science, and Transportation of the Senate a report
18	based on the findings of the aviation rulemaking
19	committee convened under subsection (a); and
20	(2) not later than 180 days after the date of
21	submission of the report under paragraph (1) and,
22	in consultation with other agencies as the Adminis-
23	trator determines necessary, for consensus rec-
24	ommendations reached by such aviation rulemaking
25	committee—

1	(A) undertake a rulemaking, if appro-
2	priate, based on such recommendations; and
3	(B) submit to the Committee on Transpor-
4	tation and Infrastructure of the House of Rep-
5	resentatives and the Committee on Commerce,
6	Science, and Transportation of the Senate a
7	supplemental report with explanations for each
8	consensus recommendation not addressed, if ap-
9	plicable, by a rulemaking under subparagraph
10	(A).
11	(c) Composition.—The aviation rulemaking com-
12	mittee convened under subsection (a) shall consist of mem-
13	bers appointed by the Administrator, including representa-
14	tives of—
15	(1) aircraft manufacturers, to include at least 1
16	manufacturer of transport category aircraft;
17	(2) air carriers;
18	(3) unmanned aircraft system stakeholders, in-
19	cluding operators, service suppliers, and manufactur-
20	ers of hardware components and software applica-
21	tions;
22	(4) manufacturers of powered-lift aircraft;
23	(5) airports;
24	(6) original equipment manufacturers of ground
25	and space based aviation infrastructure;

1	(7) aviation safety experts with specific knowl-
2	edge of aircraft cybersecurity; and
3	(8) a non-profit which operates 1 or more feder-
4	ally funded research and development centers with
5	specific knowledge of aviation and cybersecurity.
6	(d) Member Eligibility.—Prior to a member's ap-
7	pointment under subsection (c), the Administrator shall
8	determine if there is cause for such member to be re-
9	stricted from possessing sensitive security information.
10	Upon a determination of no cause being found regarding
11	the member, and upon the member voluntarily signing a
12	nondisclosure agreement, the member may be granted ac-
13	cess to sensitive security information that is relevant to
14	the member's duties on the aviation rulemaking com-
15	mittee. The member shall protect the sensitive security in-
16	formation in accordance with part 1520 of title 49, Code
17	of Federal Regulations.
18	(e) Prohibition on Compensation.—The members
19	of the aviation rulemaking committee convened under sub-
20	section (a) shall not receive pay, allowances, or benefits
21	from the Government by reason of their service on such
22	committee.
23	(f) Considerations.—The Administrator shall di-
24	rect such committee to consider—

1	(1) existing cybersecurity standards, regula-
2	tions, policies, and guidance, including those from
3	other Federal agencies;
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 reporting;
9	(4) data gathered from safety reporting;
10	(5) the diversity of operations and systems on
11	aircraft and amongst air carriers;
12	(6) security of design data;
13	(7) the need to harmonize or deconflict pro-
14	posed and existing standards, regulations, policies,
15	and guidance with other Federal standards, regula-
16	tions, policies, and guidance;
17	(8) design approval holder aircraft network se-
18	curity guidance for operators;
19	(9) the need for such standards, regulations,
20	policies, and guidance as applied to civil aircraft in-
21	formation, data, networks, systems, services, oper-
22	ations, and technology;
23	(10) Federal Aviation Administration services,
24	aviation industry services, and aircraft use of posi-
25	tioning, navigation, and timing data in the context

1	of Executive Order 13905, as in effect on the date
2	of enactment of this Act;
3	(11) updates needed to airworthiness regula-
4	tions and systems safety assessment methods used
5	to show compliance with airworthiness requirements
6	for design, function, installation, and certification of
7	civil aircraft, aeronautical products and articles, and
8	aircraft networks;
9	(12) updates needed to air carrier operating
10	and maintenance regulations to ensure continued ad-
11	herence with processes and procedures established in
12	airworthiness regulations to provide cybersecurity
13	protections for aircraft systems, including for contin-
14	ued airworthiness;
15	(13) policies and procedures to coordinate with
16	other Federal agencies, including intelligence agen-
17	cies, and the aviation industry in sharing informa-
18	tion and analyses related to cyber threats to civil
19	aircraft information, data, networks, systems, serv-
20	ices, operations, and technology and aeronautical
21	products and articles;
22	(14) the response of the Administrator and
23	aviation industry to, and recovery from, cyber inci-
24	dents, including by coordinating with other Federal
25	agencies, including intelligence agencies;

1	(15) processes for members of the aviation in-
2	dustry to voluntarily report to the Federal Aviation
3	Administration cyber incidents that may affect avia-
4	tion safety in a manner that protects trade secrets
5	and confidential business information;
6	(16) the unique nature of the aviation industry,
7	including aircraft networks, aircraft systems, and
8	aeronautical products, and the interconnectedness of
9	cybersecurity and aviation safety;
10	(17) appropriate cybersecurity controls for air-
11	craft networks, aircraft systems, and aeronautical
12	products and articles to protect aviation safety, in-
13	cluding airworthiness;
14	(18) appropriate cybersecurity controls for air-
15	ports relative to the size and nature of airside oper-
16	ations of such airports to ensure aviation safety;
17	(19) minimum standards for protecting civil
18	aircraft, aeronautical products and articles, aviation
19	networks, aviation systems, services, and operations
20	from cyber threats and cyber incidents;
21	(20) international collaboration, where appro-
22	priate and consistent with the interests of aviation
23	safety in air commerce and national security, with
24	other civil aviation authorities, international aviation
25	and standards organizations, and any other appro-

1	priate entities to protect civil aviation from cyber in-
2	cidents and cyber threats;
3	(21) the recommendations and implementation
4	of the Aircraft System Information Security/Protec-
5	tion report of the aviation rulemaking advisory com-
6	mittee submitted on August 22, 2016; and
7	(22) any other matter the Administrator deter-
8	mines appropriate.
9	(g) Definitions.—The definitions set forth in sec-
10	tion 40132 of title 49, United States Code (as added by
11	this subtitle), shall apply to this section.
12	TITLE VI—AEROSPACE
13	INNOVATION
14	Subtitle A—Unmanned Aircraft
15	Systems
16	SEC. 601. DEFINITIONS.
17	(a) Definition.—Section 44801(1) of title 49,
18	United States Code, is amended—
19	(1) in subparagraph (B) by striking "and" at
20	the end;
21	(2) in subparagraph (C) by striking the period
22	at the end and inserting a semicolon; and
23	(3) by adding at the end the following:

1	"(D) is able to maintain safe flight control
2	in the event of a power or flight control failure
3	during flight; and
4	"(E) is programmed to initiate a controlled
5	landing in the event of a tether separation.".
6	SEC. 602. UNMANNED AIRCRAFT SYSTEM TEST RANGES.
7	(a) In General.—Section 44803 of title 49, United
8	States Code, is amended to read as follows:
9	"§ 44803. Unmanned aircraft system test ranges
10	"(a) In General.—The Administrator of the Fed-
11	eral Aviation Administration shall carry out and update,
12	as appropriate, a program to enable a broad variety of
13	testing and evaluation activities at unmanned aircraft sys-
14	tem test ranges, as in effect on the day before the date
15	of enactment of the Securing Growth and Robust Leader-
16	ship in American Aviation Act, to the extent consistent
17	with aviation safety and efficiency, and for purposes of
18	the safe integration of unmanned aircraft systems into the
19	national airspace system.
20	"(b) AIRSPACE REQUIREMENTS.—In carrying out the
21	program under subsection (a)—
22	"(1) the Administrator may establish non-
23	regulatory special use airspace areas upon the re-
24	quest of a test range sponsor selected by the Admin-
25	istrator under subsection (a), for purposes of accom-

1	modating hazardous testing and evaluation activities
2	to inform the safe integration of unmanned aircraft
3	systems into the national airspace system, or for
4	purposes of other activities authorized by the Ad-
5	ministrator under subsection (g);
6	"(2) each selected test range sponsor for a des-
7	ignated test range shall be considered the using
8	agency for purposes of the respective nonregulatory
9	special use airspace areas established by the Admin-
10	istrator under this section; and
11	"(3) the Administrator may require that each
12	selected test range sponsor for a designated test
13	range provide a draft environmental review con-
14	sistent with the National Environmental Policy Act
15	of 1969 (42 U.S.C. 4321 et seq.), subject to the su-
16	pervision and adoption of the Administrator, with re-
17	spect to any request for the establishment of a non-
18	regulatory special use airspace area under this sec-
19	tion.
20	"(c) Program Requirement.—In carrying out the
21	program under subsection (a), the Administrator—
22	"(1) may develop operational standards and air
23	traffic requirements for flight operations at test
24	ranges;

1	"(2) shall coordinate with, and leverage the re-
2	sources of, other Federal agencies, as the Adminis-
3	trator considers appropriate;
4	"(3) shall address both civil and public aircraft
5	operations;
6	"(4) shall provide for verification of the safety
7	of flight systems and related navigation procedures
8	as it relates to continued development of standards
9	for integration into the national airspace system;
10	"(5) shall engage test range sponsors, as nec-
11	essary and within available resources, in projects for
12	testing and evaluation of flight systems to facilitate
13	the validation of standards by the Administration for
14	the safe integration of unmanned aircraft systems
15	into the national airspace system, which may include
16	solutions for—
17	"(A) developing and enforcing geographic
18	and altitude limitations;
19	"(B) providing for alerts regarding any
20	hazards or limitations on flight, including prohi-
21	bitions on flight;
22	"(C) sense and avoid capabilities;
23	"(D) technology to support communica-
24	tions, navigation, and surveillance;

1	"(E) unmanned aircraft system operations
2	beyond visual line of sight, at nighttime, or over
3	people;
4	"(F) operation of multiple unmanned air-
5	craft systems by a single remote pilot;
6	"(G) unmanned aircraft systems traffic
7	management capabilities or services;
8	"(H) counter unmanned aircraft system
9	capabilities;
10	"(I) improving privacy protections through
11	the use of advances in unmanned aircraft sys-
12	tems; and
13	"(J) other critical priority areas for which
14	testing and evaluation is needed.
15	"(6) shall coordinate periodically with all test
16	range sponsors to ensure test range sponsors know
17	which data should be collected, how data can be de-
18	identified to flow more readily to the Administration,
19	what procedures should be followed, and what test-
20	ing and evaluations would advance efforts to safely
21	integrate unmanned aircraft systems into the na-
22	tional airspace system; and
23	"(7) shall allow test range sponsors to receive
24	Federal funding, other than from the Federal Avia-
25	tion Administration, including in-kind contributions,

1	from test range participants in the furtherance of
2	testing and evaluation objectives.
3	"(d) Exemption.—Except as provided in subsection
4	(g), the requirements of section 44711, including related
5	implementing regulations, shall not apply to persons ap-
6	proved by the test range sponsor for operation at a des-
7	ignated test range under this section.
8	"(e) Responsibilities of Test Range Spon-
9	sor.—The sponsor of each test range under subsection
10	(a) shall—
11	"(1) provide access to all interested private and
12	public entities seeking to carry out testing and eval-
13	uation activities at the test range designated pursu-
14	ant to this section, to the greatest extent practicable,
15	consistent with safety and any operating procedures
16	established by the test range sponsor, including ac-
17	cess by small business concerns (as that term is de-
18	scribed in section 3(a) of the Small Business Act (15
19	U.S.C. 632(a));
20	"(2) ensure all activities remain within the geo-
21	graphical boundaries and altitude limitations estab-
22	lished for the nonregulatory special use airspace
23	area covering the test range;
24	"(3) ensure no activity is conducted at the des-
25	ignated test range in a careless or reckless manner;

1	"(4) establish safe operating procedures for all
2	operators approved for activities at the test range,
3	including provisions for maintaining operational con-
4	trol and ensuring protection of persons and property
5	on the ground, subject to approval by the Adminis-
6	trator;
7	"(5) exercise direct oversight of all operations
8	conducted at the test range;
9	"(6) consult with the Administrator on the na-
10	ture of planned activities at the test range and
11	whether temporary segregation through the use of a
12	nonregulatory special use airspace area is required
13	to contain such activities is consistent with aviation
14	safety;
15	"(7) protect proprietary technology, sensitive
16	data, or sensitive research of any civil or private en-
17	tity when using the test range;
18	"(8) maintain detailed records of all ongoing
19	and completed testing and evaluation activities con-
20	ducted at the test range and all operators con-
21	ducting such activities, for inspection by, and report-
22	ing to, the Administrator, as required by agreement
23	between the Administrator and the test range spon-
24	sor;

1	"(9) make all original records available for in-
2	spection upon request by the Administrator; and
3	"(10) provide recommendations to the Adminis-
4	trator to further enable public and private testing
5	and evaluation activities at the test ranges that con-
6	tribute to the safe integration of unmanned aircraft
7	systems by the Administration into the national air-
8	space system, on a quarterly basis until the program
9	terminates.
10	"(f) Testing.—
11	"(1) In general.—The Administrator may au-
12	thorize a sponsor of a test range designated under
13	subsection (a) to host testing and evaluation activi-
14	ties other than those directly related to the integra-
15	tion of unmanned aircraft systems into the national
16	airspace system, provided that the activity is nec-
17	essary to inform the development of standards or
18	policy for integrating new types of flight systems
19	into the national airspace system.
20	"(2) Waiver.—In carrying out this subsection,
21	the Administrator may waive the requirements of
22	section 44711, including related regulations, to the
23	extent consistent with aviation safety.
24	"(g) AGREEMENTS.—The Administrator may use the
25	transaction authority under section 106(l)(6) to enter into

- 1 appropriate agreements to direct testing and evaluation
- 2 activities related to unmanned aircraft systems at any test
- 3 range designated under subsection (a).
- 4 "(h) TERMINATION.—The program under this sec-
- 5 tion shall terminate on September 30, 2028.".
- 6 (b) Conforming Amendment.—Section 44801(10)
- 7 of title 49, United States Code, is amended by striking
- 8 "any of the 6 test ranges" and all that follows through
- 9 "January 1, 2009" and inserting "the test ranges estab-
- 10 lished by the Administrator under section 44803".
- 11 SEC. 603. UNMANNED AIRCRAFT IN THE ARCTIC.
- 12 (a) IN GENERAL.—Section 44804 of title 49, United
- 13 States Code, is amended—
- 14 (1) in section heading by striking "**Small un-**
- manned" and inserting "Unmanned"; and
- 16 (2) by striking "small" each place it appears.
- 17 (b) Clerical Amendment.—The analysis for chap-
- 18 ter 448 of title 49, United States Code, is amended by
- 19 striking the item relating to section 44804 and insert the
- 20 following:

"44804. Unmanned aircraft in the Arctic.".

- 21 SEC. 604. PUBLIC SAFETY USE OF TETHERED UAS.
- 22 (a) In General.—Section 44806 of title 49, United
- 23 States Code, is amended—

1	(1) in the section heading by inserting "and
2	public safety use of unmanned aircraft
3	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 unmanned aircraft systems.".
8	SEC. 605. SPECIAL AUTHORITY FOR UNMANNED AIRCRAFT
9	SYSTEMS.
10	Section 44807 of title 49, United States Code, is
11	amended—
12	(1) in subsection (a)—
13	(A) by inserting "or chapter 447" after
14	"this chapter";
15	(B) by striking "the Secretary of Trans-
16	portation" and inserting "the Administrator of
17	the Federal Aviation Administration"; and
18	(C) by striking "if certain" and inserting
19	"how";
20	(2) in subsection (b)—
21	(A) by striking "the Secretary" and insert-
22	ing "the Administrator"; and
23	(B) in paragraph (1)—

1	(i) by striking "which types of un-
2	manned aircraft systems, if any, as a re-
3	sult of their size" and inserting "how the
4	unmanned aircraft, as a result of such air-
5	craft's size"; and
6	(ii) by striking "do not create" and
7	inserting "does not create";
8	(3) in subsection (c) to read as follows:
9	"(c) REQUIREMENTS FOR SAFE OPERATION.—
10	"(1) In general.—For unmanned aircraft sys-
11	tems that the Administrator determines under this
12	section may operate safely in the national airspace
13	system, the Administrator shall establish risk-based
14	requirements, or a process to accept risk-based pro-
15	posed requirements, for the safe operation of such
16	aircraft systems in the national airspace system, in-
17	cluding operation related to testing and evaluation of
18	proprietary systems.
19	"(2) Treatment of mitigation measures.—
20	To the extent that a proposed operation will be con-
21	ducted exclusively within the airspace of a Mode C
22	Veil during the entirety of the operation, such oper-
23	ation shall be treated as satisfying the requirements
24	of section 91.113(b) of title 14, Code of Federal
25	Regulations, so long as the operation employs—

1	"(A) ADS-B In-based detect and avoid ca-
2	pabilities;
3	"(B) air traffic control communication and
4	coordination; and
5	"(C) aeronautical information management
6	systems to notify other aircraft operators of
7	such operations.
8	"(3) Rule of Construction.—Nothing in
9	this subsection shall be construed to give an un-
10	manned aircraft operating pursuant to this section
11	the right of way over a manned aircraft.";
12	(4) in subsection (d) by striking "2023" and in-
13	serting "2033"; and
14	(5) by adding at the end the following:
15	"(e) Limitation.—In making determinations under
16	this section, the Administrator may not consider un-
17	manned aircraft systems to the extent that such systems
18	may meet the requirements of established regulations ap-
19	plicable to the proposed operation of a system.
20	"(f) Exemption.—The Administrator may exercise
21	the authorities described in this section without requiring
22	a rulemaking or imposing the requirements of part 11 of
23	title 14, Code of Federal Regulations, to the extent con-
24	sistent with aviation safety.".

1	SEC. 606. RECREATIONAL OPERATIONS OF DRONE SYS-
2	TEMS.
3	(a) Specified Exception for Limited Rec-
4	REATIONAL OPERATIONS OF UNMANNED AIRCRAFT.—
5	Section 44809 of title 49, United States Code, is amend-
6	ed—
7	(1) in subsection (a) by striking paragraph (6)
8	and inserting the following:
9	"(6) Except for circumstances when the Admin-
10	istrator establishes alternative altitude ceilings or as
11	otherwise authorized in section (c), in Class G air-
12	space, the aircraft is flown from the surface to not
13	more than 400 feet above ground level and complies
14	with all airspace and flight restrictions and prohibi-
15	tions established under this subtitle, such as special
16	use airspace designations and temporary flight re-
17	strictions.";
18	(2) by striking subsection (c) and inserting the
19	following:
20	"(c) Operations at Fixed Sites.—
21	"(1) In general.—The Administrator shall es-
22	tablish a process to approve, and publicly dissemi-
23	nate the location of, fixed sites at which a person
24	may carry out recreational unmanned aircraft sys-
25	tem operations.
26	"(2) Operating procedures.—

1	"(A) Controlled Airspace.—Persons
2	operating unmanned aircraft under paragraph
3	(1) from a fixed site within Class B, Class C,
4	or Class D airspace or within the lateral bound-
5	aries of the surface area of Class E airspace
6	designated for an airport, or a community-
7	based organization sponsoring operations within
8	such airspace, shall make the location of the
9	fixed site known to the Administrator and shall
10	establish a mutually agreed upon operating pro-
11	cedure with the air traffic control facility.
12	"(B) ALTITUDE.—The Administrator, in
13	coordination with community-based organiza-
14	tions sponsoring operations at fixed sites, shall
15	develop a process to approve requests for rec-
16	reational unmanned aircraft systems operations
17	at fixed sites that exceed the maximum altitude
18	contained in a UAS Facility Map.
19	"(C) Class g airspace.—Subject to com-
20	pliance with all airspace and flight restrictions
21	and prohibitions established under this subtitle,
22	such as special use airspace designations and
23	temporary flight restrictions, persons operating
24	drones under paragraph (1) from a fixed site at
25	which the operations are sponsored by a com-

1	munity-based organization may operate within
2	Class G airspace—
3	"(i) up to 400 feet above ground level,
4	without prior authorization from the Ad-
5	ministrator; and
6	"(ii) above 400 feet above ground
7	level, with prior authorization from the Ad-
8	ministrator.
9	"(3) Unmanned Aircraft Weighing 55
10	POUNDS OR GREATER.—A person may operate an
11	unmanned aircraft weighing 55 pounds or greater,
12	including the weight of anything attached to or car-
13	ried by the aircraft, under paragraph (1) if—
14	"(A) the unmanned aircraft complies with
15	standards and limitations developed by a com-
16	munity-based organization and approved by the
17	Administrator; and
18	"(B) the aircraft is operated from a fixed
19	site as described in paragraph (1).
20	"(4) FAA-RECOGNIZED IDENTIFICATION
21	AREAS.—In implementing subpart C of part 89 of
22	title 14, Code of Federal Regulations, the Adminis-
23	trator shall prioritize the review and adjudication of
24	requests to establish FAA Recognized Identification
25	Areas at fixed sites established under this section.";

1	(3) in subsection (d) by striking the subsection
2	heading and all that follows through "(3) SAVINGS
3	CLAUSE.—" and inserting "(d) SAVINGS CLAUSE.—
4	";
5	(4) in subsection (d) by striking "subsection (a)
6	of";
7	(5) in subsection $(f)(1)$ by striking "updates
8	to";
9	(6) by striking subsection (g)(1) and inserting
10	the following:
11	"(1) In general.—The Administrator, in con-
12	sultation with manufacturers of unmanned aircraft
13	systems, community-based organizations, and other
14	industry stakeholders, shall develop, maintain, and
15	update, as necessary, an aeronautical knowledge and
16	safety test. Such test shall be administered electroni-
17	cally by the Administrator or a person designated by
18	the Administrator."; and
19	(7) in subsection (h)—
20	(A) by redesignating paragraphs (1)
21	through (6) as paragraphs (2) through (7), re-
22	spectively; and
23	(B) by inserting before paragraph (2) (as
24	so redesignated) the following:

1	"(1) is recognized by the Administrator of the
2	Federal Aviation Administration;".
3	(b) Use of Unmanned Aircraft Systems for
4	EDUCATIONAL PURPOSES.—Section 350 of the FAA Re-
5	authorization Act of 2018 (49 U.S.C. 44809 note) is
6	amended—
7	(1) in subsection (a)—
8	(A) by redesignating paragraphs (2) and
9	(3) as paragraphs (3) and (4), respectively; and
10	(B) by inserting before paragraph (3) (as
11	so redesignated) the following:
12	"(2) operated by an elementary school or sec-
13	ondary school for educational or research pur-
14	poses;"; and
15	(2) in subsection (d)—
16	(A) in paragraph (2) by inserting "an ele-
17	mentary school, or a secondary school," after
18	"with respect to the operation of an unmanned
19	aircraft system by an institution of higher edu-
20	cation,"; and
21	(B) by inserting after paragraph (2) the
22	following:
23	"(3) Elementary school.—The term 'ele-
24	mentary school' has the meaning given to that term

1	by section 8101 of the Elementary and Secondary
2	Education Act of 1965 (20 U.S.C. 7801(19)).
3	"(4) Secondary school.—The term 'sec-
4	ondary school' has the meaning given to that term
5	by section 8101 of the Elementary and Secondary
6	Education Act of 1965 (20 U.S.C. 7801(45)).".
7	SEC. 607. AIRPORT SAFETY AND AIRSPACE HAZARD MITI-
8	GATION AND ENFORCEMENT.
9	Section 44810(h) of title 49, United States Code, is
10	amended by striking "2023" and inserting "2028".
11	SEC. 608. APPLICATIONS FOR DESIGNATION.
12	Section 2209 of the FAA Extension, Safety, and Se-
13	curity Act of 2016 (Public Law 114–190) is further
14	amended—
15	(1) in subsection (a)—
16	(A) by inserting ", including temporarily,"
17	after "restrict"; and
18	(B) by inserting "or eligible outdoor gath-
19	ering" after "fixed site facility";
20	(2) in subsection $(b)(1)(C)$ —
21	(A) in clause (iv), by striking "Other loca-
22	tions that warrant such restrictions" and in-
23	serting "State correctional facilities"; and
24	(B) by adding at the end the following:

1	"(v) Eligible outdoor gatherings.";
2	and
3	(3) by adding at the end the following:
4	"(f) Eligible Outdoor Gathering Defined.—In
5	this section, the term 'eligible outdoor gathering' means
6	an event that—
7	"(1) is primarily outdoors;
8	"(2) has an estimated daily attendance of
9	20,000 or greater in at least 1 of the preceding 3
10	years;
11	"(3) has defined and static geographical bound-
12	aries; and
13	"(4) is advertised in the public domain.
14	"(f) Deadlines.—
15	"(1) Not later than March 1, 2024, the Admin-
16	istrator shall publish a notice of proposed rule-
17	making to carry out the requirements of this section.
18	"(2) Not later than 16 months after publishing
19	the notice of proposed rulemaking under paragraph
20	(1), the Administrator shall issue a final rule.".
21	SEC. 609. BEYOND VISUAL LINE OF SIGHT RULEMAKING.
22	(a) In General.—Not later than 4 months after the
23	date of enactment of this Act, the Administrator of the
24	Federal Aviation Administration shall issue a notice of
25	proposed rulemaking establishing performance-based air-

1	worthiness criteria and risk-based operational regulations
2	for unmanned aircraft systems operated beyond visual line
3	of sight that are intended to operate primarily at or below
4	400 feet above ground level.
5	(b) Contents.—In carrying out subsection (a), the
6	Administrator shall—
7	(1) establish a means to accept proposed—
8	(A) airworthiness standards for unmanned
9	aircraft;
10	(B) standards for associated elements of
11	unmanned aircraft; and
12	(C) qualification standards for remote pi-
13	lots operating unmanned aircraft beyond visual
14	line of sight;
15	(2) enable the ability for unmanned aircraft to
16	be operated for agricultural purposes;
17	(3) establish a process by which the Adminis-
18	trator may approve or accept third party compliance
19	services in support of the safe integration of un-
20	manned aircraft systems into the national airspace
21	system; and
22	(4) establish protocols, as appropriate, for
23	networked information exchange, including network-
24	based remote identification in support of beyond vis-
25	ual line of sight operations.

1	(c) Considerations.—In carrying out subsection
2	(a), the Administrator may leverage previously gathered
3	data, information, and efforts of the Administration to fi-
4	nalize rulemaking as required under this section.
5	(d) Unmanned Aircraft Airworthiness Stand-
6	ARDS.—In carrying out subsection $(b)(1)(A)$ , the Adminis-
7	trator shall—
8	(1) define the operational environments for
9	which airworthiness is needed to ensure aviation
10	safety;
11	(2) establish an airworthiness category or cat-
12	egories for unmanned aircraft to be eligible for a
13	special airworthiness certificate; and
14	(3) establish a process to approve standards,
15	means of compliance, and declarations of compli-
16	ance.
17	(e) Unmanned Aircraft Associated Elements
18	STANDARDS.—
19	(1) In general.—In carrying out subsection
20	(b)(1)(B), the Administrator shall establish a proc-
21	ess to accept or approve the associated elements of
22	an unmanned aircraft that, when considered collec-
23	tively with other associated elements and an un-
24	manned aircraft, meet an acceptable performance-
25	based safety standard.

1	(2) Considerations.—In establishing the
2	process under paragraph (1), the Administrator
3	shall consider the ways associated elements of an
4	unmanned aircraft system interact with other associ-
5	ated elements and unmanned aircraft.
6	(f) Remote Pilot Qualifications.—
7	(1) In general.—In carrying out subsection
8	(b)(1)(C), the Administrator shall establish quali-
9	fications and standards, or a means to accept pro-
10	posed qualifications and standards, for remote pilots
11	operating unmanned aircraft systems.
12	(2) Considerations.—In carrying out para-
13	graph (1), the Administrator shall account for the
14	varying levels of automation of unmanned aircraft
15	systems.
16	(3) Rule of Construction.—Nothing in this
17	subsection may be construed to allow for the estab-
18	lishment of type-ratings that apply specifically and
19	exclusively to an aircraft manufactured by 1 manu-
20	facturer.
21	(g) Interim Approvals.—Before the date on which
22	the Administrator issues a final rule under this section,
23	the Administrator shall use the process described in sec-
24	tion 44807 of title 49. United States Code, to authorize

1	unmanned aircraft system operations conducted beyond
2	visual line of sight.
3	(h) FINAL RULE.—Not later than 16 months after
4	the date of enactment of this Act, the Administrator shall
5	issue a final rule establishing the regulations required
6	under this section.
7	(i) Definitions.—In this section:
8	(1) Associated elements.—The term "asso-
9	ciated elements" means any component of an un-
10	manned aircraft system, not permanently affixed to
11	the unmanned aircraft, required for the remote pilot
12	to operate such aircraft safely and efficiently in the
13	national airspace system.
14	(2) BEYOND VISUAL LINE OF SIGHT.—The
15	term "beyond visual line of sight" means a distance
16	at which the remote pilot in command of an un-
17	manned aircraft system cannot see the unmanned
18	aircraft with vision unaided by any device other than
19	corrective lenses.
20	(3) Unmanned Aircraft; unmanned Air-
21	CRAFT SYSTEM.—The terms "unmanned aircraft"
22	and "unmanned aircraft system" have the meaning
23	given such terms in section 44801 of title 49, United
24	States Code.

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1	SEC. 610. UAS TRAFFIC MANAGEMENT.
2	(a) In General.—Not later than 1 year after the
3	date of enactment of this Act, the Administrator of the
4	Federal Aviation Administration may enter into agree-
5	ments for purposes of—
6	(1) testing and refining UTM capabilities and
7	services to inform the development of UTM stand-
8	ards in subsection (b);
9	(2) authorizing UTM service providers that
10	meet the requirements described in subsection (b) to
11	provide UTM services to better enable advanced un-
12	manned aircraft systems operations, including—
13	(A) beyond visual line of sight operations
14	(B) aircraft-to-aircraft communications
15	and
16	(C) operations in which an individual acts
17	as remote pilot in command of more than 1 un-
18	manned aircraft at the same time; and
19	(3) fostering the safe integration of unmanned
20	aircraft systems using UTM capabilities and services
21	within the national airspace system.
22	(b) Standardization.—
23	(1) In general.—In carrying out subsection

(a), the Administrator shall publish requirements or

guidance associated with UTM, including—

24

25

1	(A) the types of operations requiring, or
2	benefitting from, the use of UTM capabilities
3	and services described in subsection (a), includ-
4	ing beyond visual line of sight operations;
5	(B) areas of operation or categories of air-
6	space requiring, or benefitting from, the use of
7	UTM capabilities and services;
8	(C) performance-based technical standards
9	for UAS operations using UTM capabilities and
10	services; and
11	(D) application program interfaces that en-
12	able UTM service suppliers to integrate UTM
13	capabilities and services into other systems for
14	use by users of the national airspace system, in-
15	cluding unmanned aircraft system operators.
16	(2) International Harmonization.—In car-
17	rying out paragraph (1), the Administrator shall
18	seek to harmonize, to the extent practicable and ad-
19	visable, UTM standards with standards produced by
20	recognized industry standards organizations or other
21	peer civil aviation authorities.
22	(3) Feedback of concept of operations.—
23	Not later than 90 days after the date of enactment
24	of this Act, the Administrator shall solicit feedback

1	from stakeholders on the most recently published
2	UTM concept of operations of the Administration.
3	(4) Finalization of concept of oper-
4	ATIONS.—Not later than 1 year after the date of en-
5	actment of this Act, the Administrator shall publish
6	a final version of the UTM concept of operations of
7	the Administration.
8	(c) Stakeholder Partnerships.—In carrying out
9	subsection (a), the Administrator shall establish a means
10	by which the Administrator can enter into cooperative
11	agreements, contracts, other transaction agreements, and
12	other appropriate mechanisms with appropriate persons
13	partnerships, and consortia to enable qualified third-par-
14	ties to design, build, develop, fund, and manage UTM.
15	(d) Rules of Construction.—
16	(1) BEYOND VISUAL LINE OF SIGHT OPER-
17	ATIONS.—Nothing in this section shall be construed
18	to prevent or prohibit beyond visual line of sight op-
19	erations through the use of technologies other than
20	UTM capabilities and services.
21	(2) AIRSPACE.—Nothing in this section shall be
22	construed to alter the authority under section 40103
23	of title 49, United States Code.
24	(e) Briefing.—Not later than 90 days after the date
25	of enactment of this Act, and annually thereafter, the Ad-

- 1 ministrator shall brief the Committee on Transportation
- 2 and Infrastructure of the House of Representatives and
- 3 the Committee on Commerce, Science, and Transportation
- 4 of the Senate on progress made by the Administration de-
- 5 tailing the implementation and requirements of this sec-
- 6 tion and any applicable timelines to completion.
- 7 (f) Definitions.—In this section:
- 8 (1) APPROPRIATE PERSONS.—The term "appro-
- 9 priate persons" means a Federal, State, local, Trib-
- al, or territorial governmental entity, or a person.
- 11 (2) UTM.—The term "UTM" means the man-
- ner in which the Administration will support oper-
- ations for unmanned aircraft systems operating in
- low-altitude airspace.

## 15 SEC. 611. RADAR DATA PILOT PROGRAM.

- 16 (a) Sensitive Radar Data Feed Pilot Pro-
- 17 GRAM.—Not later than 180 days after the date of enact-
- 18 ment of this Act, the Administrator of the Federal Avia-
- 19 tion Administration, in coordination with the Secretary of
- 20 Defense, and other heads of relevant Federal agencies,
- 21 shall establish a pilot program to make airspace data feeds
- 22 containing classified or controlled unclassified information
- 23 available to qualified users, in conjunction with subsection
- 24 (b).

1	(b) Authorization.—In carrying out subsection (a),
2	the Administrator and the heads of other relevant Federal
3	agencies and in coordination with the Secretary of De-
4	fense, shall establish a process to authorize qualified enti-
5	ties to receive airspace data feeds containing classified in-
6	formation related to air traffic within the national airspace
7	system and use such information in an agreed upon man-
8	ner to—
9	(1) provide—
10	(A) air traffic management services; and
11	(B) unmanned aircraft system traffic man-
12	agement services; or
13	(2) to test technologies that may enable or en-
14	hance the provision of the services described in para-
15	graph (1).
16	(c) Briefing.—Not later than 90 days after estab-
17	lishing the pilot program under subsection (a), and annu-
18	ally thereafter, the Administrator shall brief the Com-
19	mittee on Transportation and Infrastructure of the House
20	of Representatives and the Committee on Commerce,
21	Science, and Transportation of the Senate on the findings
22	of the Administrator related to the pilot program estab-
23	lished under this section.
24	(d) Sunset.—This section shall cease to be effective
25	on October 1, 2028.

1	(e) Definition of Qualified User.—In this sec-
2	tion, the term "qualified user" means an entity authorized
3	to receive airspace data feeds containing classified or con-
4	trolled unclassified information pursuant to subsection
5	(b).
6	SEC. 612. ELECTRONIC CONSPICUITY STUDY.
7	(a) In General.—The Comptroller General of the
8	United States shall conduct a study of technologies and
9	methods that may be used by operators of unmanned air-
10	craft systems to detect and avoid manned aircraft that
11	may lawfully operate below 500 feet above ground level
12	and that are—
13	(1) not equipped with a transponder or auto-
14	matic dependent surveillance-broadcast out equip-
15	ment; or
16	(2) otherwise not electronically conspicuous.
17	(b) Consultation.—In conducting the study re-
18	quired under subsection (a), the Comptroller General shall
19	consult with—
20	(1) representatives from—
21	(A) unmanned aircraft systems manufac-
22	turers and operators;
23	(B) general aviation operators;
24	(C) aerial applicators; and

1	(D) helicopter operators, including State
2	and local governments; and
3	(2) any other person the Comptroller General
4	determines appropriate.
5	(c) Report.—Not later than 1 year after the date
6	of the enactment of this Act, the Comptroller General shall
7	submit to the Committee on Transportation and Infra-
8	structure of the House of Representatives and the Com-
9	mittee on Commerce, Science, and Transportation of the
10	Senate a report describing the results of such study.
11	SEC. 613. REMOTE IDENTIFICATION ALTERNATIVE MEANS
10	OF COMPLIANCE.
12	or com entice.
13	(a) Study.—The Administrator of the Federal Avia-
13	(a) Study.—The Administrator of the Federal Avia-
13 14 15	(a) Study.—The Administrator of the Federal Aviation Administration shall review and evaluate the final
13 14 15 16	(a) STUDY.—The Administrator of the Federal Aviation Administration shall review and evaluate the final rule titled "Remote Identification of Unmanned Aircraft", issued on January 15, 2021, to determine the feasibility
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13 14 15 16	(a) STUDY.—The Administrator of the Federal Aviation Administration shall review and evaluate the final rule titled "Remote Identification of Unmanned Aircraft", issued on January 15, 2021, to determine the feasibility and advisability of whether unmanned aircraft manufacturers and operators can meet the intent of such final rule
13 14 15 16 17 18	(a) STUDY.—The Administrator of the Federal Aviation Administration shall review and evaluate the final rule titled "Remote Identification of Unmanned Aircraft", issued on January 15, 2021, to determine the feasibility and advisability of whether unmanned aircraft manufacturers and operators can meet the intent of such final rule
13 14 15 16 17 18	(a) STUDY.—The Administrator of the Federal Aviation Administration shall review and evaluate the final rule titled "Remote Identification of Unmanned Aircraft", issued on January 15, 2021, to determine the feasibility and advisability of whether unmanned aircraft manufacturers and operators can meet the intent of such final rule through alternative means of compliance, including
13 14 15 16 17 18 19	(a) STUDY.—The Administrator of the Federal Aviation Administration shall review and evaluate the final rule titled "Remote Identification of Unmanned Aircraft", issued on January 15, 2021, to determine the feasibility and advisability of whether unmanned aircraft manufacturers and operators can meet the intent of such final rule through alternative means of compliance, including through network—based remote identification.
13 14 15 16 17 18 19 20 21	(a) STUDY.—The Administrator of the Federal Aviation Administration shall review and evaluate the final rule titled "Remote Identification of Unmanned Aircraft", issued on January 15, 2021, to determine the feasibility and advisability of whether unmanned aircraft manufacturers and operators can meet the intent of such final rule through alternative means of compliance, including through network—based remote identification.  (b) Report.—Not later than 1 year after the date

1	Commerce, Science, and Transportation of the Senate a
2	report on the results of the study under subsection (a).
3	SEC. 614. PART 107 WAIVER IMPROVEMENTS.
4	(a) In General.—The Administrator of the Federal
5	Aviation Administration shall adopt a performance— and
6	risk-based approach in reviewing requests for certificates
7	of waiver under section 107.200 of title 14, Code of Fed-
8	eral Regulations.
9	(b) STANDARDIZATION OF WAIVER APPLICATION.—
10	(1) In general.—In carrying out subsection
11	(a), the Administrator shall improve the process es-
12	tablished to submit requests for certificates of waiv-
13	er described in subsection (a).
14	(2) Format.—In carrying out paragraph (1),
15	the Administrator may not require the use of open-
16	ended descriptive prompts that are required to be
17	filled out by an applicant, except to provide appli-
18	cants the ability to provide the Administration with
19	information for an unusual or irregular operation.
20	(3) Data.—
21	(A) In general.—In carrying out para-
22	graph (1), the Administrator shall leverage data
23	gathered from previous requests for certificates
24	of waivers.

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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 Ownership In-
7	TEREST.—
8	(1) In general.—In determining whether to
9	issue a certificate of waiver under section 107.200 of
10	title 14, Code of Federal Regulations, the Adminis-
11	trator shall—
12	(A) consider whether the waiver applicant
13	has control over access to all real property on
14	the ground within the area of operation; and
15	(B) recognize and account for the safety
16	enhancements of such controlled access.
17	(2) Rule of Construction.—Nothing in this
18	subsection shall be construed to direct the Adminis-
19	trator to consider the lack of control over access to
20	all real property on the ground within an area of op-
21	eration, or a lack of property interest in such area
22	of operation, as negatively affecting the safety of the
23	operation intended to be conducted under such cer-
24	tificate of waiver.
25	(d) Public Availability of Waivers.—

1	(1) In General.—The Administrator shall
2	publish all certificates of waiver issued under section
3	107.200 of title 14, Code of Federal Regulations, on
4	the website of the Administration, including, with re-
5	spect to each issued certificate of waiver—
6	(A) the terms, conditions, and limitations;
7	and
8	(B) the class of airspace and any restric-
9	tions related to operating near airports or heli-
10	ports.
11	(2) Publication.—In carrying out paragraph
12	(1), the Administrator shall ensure that published
13	information is made available in a manner that pre-
14	vents inappropriate disclosure of proprietary infor-
15	mation.
16	(e) Precedential Use of Previously Approved
17	Waivers.—
18	(1) WAIVER APPROVAL PRECEDENT.—Except
19	as provided in paragraph (3), if the Administrator
20	determines, using criteria for a particular waiver,
21	that an application for a certificate of waiver issued
22	under section 107.200 of title 14, Code of Federal
23	Regulations, is substantially similar (or is comprised
24	of elements that are substantially similar) to an ap-
25	plication for a certificate of waiver that the Adminis-

1	trator has previously approved, the Administrator
2	may streamline, as appropriate, the approval of ap-
3	plications with substantially similar conditions and
4	limitations as a previously approved application.
5	(2) Rule of construction.—Nothing in
6	paragraph (1) shall be construed to preclude an ap-
7	plicant for a certificate of waiver from applying to
8	modify a condition, or remove a limitation of, such
9	certificate.
10	(f) Modification of Waivers.—
11	(1) In general.—The Administrator shall es-
12	tablish an expedited review process for a request to
13	modify or renew certificates of waiver previously
14	issued under section 107.200 of title 14, Code of
15	Federal Regulations, as appropriate.
16	(2) Use of review process.—The review
17	process established under paragraph (1) shall be
18	used to review certificates of waiver that cover oper-
19	ations that are substantially similar in all material
20	facts to operations covered under a subsequently
21	issued certificate of waiver.
22	SEC. 615. ACCEPTABLE LEVELS OF RISK AND RISK ASSESS-
23	MENT METHODOLOGY.
24	(a) In General.—Not later than 90 days after the
25	date of enactment of this Act, the Administrator of the

1	Federal Aviation Administration shall establish acceptable
2	levels of risk, and develop a risk assessment methodology
3	associated with such levels of risk, to enable unmanned
4	aircraft system operations conducted—
5	(1) under waivers issued to part 107 of title 14
6	Code of Federal Regulations;
7	(2) pursuant to section 44807 of title 49
8	United States Code; or
9	(3) pursuant to future regulations promulgated
10	by the Administrator, as appropriate.
11	(b) Acceptable Levels of Risk.—In carrying out
12	subsection (a), the Administrator shall establish accept-
13	able levels of risk for unmanned aircraft system operations
14	in the national airspace system and a method for assessing
15	the operational risk of a proposed operation in accordance
16	with such acceptable level.
17	(c) Risk Assessment Methodology.—In carrying
18	out subsections (a) and (b), the Administrator shall de-
19	velop a risk assessment methodology to allow remote pilots
20	in command operating unmanned aircraft systems pursu-
21	ant to subsection (a) to determine the risk associated with
22	a specific operation, and mitigate such a risk, as nec-
23	essary.
24	(d) RISK ASSESSMENT METHODOLOGY CONSIDER-
25	ATIONS.—In establishing the risk assessment methodology

1	described under this section, the Administrator shall con-
2	sider—
3	(1) the time of day of the operation;
4	(2) the population density of the area of oper-
5	ation;
6	(3) the class of airspace and such requirements
7	necessary for airspace users to legally operate in
8	each class of airspace;
9	(4) the proximity to infrastructure, to the ex-
10	tent that proximity mitigates risk to other operators
11	of the national airspace system;
12	(5) the nature of the detect and avoid mitiga-
13	tion measures of an unmanned aircraft system; and
14	(6) the attributes and characteristics of the un-
15	manned aircraft of the unmanned aircraft system,
16	including the—
17	(A) size;
18	(B) visibility;
19	(C) maximum takeoff weight;
20	(D) maximum indicated airspeed; and
21	(E) payload.
22	(e) Publication.—The Administrator shall make
23	the risk assessment methodology established under this
24	section available to the public on an appropriate website
25	of the Administration.

1	(f) Definitions of Unmanned Aircraft and Un-
2	MANNED AIRCRAFT SYSTEM.—In this section, the terms
3	"unmanned aircraft" and "unmanned aircraft system"
4	have the meanings given such terms in section 44801 of
5	title 49, United States Code.
6	SEC. 616. ENVIRONMENTAL REVIEW.
7	(a) GUIDANCE UPDATES.—Not later than 180 days
8	after the date of enactment of this Act, the Administrator
9	of the Federal Aviation Administration shall publish un-
10	manned aircraft system-specific guidance and implementa-
11	tion procedures. Such guidance and implementation proce-
12	dures shall—
13	(1) provide guidance to streamline environ-
14	mental assessments at a programmatic level, as the
15	Administrator considers appropriate, for an un-
16	manned aircraft system operator's network of oper-
17	ations within a defined geographical region, includ-
18	ing within and over approved commercial or indus-
19	trial sites closed or restricted to the public;
20	(2) provide guidance for nationwide pro-
21	grammatic approaches for large scale distributed un-
22	manned aircraft system operations whereby a Pro-
23	grammatic Environmental Assessment or Environ-
24	mental Impact Statement can be leveraged for sub-

1	sequent related actions to ensure efficient environ-
2	mental review;
3	(3) consider additional Categorical Exclusions
4	based on previously prepared and finalized Environ-
5	mental Assessments or in consultation with the
6	Council on Environmental Quality;
7	(4) prioritize proposed projects or activities that
8	may—
9	(A) offset or limit the impacts of non-zero
10	emission activities;
11	(B) offset or limit the release of environ-
12	mental pollutants to soil or water; or
13	(C) demonstrate other factors to the ben-
14	efit of the environment as determined by the
15	Administrator;
16	(5) contain intra-agency process improvements
17	to avoid providing conflicting safety and environ-
18	mental feedback to operators;
19	(6) contain standards and criteria for engaging
20	specialized third parties to support the Administra-
21	tion's preparation and review of documentation re-
22	lating to the requirements of the National Environ-
23	mental Policy Act of 1969 (42 U.S.C. 4321 et seq.)
24	to ensure streamlined timelines for complex reviews;
25	and

1	(7) any other modifications the Administrator
2	considers necessary within the stated environmental
3	objectives of the National Environmental Policy Act
4	of 1969 (42 U.S.C. 4321 et seq.) and the Federal
5	priority to maintain global leadership in aviation in-
6	novation.
7	(b) Briefing.—No later than 90 days after the date
8	of enactment of this Act, the Administrator shall brief the
9	Committee on Transportation and Infrastructure of the
10	House of Representatives and the Committee on Com-
11	merce, Science, and Transportation of the Senate on the
12	plan of the Administration to implement subsection (b),
13	including each of the considerations specified in the sub-
14	section, and an explanation for any consideration the Ad-
15	ministrator does not intend to implement.
16	(c) Concurrent Reviews.—If the Administrator
17	determines that the review of an unmanned aircraft sys-
18	tem's design, construction, maintenance and operational
19	sustainability, airworthiness approval, or operational ap-
20	proval requires environmental assessment, including re-
21	quirements under the National Environmental Policy Act
22	of 1969 (42 U.S.C. 4321 et seq.), the Administrator shall,
23	to the maximum extent practicable, conduct such reviews
24	and analyses concurrent with one another.

1	(d) Rule of Construction.—Nothing in this sec-
2	tion shall be construed as prohibiting, restricting or other-
3	wise limiting the authority of the Secretary of Transpor-
4	tation or the Administrator from implementing or com-
5	plying with the requirements of the National Environ-
6	mental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and
7	any related requirements to ensure the protection of the
8	environment and aviation safety.
9	(e) Associated UAS Certification Stand-
10	ARDS.—
11	(1) Option to suspend noise certification
12	REQUIREMENT PENDING STANDARDS DEVELOP-
13	MENT.—Notwithstanding the requirements of sec-
14	tion 44715 of title 49, United States Code, the Ad-
15	ministrator may waive the determination of compli-
16	ance with part 36 of title 14, Code of Federal Regu-
17	lations, for an applicant seeking an unmanned air-
18	craft system type and airworthiness certification,
19	provided the Administrator has developed appro-
20	priate noise measurement procedures for such sys-
21	tems and the Administrator has received the noise
22	measurements results based on such procedures
23	from the applicant.
24	(2) Development of Criteria.—Not later
25	than 90 days after the date of enactment of this

1	Act, the Administrator shall develop and establish
2	substantive criteria and standards metrics used by
3	the Administrator to determine whether to approve
4	or disapprove the airworthiness of an unmanned air-
5	craft pursuant to part 36 of title 14, Code of Fed-
6	eral Regulations.
7	(3) Substantive criteria and standards
8	METRICS.—In establishing the substantive criteria
9	and standards metrics as required under paragraph
10	(2), the Administrator shall include such criteria and
11	metrics related to the airworthiness of unmanned
12	aircraft for the following:
13	(A) Noise impacts.
14	(B) Visual impacts.
15	(4) Publication.—The Administrator shall
16	publish in the Federal Register and post on a
17	website of the Federal Aviation Administration the
18	criteria and metrics established pursuant to para-
19	graph (2).
20	(f) Definition of Unmanned Aircraft Sys-
21	TEM.—In this section, the term "unmanned aircraft sys-
22	tem" has the meaning given such term in section 44801
23	of title 49, United States Code.

## 1 SEC. 617. CARRIAGE OF HAZARDOUS MATERIALS.

2	(a) Near-term Approvals.—Not later than 180
3	days after the date of enactment of this Act, the Adminis-
4	trator of the Federal Aviation Administration shall coordi-
5	nate with the Administrator of the Pipeline and Haz-
6	ardous Materials Safety Administration to revise processes
7	in effect on the date of enactment of this Act for the car-
8	riage of hazardous materials by unmanned aircraft sys-
9	tems to provide that—
10	(1) special conditions, waivers, or other require-
11	ments necessary to enable the carriage of hazardous
12	materials shall be incorporated into the existing reg-
13	ulatory and operator certification processes of the
14	Federal Aviation Administration for unmanned air-
15	craft operations in which the aircraft—
16	(A) weighs less than 100 pounds; and
17	(B) is capable of carrying less than 10
18	pounds gross weight of limited quantity cargo;
19	and
20	(2) the existing special permitting process or
21	other existing processes carried out by the Adminis-
22	trator of the Pipeline and Hazardous Materials Safe-
23	ty Administration shall be initiated as early as prac-
24	ticable, and in conjunction with the existing regu-
25	latory and operator certification processes of the

1	Federal Aviation Administration, for unmanned air-
2	craft operations in which the unmanned aircraft—
3	(A) weighs 100 pounds or more; or
4	(B) is capable of carrying 10 pounds or
5	more gross weight of limited quantity cargo.
6	(b) Rulemaking.—
7	(1) In general.—Not later than 1 year after
8	the date of enactment of this Act, the Secretary of
9	Transportation shall revise requirements, guidance,
10	standards, or other policy materials governing the
11	carriage of hazardous materials to allow for the car-
12	riage of a de minimis amount of hazardous materials
13	by an unmanned aircraft.
14	(2) Considerations.—In carrying out para-
15	graph (1), the Administrator shall consider—
16	(A) whether a hazardous material is a con-
17	sumer commodity;
18	(B) requirements for common carriage and
19	private carriage;
20	(C) whether the transportation of a de
21	minimis volume, weight, or amount of a haz-
22	ardous material would pose an unreasonable
23	risk to health and safety or property;
24	(D) whether the volume, weight, or amount
25	of a hazardous material is large enough to per-

1	mit the transportation of a commercially mean-
2	ingful volume, weight, or amount; and
3	(E) the altitude at which unmanned air-
4	craft operations are conducted.
5	(3) Implementation.—
6	(A) Petition.—The Secretary shall estab-
7	lish a process for a person to petition to estab-
8	lish or revise a de minimis amount or a haz-
9	ardous material.
10	(B) Periodic updates.—The Secretary
11	shall—
12	(i) periodically review, as necessary,
13	de minimis amounts of hazardous mate-
14	rials established under paragraph (1);
15	(ii) determine whether such amounts
16	of Hazardous materials should be revised,
17	based on operational and safety data or
18	other factors; and
19	(iii) assess whether to establish a de
20	minimis amount for a hazardous material
21	for which a de minimis volume, weight, or
22	amount has previously not been estab-
23	lished.
24	(c) Saving Clause.—Nothing in this section shall
25	be construed to—

1	(1) limit the authority of the Secretary, the Ad-
2	ministrator of the Federal Aviation Administration,
3	or the Administrator of the Pipeline and Hazardous
4	Materials Safety Administration from implementing
5	requirements under existing authorities to ensure
6	the safe carriage of hazardous materials by aircraft;
7	and
8	(2) confer upon the Administrator of the Fed-
9	eral Aviation Administration the authorities of the
10	Administrator of the Pipeline and Hazardous Mate-
11	rials Safety Administration, as described in part 175
12	of title 49, Code of Federal Regulations, and chapter
13	51 of title 49, United States Code.
14	(d) Exemption.—The authorities of the Adminis-
15	trator related to the transportation, packaging, marking,
16	or description of hazardous materials in section $106(g)(1)$
17	of title 49, United States Code, shall not apply to the ex-
18	tent necessary to enact the requirements of this section.
19	(e) Definitions.—In the section:
20	(1) Unmanned Aircraft System.—The term
21	"unmanned aircraft system" has the meaning given
22	the term in section 44801 of title 49, United States
23	Code.
24	(2) Consumer commodity.—The term "con-
25	sumer commodity" has the meaning given such term

1	in section 171.8 of title 49, Code of Federal Regula-
2	tions.
3	SEC. 618. UNMANNED AIRCRAFT SYSTEM USE IN WILDFIRE
4	RESPONSE.
5	(a) Unmanned Aircraft Systems in Wildfire
6	Response.—
7	(1) In general.—Not later than 1 year after
8	the date of enactment of this Act, the Administrator
9	of the Federal Aviation Administration, in coordina-
10	tion with the United States Forest Service and any
11	other Federal entity or contracted operator the Ad-
12	ministrator considers appropriate, shall develop a
13	plan on the use of unmanned aircraft systems by
14	public entities in wildfire response efforts, including
15	wildfire detection, mitigation, and suppression.
16	(2) Plan contents.—The plan under sub-
17	section (a) shall provide recommendations to—
18	(A) identify and designate areas of public
19	land with high potential for wildfires in which
20	public entities may conduct unmanned aircraft
21	system beyond visual line of sight operations as
22	part of wildfire response efforts, including wild-
23	fire detection, mitigation, and suppression;
24	(B) develop a process to facilitate the safe
25	and efficient operation of unmanned aircraft

1	systems beyond the visual line of sight in wild-
2	fire response efforts in areas designated under
3	paragraph (A), including the waiver process
4	under section 91.113 or section 107.31 of title
5	14, Code of Federal Regulations, for public en-
6	tities that use unmanned aircraft systems for
7	aerial wildfire detection, mitigation, and sup-
8	pression; and
9	(C) improve coordination between the rel-
10	evant Federal agencies and public entities on
11	the use of unmanned aircraft systems in wild-
12	fire response efforts.
13	(3) Plan submission.—Upon completion of
14	the plan under subsection (a), the Administrator of
15	the Federal Aviation Administration shall submit
16	such plan to, and provide a briefing for, the Com-
17	mittee on Transportation and Infrastructure of the
18	House of Representatives and the Committee on
19	Commerce, Science, and Transportation of the Sen-
20	ates.
21	(4) Publication.—Upon submission of the
22	plan under subsection (a), the Administrator of the
23	Federal Aviation Administration shall publish such
24	plan on a publicly available website of the Adminis-
25	tration.

1	(b) APPLICABILITY.—This section shall only apply to
2	unmanned aircraft systems that are—
3	(1) operated by, or on behalf of, a public entity;
4	(2) operated in airspace covered by a wildfire-
5	related temporary flight restriction under section
6	91.137 of title 14, Code of Federal Regulations; and
7	(3) under the operational control of, or other-
8	wise are being operationally coordinated by, an au-
9	thorized aviation coordinator responsible for coordi-
10	nating disaster relief aircraft within the airspace
11	covered by such temporary flight restriction.
12	(e) Interagency Coordination.—Not later than
13	180 days after the date of enactment of this Act, the Ad-
14	ministrator shall seek to enter into the necessary agree-
15	ments to provide a liaison of the Administration to the
16	National Interagency Fire Center to facilitate the use of
17	manned and unmanned aircraft in wildfire response ef-
18	forts, including wildfire detection, mitigation, and suppres-
19	sion.
20	(d) SAVINGS CLAUSE.—Nothing in this Act shall be
21	construed to confer upon the Administrator of the Federal
22	Aviation Administration the authorities of the Administra-
23	tion of the Federal Emergency Management Agency on
24	wildfire response under section 611 of the Robert T. Staf-

1	ford Disaster Relief and Emergency Assistance Act (42
2	U.S.C. 5196).
3	(e) Definitions.—In this section:
4	(1) Public entity.—The term "public entity"
5	means—
6	(A) a Federal agency;
7	(B) a State government;
8	(C) a local government;
9	(D) a Tribal government; and
10	(E) a territorial government.
11	(2) Public land.—The term "public land"
12	has the meaning given such term in section 205 of
13	the Sikes Act (16 U.S.C. 670k).
14	(3) Unmanned Aircraft System.—The term
15	"unmanned aircraft system" has the meaning given
16	such term in section 44801 of title 49, United
17	States Code.
18	(4) WILDFIRE.—The term "wildfire" has the
19	meaning given that term in section 2 of the Emer-
20	gency Wildfire Suppression Act (42 U.S.C. 1856m).
21	SEC. 619. PILOT PROGRAM FOR UAS INSPECTIONS OF FAA
22	INFRASTRUCTURE.
23	(a) In General.—Not later than 180 days after the
24	date of enactment of this Act, the Secretary of Transpor-
25	tation shall establish and initiate a pilot program to sup-

1	plement appropriate inspection and oversight activities of
2	the department with unmanned aircraft systems for the
3	purposes of increasing employee safety, enhancing data
4	collection, increasing the accuracy of inspections, reducing
5	costs, and other purposes the Secretary considers to be
6	in the broader interests of good government.
7	(b) Ground-based Aviation Infrastructure.—
8	Under the program required in subsection (a), the Admin-
9	istrator of the Federal Aviation Administration shall
10	evaluate the use of unmanned aircraft systems to inspect
11	ground-based aviation infrastructure that may require vis-
12	ual inspection in hard-to-reach areas, including—
13	(1) navigational aids;
14	(2) air traffic control towers;
15	(3) radar facilities;
16	(4) communication facilities; and
17	(5) other air traffic control facilities.
18	(c) Coordination.—In carrying out the pilot pro-
19	gram established under subsection (a), the Secretary shall
20	consult with the labor union certified under section 7111
21	of title 5, United States Code, to represent personnel re-
22	sponsible for the inspection of the ground-based aviation
23	infrastructure described in subsection (b).
24	(d) Covered Foreign Unmanned Aircraft Sys-
25	TEM.—The Secretary may not carry out an inspection

1	under this section using an unmanned aircraft system
2	manufactured by—
3	(1) an entity included on the Consolidated
4	Screening list or Entity List as designated by the
5	Secretary of Commerce;
6	(2) an entity domiciled in the People's Republic
7	of China or the Russian Federation; or
8	(3) an entity, or a subsidiary or affiliate of an
9	entity, that is subject to influence or control by—
10	(A) the Government of the People's Repub-
11	lie of China;
12	(B) the Chinese Communist Party; or
13	(C) the Russian Federation.
14	(e) Briefing.—Not later than 2 years after the date
15	of enactment of this Act, and annually thereafter until the
16	termination of the pilot program under this section, the
17	Secretary shall provide to the Committee on Transpor-
18	tation and Infrastructure of the House of Representatives
19	and the Committee on Commerce, Science, and Transpor-
20	tation of the Senate a briefing on the status and results
21	of the pilot program established under subsection (a), in-
22	cluding—
23	(1) cost saving;
24	(2) a description of how unmanned aircraft sys-
25	tems were used to supplement existing inspection,

1	data collection, or oversight activities of Department
2	employees, including the number of operations and
3	types of activities performed;
4	(3) efficiency or safety improvements, if any,
5	associated with the use of unmanned aircraft sys-
6	tems to supplement conventional inspection, data
7	collection, or oversight activities;
8	(4) the fleet of unmanned aircraft systems
9	maintained by the Department of Transportation for
10	the program, or an overview of the services used as
11	part of the pilot program; and
12	(5) recommendations for improving the use or
13	efficacy of unmanned aircraft systems to supplement
14	the Department's conventional inspection, data col-
15	lection, or oversight activities.
16	(f) Sunset and Incorporation Into Standard
17	Practice.—
18	(1) Sunset.—The pilot program established
19	under subsection (a) and the reporting requirement
20	under subsection (f) shall terminate on the date that
21	is 50 months after the date of enactment of this Act.
22	(2) Incorporation into standard prac-
23	TICE.—Upon termination of the pilot program, the
24	Secretary shall assess the results of the pilot pro-
25	gram under this section and determine whether to

1	permanently incorporate the use of unmanned air-
2	craft systems into the regular inspection, data collec-
3	tion, and oversight activities of the Department.
4	(3) Report to congress.—Not later than 3
5	months after the termination of the pilot program
6	under paragraph (1), the Secretary shall submit to
7	the Committee on Transportation and Infrastructure
8	of the House of Representatives and the Committee
9	on Commerce, Science, and Transportation of the
10	Senate a report on the final results of the pilot pro-
11	gram and the actions taken by the Administrator
12	pursuant to paragraph (2).
13	SEC. 620. DRONE INFRASTRUCTURE INSPECTION GRANT
13 14	SEC. 620. DRONE INFRASTRUCTURE INSPECTION GRANT PROGRAM.
14	PROGRAM.
14 15 16	PROGRAM.  (a) AUTHORITY.—Not later than 180 days after the
14 15 16 17	PROGRAM.  (a) AUTHORITY.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transpor-
14 15 16 17	PROGRAM.  (a) AUTHORITY.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall establish a drone infrastructure inspection
14 15 16 17	PROGRAM.  (a) AUTHORITY.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall establish a drone infrastructure inspection grant program to make grants to governmental entities
14 15 16 17 18	PROGRAM.  (a) AUTHORITY.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall establish a drone infrastructure inspection grant program to make grants to governmental entities to facilitate the use of eligible small unmanned aircraft
14 15 16 17 18 19 20	PROGRAM.  (a) AUTHORITY.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall establish a drone infrastructure inspection grant program to make grants to governmental entities to facilitate the use of eligible small unmanned aircraft systems to support more efficient inspection, operation,
14 15 16 17 18 19 20	PROGRAM.  (a) AUTHORITY.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall establish a drone infrastructure inspection grant program to make grants to governmental entities to facilitate the use of eligible small unmanned aircraft systems to support more efficient inspection, operation, construction, maintenance, modernization, and repair of
14 15 16 17 18 19 20 21	PROGRAM.  (a) Authority.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall establish a drone infrastructure inspection grant program to make grants to governmental entities to facilitate the use of eligible small unmanned aircraft systems to support more efficient inspection, operation, construction, maintenance, modernization, and repair of an element of critical infrastructure to improve worker

1	(1) purchase or lease eligible small unmanned
2	aircraft systems;
3	(2) support operational capabilities of eligible
4	small unmanned aircraft systems by the govern-
5	mental entity;
6	(3) contract for services performed using an eli-
7	gible small unmanned aircraft system in cir-
8	cumstances in which the governmental entity does
9	not have the resources or expertise to safely carry
10	out or assist in carrying out the activities described
11	under subsection (a); and
12	(4) support the program management capability
13	of the governmental entity to use an eligible small
14	unmanned aircraft system.
15	(c) Eligibility.—To be eligible to receive a grant
16	under this section, a governmental entity shall submit an
17	application to the Secretary at such time, in such form,
18	and containing such information as the Secretary may re-
19	quire, including an assurance that the governmental entity
20	or any contractor of the governmental entity, will comply
21	with relevant Federal regulations.
22	(d) Selection of Applicants.—In awarding a
23	grant under this section, the Secretary shall prioritize ap-
24	plications that propose to—

1	(1) carry out a critical infrastructure project in
2	a variety of communities, including urban, suburban,
3	rural, tribal, or any other type of community; and
4	(2) address a safety risk in the inspection, oper-
5	ation, construction, maintenance, or repair of an ele-
6	ment of critical infrastructure.
7	(e) Limitation.—Nothing in this section shall be
8	construed as to interfere with an agreement between a
9	governmental entity and a labor union, including require-
10	ments under section 5333(b) of title 49, United States
11	Code.
12	(f) Report to Congress.—Not later than 1 year
13	after the first grant is provided under this section, the
14	Secretary shall submit to the Committee on Transpor-
15	tation and Infrastructure of the House of Representatives
16	and the Committee on Commerce, Science, and Transpor-
17	tation of the Senate a report that evaluates the program
18	carried out under this section, including—
19	(1) a description of the number of grants
20	awarded;
21	(2) the amount of each grant;
22	(3) the activities funded under this section; and
23	(4) the effectiveness of such funded activities in
24	meeting the objectives described in subsection (a).
25	(g) Funding.—

1	(1) Federal share.—
2	(A) In general.—Except as provided in
3	subparagraph (B), the Federal share of the cost
4	of a project carried out using a grant under
5	this section shall not exceed 50 percent of the
6	total project cost.
7	(B) Waiver.—The Secretary may increase
8	the Federal share requirement under subpara-
9	graph (A) to up to 75 percent for a project car-
10	ried out using a grant under this section by a
11	governmental entity if such entity—
12	(i) submits a written application to
13	the Secretary requesting an increase in the
14	Federal share; and
15	(ii) demonstrates that the additional
16	assistance is necessary to facilitate the ac-
17	ceptance and full use of a grant under this
18	section, such as alleviating economic hard-
19	ship, meeting additional workforce needs,
20	or such other uses that the Secretary de-
21	termines to be appropriate.
22	(2) Authorization of appropriations.—Out
23	of amounts authorized to be appropriated under sec-
24	tion 106(k) of title 49, United States Code, the Sec-

1	retary shall make available to carry out this sec-
2	tion—
3	(A) \$2,000,000 for fiscal year 2024;
4	(B) \$12,000,000 for fiscal year 2025;
5	(C) \$12,000,000 for fiscal year 2026;
6	(D) \$12,000,000 for fiscal year 2027; and
7	(E) \$12,000,000 for fiscal year 2028.
8	(h) Definitions.—In this section:
9	(1) COVERED FOREIGN ENTITY.—The term
10	"covered foreign entity" means an entity—
11	(A) included on the Consolidated Screening
12	List or Entity List as designated by the Sec-
13	retary of Commerce;
14	(B) domiciled in the People's Republic of
15	China or the Russian Federation;
16	(C) subject to influence or control by the
17	government of the People's Republic of China
18	or by the Russian Federation; or
19	(D) is a subsidiary or affiliate of an entity
20	described in subparagraphs (A) through (C).
21	(2) Critical infrastructure.—The term
22	"critical infrastructure" has the meaning given such
23	term in subsection (e) of the Critical Infrastructures
24	Protection Act of 2001 (42 U.S.C. 5195c(e)).

1	(3) Element of critical infrastruc-
2	TURE.—The term "element of critical infrastruc-
3	ture" means a critical infrastructure facility or
4	asset, including public bridges, tunnels, roads, high-
5	ways, dams, electric grid, water infrastructure, com-
6	munication systems, pipelines, or other related facili-
7	ties or assets, as determined by the Secretary.
8	(4) Eligible small unmanned aircraft
9	SYSTEM.—The term "eligible small unmanned air-
10	craft system" means a small unmanned aircraft sys-
11	tem manufactured or assembled by a company that
12	is domiciled in the United States and is not a cov-
13	ered foreign entity.
14	(5) Eligible small unmanned aircraft
15	SYSTEM TECHNOLOGY.—The term "eligible small
16	unmanned aircraft system technology" means—
17	(A) an eligible small unmanned aircraft
18	system; or
19	(B) a major component of such a system
20	that is not manufactured by or procured from
21	a covered foreign entity.
22	(6) Governmental entity.—The term "gov-
23	ernmental entity" means—
24	(A) a State, the District of Columbia, the
25	Commonwealth of Puerto Rico, a territory of

1	the United States, or a political subdivision
2	thereof;
3	(B) a unit of local government;
4	(C) a Tribal Government;
5	(D) a metropolitan planning organization;
6	or
7	(E) a consortia of more than 1 of the enti-
8	ties described in subparagraphs (A) through
9	(D).
10	(7) Project.—The term "project" means a
11	project for the inspection, operation, maintenance,
12	repair, modernization, or construction of an element
13	of critical infrastructure, including mitigating envi-
14	ronmental hazards to such infrastructure.
15	(8) Small unmanned aircraft; unmanned
16	AIRCRAFT SYSTEM.—The terms "small unmanned
17	aircraft" and "unmanned aircraft system" have the
18	meanings given such terms in section 44801 of title
19	49, United States Code.
20	SEC. 621. DRONE EDUCATION AND WORKFORCE TRAINING
21	GRANT PROGRAM.
22	(a) AUTHORITY.—Not later than 180 days after the
23	date of enactment of this Act, the Secretary of Transpor-
24	tation shall establish a drone education and training grant
25	program to make grants to educational institutions for

1	workforce training for eligible small unmanned aircraft
2	system technology.
3	(b) Use of Grant Amounts.—Amounts from a
4	grant under this section shall be used in furtherance of
5	activities authorized under sections 631 and 632 of the
6	FAA Reauthorization Act of 2018 (49 U.S.C. 40101
7	note).
8	(e) Eligibility.—To be eligible to receive a grant
9	under this section, an educational institution shall submit
10	an application to the Secretary at such time, in such form,
11	and containing such information as the Secretary may re-
12	quire.
13	(d) Authorization of Appropriations.—Out of
14	amounts authorized to be appropriated under section
15	106(k) of title 49, United States Code, the Secretary shall
16	make available to carry out this section—
17	(1) \$2,000,000 for fiscal year 2024;
18	(2) \$12,000,000 for fiscal year 2025;
19	(3) \$12,000,000 for fiscal year 2026;
20	(4) \$12,000,000 for fiscal year 2027; and
21	(5) \$12,000,000 for fiscal year 2028.
22	(e) Definitions.—In this section:
23	(1) COVERED FOREIGN ENTITY.—The term
24	"covered foreign entity" means an entity—

1	(A) included on the Consolidated Screening
2	List or Entity List as designated by the Sec-
3	retary of Commerce;
4	(B) domiciled in the People's Republic of
5	China or the Russian Federation;
6	(C) subject to influence or control by the
7	government of the People's Republic of China
8	or by the Russian Federation; or
9	(D) is a subsidiary or affiliate of an entity
10	described in subparagraphs (A) through (C).
11	(2) EDUCATIONAL INSTITUTION.—The term
12	"educational institution" means an institution of
13	higher education (as defined in section 101 of the
14	High Education Act of 1965 (20 U.S.C. 1001)) that
15	participates in a program authorized under sections
16	631 and 632 of the FAA Reauthorization Act of
17	2018 (49 U.S.C. 40101 note).
18	(3) Eligible small unmanned aircraft
19	SYSTEM.—The term "eligible small unmanned air-
20	craft system" means a small unmanned aircraft sys-
21	tem manufactured or assembled by a company that
22	is domiciled in the United States and is not a cov-
23	ered foreign entity.
24	(4) Small unmanned aircraft; unmanned
25	AIRCRAFT SYSTEM.—The terms "small unmanned

1	aircraft" and "unmanned aircraft system" have the
2	meanings given such terms in section 44801 of title
3	49, United States Code.
4	SEC. 622. DRONE WORKFORCE TRAINING PROGRAM STUDY
5	(a) In General.—Not later than 1 year after the
6	date of enactment of this Act, the Comptroller Genera
7	of the United States shall initiate a study of the effective
8	ness of the Collegiate Training Initiative Program for Un-
9	manned Aircraft Systems, established pursuant to section
10	632 of the FAA Reauthorization Act 2018 (49 U.S.C
11	40101 note).
12	(b) Report.—Upon completion of the study under
13	subsection (a), the Comptroller General shall submit to the
14	Committee on Transportation and Infrastructure of the
15	House of Representatives and the Committee on Com-
16	merce, Science, and Transportation of the Senate a report
17	describing—
18	(1) the findings of the study; and
19	(2) any recommendations to improve and ex-
20	pand the Collegiate Training Initiative Program for
21	Unmanned Aircraft Systems.
22	SEC. 623. UAS INTEGRATION OFFICE.
23	The Executive Director of the UAS Integration Of
24	fice of the Federal Aviation Administration shall—

1	(1) support, and provide substantive rec-
2	ommendations for, rulemaking proceedings, in co-
3	ordination with other relevant services and offices
4	and the Assistant Administrator of Rulemaking and
5	Regulatory Improvement, regarding the integration
6	of unmanned aircraft systems into the national air-
7	space system;
8	(2) support, and make substantive rec-
9	ommendations to inform, the review and adjudica-
10	tion of submissions under the processes established
11	under section 44807 of title 49, United States Code,
12	as amended by section 605;
13	(3) support, and make substantive rec-
14	ommendations to inform, the development, modifica-
15	tion, and acceptance or approval of relevant con-
16	sensus standards, means of compliance, and declara-
17	tions of compliance related to unmanned aircraft
18	systems;
19	(4) ensure the timely consideration of airworthi-
20	ness and operational determinations related to un-
21	manned aircraft systems by relevant offices of the
22	Administration;
23	(5) consult, advise, coordinate with, and make
24	substantive recommendations to relevant lines of
25	business and staff offices of the Administration to

1	support the activities of the Administration and effi-
2	ciently carry out the duties described in this section;
3	(6) hire full-time equivalent employees, as nec-
4	essary, to build expertise within the UAS Integration
5	Office to assess unmanned aviation technologies and
6	related operational risk mitigation; and
7	(7) engage in any other activities determined
8	necessary by the Executive Director or the Adminis-
9	trator of the Federal Aviation Administration, to ful-
10	fill the duties described in this section.
11	SEC. 624. TERMINATION OF ADVANCED AVIATION ADVI-
12	SORY COMMITTEE.
13	The Secretary of Transportation may not renew the
14	charter of the Advanced Aviation Advisory Committee
15	(chartered by the Secretary on June 10, 2022).
16	SEC. 625. UNMANNED AND AUTONOMOUS FLIGHT ADVI-
17	SORY COMMITTEE.
18	(a) In General.—Not later than 1 year after the
19	termination of the Advanced Aviation Advisory Committee
20	pursuant to section 624, the Administrator of the Federal
21	Aviation Administration shall establish an Unmanned and
22	Autonomous Flight Advisory Committee (in this section
23	referred to as the "Advisory Committee").
24	(b) Duties.—The Advisory Committee shall provide

1	issues related to unmanned and autonomous aviation oper-
2	ations and activities, including, at a minimum, the fol-
3	lowing:
4	(1) The safe integration of unmanned aircraft
5	systems and autonomous flight operations into the
6	national airspace system, including feedback on—
7	(A) the certification and operational stand-
8	ards of highly automated aircraft, unmanned
9	aircraft, and associated elements of such air-
10	craft;
11	(B) coordination of procedures for oper-
12	ations in controlled airspace; and
13	(C) communication protocols.
14	(2) The use cases of unmanned aircraft sys-
15	tems, including evaluating and assessing the poten-
16	tial benefits of using unmanned aircraft systems.
17	(3) The development of processes and meth-
18	odologies to address safety concerns related to the
19	operation of unmanned aircraft systems, including
20	risk assessments and mitigation strategies.
21	(4) Unmanned aircraft system training, edu-
22	cation, and workforce development programs, includ-
23	ing evaluating aeronautical knowledge gaps in the
24	unmanned aircraft system workforce, assessing the
25	workforce needs of unmanned aircraft system oper-

1	ations, and establishing a strong pipeline to ensure
2	a robust unmanned aircraft system workforce.
3	(5) The analysis of unmanned aircraft system
4	data and trends.
5	(6) Unmanned aircraft system infrastructure,
6	including the use of existing aviation infrastructure
7	and the development of necessary infrastructure.
8	(c) Membership.—
9	(1) In General.—The Advisory Committee
10	shall be composed of not more than 12 members.
11	(2) Representatives.—The Advisory Com-
12	mittee shall include at least 1 representative of each
13	of the following:
14	(A) Small unmanned aircraft system com-
15	mercial operators.
16	(B) Small unmanned aircraft system man-
17	ufacturers.
18	(C) Manufacturers of unmanned aircraft
19	weighing 55 pounds or more pursuing or hold-
20	ing a certificate for design or production of
21	such unmanned aircraft.
22	(D) Counter-unmanned aircraft system
23	manufacturers.

1	(E) Federal Aviation Administration ap-
2	proved unmanned aircraft system service sup-
3	pliers.
4	(F) Unmanned aircraft system test sites
5	under section 44803 of title 49, United States
6	Code.
7	(G) An unmanned aircraft system physical
8	infrastructure network provider.
9	(H) Community advocates.
10	(I) Certified labor organizations rep-
11	resenting commercial airline pilots, air traffic
12	control specialists employed by the Administra-
13	tion, certified aircraft maintenance technicians,
14	certified aircraft dispatchers, and aviation safe-
15	ty inspectors.
16	(d) Reporting.—
17	(1) In General.—The Advisory Committee
18	shall submit to the Secretary an annual report of the
19	activities, findings, and recommendations of the
20	Committee.
21	(2) Congressional reporting.—The Sec-
22	retary shall submit to the Committee on Transpor-
23	tation and Infrastructure of the House of Represent-
24	atives and the Committee on Commerce. Science.

1	and Transportation of the Senate the reports re-
2	quired under paragraph (1).
3	(e) Definition of Unmanned Aircraft.—In this
4	section, the term "unmanned aircraft" has the meaning
5	given such term in section 44801 of title 49, United States
6	Code.
7	SEC. 626. NEXTGEN ADVISORY COMMITTEE MEMBERSHIP
8	EXPANSION.
9	(a) In General.—Not later than 90 days after the
10	date of enactment of this Act, the Secretary of Transpor-
11	tation shall take such actions as may be necessary to ex-
12	pand the membership of the NextGen Advisory Committee
13	chartered by the Secretary on June 15, 2022, and any
14	subsequent chartered committees, to include a representa-
15	tive from the unmanned aircraft system industry and a
16	representative from the powered-lift industry.
17	(b) QUALIFICATIONS.—The representatives required
18	under subsection (a) shall have the following qualifica-
19	tions, as applicable:
20	(1) Demonstrated expertise in the design, man-
21	ufacture, and operation of unmanned aircraft sys-
22	tems.
23	(2) Demonstrated experience in the develop-
24	ment or implementation of unmanned aircraft sys-
25	tems policies and procedures.

1	(3) Demonstrated commitment to advancing the
2	safe integration of unmanned aircraft systems into
3	the national airspace system.
4	SEC. 627. TEMPORARY FLIGHT RESTRICTION INTEGRITY.
5	(a) In General.—Section 40103(b) of title 49,
6	United States Code, is amended by adding at the end the
7	following:
8	((5)(A) In issuing a temporary flight restriction, the
9	Administrator shall—
10	"(i) ensure there is a specific and articulable
11	safety or security basis for the size, scope, and dura-
12	tion of such restriction;
13	"(ii) immediately distribute a notice of the tem-
14	porary flight restriction via the Notice to Air Mis-
15	sions system; and
16	"(iii) detail in the notice required under clause
17	(ii)—
18	"(I) the safety basis for the restriction;
19	and
20	"(II) how a covered person may lawfully
21	and expeditiously operate an aircraft within the
22	restriction.
23	"(B) In this paragraph, the term 'covered person'
24	means—
25	"(i) a public safety agency;

1	"(ii) a first responder;
2	"(iii) an accredited news representative; or
3	"(iv) any other person as determined appro-
4	priate by the Administrator.".
5	SEC. 628. INTERAGENCY COORDINATION.
6	(a) Sense of Congress.—It is the sense of Con-
7	gress that—
8	(1) the purpose of the joint Department of De-
9	fense-Federal Aviation Administration executive
10	committee (referred to in this subsection as "Execu-
11	tive Committee") on conflict and dispute resolution
12	as described in Section 1036(b) of the Duncan Hun-
13	ter National Defense Authorization Act for Fiscal
14	Year 2009 (Public Law 110–417) is to resolve dis-
15	putes on the matters of policy and procedures be-
16	tween the Department of Defense and the Federal
17	Aviation Administration relating to airspace, aircraft
18	certifications, aircrew training, and other issues, in-
19	cluding the access of unmanned aerial systems of the
20	Department of Defense to the national airspace sys-
21	tem;
22	(2) by mutual agreement of Executive Com-
23	mittee leadership, operating with the best of inten-
24	tions, the current scope of activities and membership
25	of the Executive Committee has exceeded the origi-

1	nal intent of, and tasking to, the Executive Com-
2	mittee; and
3	(3) the expansion described in paragraph (2)
4	has resulted in an imbalance in the oversight of cer-
5	tain Federal entities in matters concerning civil avia-
6	tion safety and security.
7	(b) In General.—
8	(1) Charter Revision.—Not later than 180
9	days after the date of enactment of this Act, the Ad-
10	ministrator of the Federal Aviation Administration
11	shall seek to revise the charter of the Executive
12	Committee to reflect the scope, objectives, member-
13	ship, and activities described in such section 1036(b)
14	in order to achieve the increasing, and ultimately
15	routine, access of unmanned aircraft systems (as de-
16	fined in section 44801 of title 49, United States
17	Code) into the national airspace system.
18	(2) Sunset.—Not earlier than 2 years after
19	the date of enactment of this Act, the Administrator
20	shall seek to sunset Executive Committee activities
21	by joint agreement of the Administrator and the
22	Secretary of Defense.

1	SEC. 629. REVIEW OF REGULATIONS TO ENABLE
2	UNESCORTED UAS OPERATIONS.
3	(a) In General.—Not later than 2 years after the
4	date of enactment of this Act, the Administrator of the
5	Federal Aviation Administration shall, in coordination
6	with the Secretary of Defense, conduct a review of require-
7	ments necessary to permit an unmanned aircraft systems
8	(excluding small unmanned aircraft systems) operated by
9	a Federal agency or an armed service to be operated in
10	the national airspace system, including outside of re-
11	stricted airspace, without being escorted by a manned air-
12	craft.
13	(b) REPORT.—Not later than 2 years after the date
14	of enactment of this Act, the Administrator shall submit
15	to the Committee on Transportation and Infrastructure
16	of the House of Representatives and the Committee on
17	Commerce, Science, and Transportation of the Senate a
18	report on the results of the review, including findings and
19	recommendations on regulatory and statutory changes
20	that can be made to enable the operations described under
21	subsection (a).
22	(c) Definitions.—The definitions under section
23	44801 of title 49, United States Code, shall apply to this
24	section.

### 1 SEC. 630. UAS OPERATIONS OVER HIGH SEAS.

- 2 (a) IN GENERAL.—An unmanned aircraft system op-
- 3 eration that begins and ends within the United States or
- 4 the territorial waters of the United States, shall not be
- 5 considered international flight regardless of whether the
- 6 unmanned aircraft system enters international airspace.
- 7 (b) Definition of Unmanned Aircraft Sys-
- 8 TEM.—In this section, the term "unmanned aircraft sys-
- 9 tem" has the meaning given such term in section 44801
- 10 of title 49, United States Code.

#### 11 SEC. 631. BEYOND BEYOND.

- 12 (a) FAA BEYOND PROGRAM EXTENSION.—The
- 13 Administrator of the Federal Aviation Administration
- 14 shall extend the BEYOND program of the Administration
- 15 as in effect on the day before the date of enactment of
- 16 this Act (referred to in this section as the "Program")
- 17 and the existing agreements with State, local, and Tribal
- 18 governments entered into under the Program until such
- 19 date, as specified in subsection (b).

### 20 (b) FAA BEYOND PROGRAM EXPANSION.—

- 21 (1) IN GENERAL.—Not later than 2 years after
- 22 the date of enactment of this Act, the Administrator
- shall expand the Program to additional locations and
- test the use of new and emerging aviation concepts
- and technologies, including concepts and tech-
- nologies unrelated to unmanned aircraft systems, to

1	evaluate and inform Administration policies, rule-
2	making, and guidance related to the safe integration
3	of such concepts and technologies into the national
4	airspace system.
5	(2) Scope.—In expanding the Program under
6	this subsection, the Administrator shall address ad-
7	ditional factors, including—
8	(A) increasing automation in civil aircraft,
9	including unmanned aircraft systems and new
10	or emerging aviation technologies;
11	(B) operations of such systems and tech-
12	nologies, including beyond visual line of sight;
13	and
14	(C) the social and economic impacts of
15	such operations.
16	(3) Continuation.—The Administrator shall
17	carry out the expanded Program required under this
18	subsection until such time that the Administrator
19	determines the Program is no longer necessary or
20	useful.
21	SEC. 632. UAS INTEGRATION STRATEGY.
22	(a) In General.—The Administrator of the Federal
23	Aviation Administration shall implement the recommenda-
24	tions made by—

1	(1) the Comptroller General of the United
2	States to the Secretary of Transportation contained
3	in the report titled "Drones: FAA Should Improve
4	Its Approach to Integrating Drones into the Na-
5	tional Airspace System" issued in January 2023
6	(GAO-23-105189); and
7	(2) the inspector general of the Department of
8	Transportation to the Administrator contained in
9	the audit report titled "FAA Made Progress
10	Through Its UAS Integration Pilot Program, but
11	FAA and Industry Challenges Remain To Achieve
12	Full UAS Integration" issued in April 2022 (Project
13	ID: AV2022027).
14	(b) Briefing.—Not later than 12 months after the
15	date of enactment of this Act, the Administrator shall pro-
16	vide a briefing to the Committee on Transportation and
17	Infrastructure of the House of Representatives and the
18	Committee on Commerce, Science, and Transportation of
19	the Senate annually on the status of the activities de-
20	scribed in subsection (a).
21	SEC. 633. AUTHORIZATION OF APPROPRIATIONS FOR KNOW
22	BEFORE YOU FLY CAMPAIGN.
23	There is authorized to be appropriated to the Admin-
24	istrator \$1,000,000 for each of fiscal years 2024 through
25	2028, out of funds made available under section 106(k)

- of title 49, United States Code, for the Know Before You
   Fly educational campaign or similar public informational
   efforts intended to broaden unmanned aircraft systems
- 4 safety awareness.

#### 5 SEC. 634. PUBLIC AIRCRAFT DEFINITION.

- 6 Section 40125(a)(2) of title 49, United States Code,
- 7 is amended—
- 8 (1) by striking the first instance of "or"; and
- 9 (2) by inserting "(including data collection on
- civil aviation systems undergoing research, develop-
- ment, test, or evaluation at a test range (as such
- term is defined in section 44801)), infrastructure in-
- spections, or any other activity undertaken by a gov-
- ernmental entity that the Administrator determines
- is inherently governmental" after "biological or geo-
- logical resource management".

# 17 Subtitle B—Advanced Air Mobility

- 18 SEC. 651. DEFINITION.
- In this subtitle, the term "powered-lift aircraft" has
- 20 the meaning given the term "powered-lift" in section 1.1
- 21 of title 14, Code of Federal Regulations.
- 22 SEC. 652. POWERED-LIFT AIRCRAFT RULEMAKINGS.
- 23 (a) Final Rulemaking.—Not later than 13 months
- 24 after the date of enactment of this Act, the Administrator
- 25 of the Federal Aviation Administration shall publish a

1	final rule for a special Federal aviation regulation estab-
2	lishing procedures for certifying powered-lift pilots and
3	providing operational rules for powered-lift aircraft.
4	(b) Future Rulemaking.—Not later than 5 years
5	after the date of enactment of this Act, the Administrator
6	shall initiate a rulemaking activity providing for a perma-
7	nent pathway for the—
8	(1) performance-based certification of powered-
9	lift aircraft;
10	(2) certification of powered-lift airmen; and
11	(3) operation of powered-lift aircraft in com-
12	mercial service and air transportation.
13	(c) Rulemaking Considerations.—
14	(1) Contents of Rulemakings.—In the de-
15	velopment of the rulemakings required under sub-
16	sections (a) and (b), the Administrator shall—
17	(A) provide for any aircraft type certifi-
18	cated by the Administrator—
19	(i) a practical pathway for pilot quali-
20	fication and operations; and
21	(ii) performance-based requirements
22	for energy reserves and other range- and
23	endurance-related requirements that reflect
24	the capabilities and intended operations of
25	the aircraft;

1	(B) provide for a combination of pilot
2	training requirements, including simulators, to
3	ensure the safe operation of powered-lift air-
4	craft;
5	(C) grant an individual with an existing
6	commercial airplane (single- or multi-engine) or
7	helicopter pilot certificate the authority to serve
8	as pilot-in-command of a powered-lift aircraft in
9	commercial operation following the completion
10	of a Federal Aviation Administration-approved
11	pilot type rating for such type of aircraft;
12	(D) to the maximum extent practicable,
13	align powered-lift pilot qualifications with sec-
14	tion 2.1.1.4 of the International Civil Aviation
15	Organization's Annex 1; and
16	(E) consider the adoption of the rec-
17	ommendations contained in document 10103 of
18	the International Civil Aviation Organization
19	for powered-lift operations, as appropriate.
20	(2) Considerations for future
21	RULEMAKINGS.—In the development of the
22	rulemakings required under subsection (b), the Ad-
23	ministrator shall—
24	(A) consider and plan for unmanned and
25	remotely piloted powered-lift aircraft systems,

1	and the associated elements of such aircraft,
2	through the promulgation of performance-based
3	regulations;
4	(B) consider and plan for alternative fuel
5	types and propulsion methods, including review-
6	ing the performance-based nature of parts 33
7	and 35 of title 14, Code of Federal Regulations;
8	and
9	(C) work to harmonize the certification
10	and operational requirements of the Federal
11	Aviation Administration with the certification
12	and operational requirements of civil aviation
13	authorities with bilateral safety agreements in
14	place with the United States, to the extent har-
15	monization does not negatively impact domestic
16	manufacturers and operators.
17	(d) Interim Application of Rules and Privi-
18	LEGES IN LIEU OF RULEMAKING.—Beginning 21 months
19	after the date of enactment of this Act, if a final rule has
20	not been published pursuant to subsection (a)—
21	(1) rules in effect on such date that apply to
22	the operation and the operator of rotorcraft or fixed-
23	wing aircraft under subchapters F, G, H, and I of
24	chapter 1 of title 14, Code of Federal Regulations,
25	shall be—

1	(A) deemed to apply to—
2	(i) the operation of a powered-lift air-
3	craft in the national airspace system; and
4	(ii) the operator of such a powered-lift
5	aircraft; and
6	(B) applicable as determined by the oper-
7	ator of an airworthy powered-lift aircraft in
8	consultation with the Administrator and con-
9	sistent with sections 91.3 and 91.13 of title 14,
10	Code of Federal Regulations; and
11	(2) upon the completion of a type rating for a
12	specific powered-lift aircraft, airmen that hold a
13	pilot or instructor certification with airplane cat-
14	egory ratings in any class or rotorcraft category rat-
15	ings in the helicopter class shall be deemed to have
16	privileges of a powered-lift rating for that aircraft.
17	(e) Termination of Interim Rules and Privi-
18	LEGES.—Subsection (d) shall cease to have effect 1 month
19	after the effective date of a final rule issued pursuant to
20	subsection (a).
21	SEC. 653. POWERED-LIFT AIRCRAFT ENTRY INTO SERVICE.
22	(a) In General.—The Administrator of the Federal
23	Aviation Administration shall, in consultation with exclu-
24	sive bargaining representatives of air traffic controllers
25	certified under section 7111 of title 5, United States Code,

1	take such actions as may be necessary to safely integrate
2	powered-lift aircraft into the national airspace system, in-
3	cluding in controlled airspace, and learn from any efforts
4	to adopt and update related policy and guidance.
5	(b) Air Traffic Policies for Entry Into Serv-
6	ICE.—Not later than 24 months after the date of enact-
7	ment of this Act, the Administrator shall update air traffic
8	orders and policies, to the extent necessary, and address
9	air traffic control system challenges in order to allow for—
10	(1) the use of existing air traffic procedures,
11	where safe, by powered-lift aircraft; and
12	(2) the approval of letters of agreement between
13	air traffic control system facilities and powered-lift
14	operators and infrastructure operators to minimize
15	the amount of active coordination required for safe
16	recurring powered-lift aircraft operations.
17	(c) Long-term Air Traffic Policies.—Based on
18	the implementation of subsection (b), the Administrator
19	shall—
20	(1) continue to update air traffic orders and
21	policies;
22	(2) to the extent necessary, develop powered-lift
23	specific procedures for airports, heliports, and
24	vertiports;

1	(3) evaluate the human factors impacts on con-
2	trollers associated with managing powered-lift air-
3	craft operations, consider the impact of additional
4	operations on air traffic controller staffing, and
5	make necessary changes to staffing, procedures, reg-
6	ulations, and orders; and
7	(4) consider the use of third-party service pro-
8	viders to manage increased operations in controlled
9	airspace to support and supplement the work of air
10	traffic controllers.
11	SEC. 654. SENSE OF CONGRESS ON PREPARATION FOR
12	ENTRY INTO SERVICE OF POWERED-LIFT AIR-
13	CRAFT.
13 14	CRAFT.  It is the sense of Congress that the Administrator
14	It is the sense of Congress that the Administrator
14 15	It is the sense of Congress that the Administrator of the Federal Aviation Administration should work with
<ul><li>14</li><li>15</li><li>16</li><li>17</li></ul>	It is the sense of Congress that the Administrator of the Federal Aviation Administration should work with manufacturers, prospective operators of powered-lift air-
<ul><li>14</li><li>15</li><li>16</li><li>17</li></ul>	It is the sense of Congress that the Administrator of the Federal Aviation Administration should work with manufacturers, prospective operators of powered-lift aircraft, and other stakeholders, to enable the safe entry of
14 15 16 17 18	It is the sense of Congress that the Administrator of the Federal Aviation Administration should work with manufacturers, prospective operators of powered-lift aircraft, and other stakeholders, to enable the safe entry of such aircraft into commercial service following the publica-
<ul><li>14</li><li>15</li><li>16</li><li>17</li><li>18</li><li>19</li></ul>	It is the sense of Congress that the Administrator of the Federal Aviation Administration should work with manufacturers, prospective operators of powered-lift aircraft, and other stakeholders, to enable the safe entry of such aircraft into commercial service following the publication of the final special Federal Aviation Administration
14 15 16 17 18 19 20	It is the sense of Congress that the Administrator of the Federal Aviation Administration should work with manufacturers, prospective operators of powered-lift aircraft, and other stakeholders, to enable the safe entry of such aircraft into commercial service following the publication of the final special Federal Aviation Administration rulemaking titled "Integration of Powered-Lift: Pilot Cer-
14 15 16 17 18 19 20 21	It is the sense of Congress that the Administrator of the Federal Aviation Administration should work with manufacturers, prospective operators of powered-lift aircraft, and other stakeholders, to enable the safe entry of such aircraft into commercial service following the publication of the final special Federal Aviation Administration rulemaking titled "Integration of Powered-Lift: Pilot Certification and Operations; Miscellaneous Amendments Re-
14 15 16 17 18 19 20 21 22	It is the sense of Congress that the Administrator of the Federal Aviation Administration should work with manufacturers, prospective operators of powered-lift aircraft, and other stakeholders, to enable the safe entry of such aircraft into commercial service following the publication of the final special Federal Aviation Administration rulemaking titled "Integration of Powered-Lift: Pilot Certification and Operations; Miscellaneous Amendments Related to Rotorcraft and Airplanes", including by reviewing

1	Aviation Administration rulemaking and prior to the pub-
2	lication of a final rule, as appropriate.
3	SEC. 655. INFRASTRUCTURE SUPPORTING VERTICAL
4	FLIGHT.
5	(a) Updates to Regulations for Consist-
6	ENCY.—The Administrator of the Federal Aviation Ad-
7	ministration shall update part 1 and part 157 of title 14,
8	Code of Federal Regulations, and other regulations as nec-
9	essary to implement the amendments made by section
10	401.
11	(b) Update to Heliport Design Standards.—
12	The Administrator shall update the version of Advisory
13	Circular 150/5390–2, titled "Heliport Design" in effect on
14	the date of enactment of this Act, to—
15	(1) increase the inclusion of performance-based
16	guidance, including around aircraft fuel type and
17	propulsion method;
18	(2) update guidance to consider risk mitigations
19	and hazards associated with different aircraft fuel
20	types and propulsion methods;
21	(3) affirm the general permissibility of any
22	vertical takeoff and landing capable aircraft to use
23	heliports that can safely accommodate the physical
24	and operating characteristics of such aircraft; and
25	(4) include vertiport as a subclass of heliport.

1	(c) Engineering Brief on Vertiport Design.—
2	The Administrator may update the version of Engineering
3	Brief 105, titled "Vertiport Design" in effect on the date
4	of enactment of this Act, prior to issuing an update to
5	Advisory Circular 150/5390-2, as required under sub-
6	section (b).
7	(d) Engineering Brief Sunset.—The Adminis-
8	trator shall revoke Engineering Brief 105, titled
9	"Vertiport Design", on the earlier of—
10	(1) the date on which Advisory Circular 150/
11	5390–2 is updated under subsection (b); or
12	(2) 5 years after the date of enactment of this
13	Act.
14	(e) Guidance, Forms, and Planning.—The Ad-
15	ministrator shall—
16	(1) ensure airport district offices of the Admin-
17	istration have sufficient guidance and policy direc-
18	tion regarding the Administration's heliport and
19	vertiport design guidance not later than 18 months
20	after the date of enactment of this Act and update
21	such guidance routinely;
22	(2) determine if updates to Administration
23	Form 7460 and Form 7480 are necessary and take
24	such actions, as appropriate; and

1	(3) ensure that the methodology and underlying
2	data sources of the Administration's Terminal Area
3	Forecast include commercial operations conducted
4	by aircraft regardless of propulsion type or fuel type.
5	SEC. 656. CHARTING OF AVIATION INFRASTRUCTURE.
6	(a) In General.—The Administrator of the Federal
7	Aviation Administration shall increase efforts to update
8	and keep current the Airport Master Record of the Admin-
9	istration, including by establishing a streamlined process
10	by which the owners and operators of public and private
11	aviation facilities with nontemporary, nonintermittent op-
12	erations are encouraged to keep the information on such
13	facilities current.
14	(b) Briefing.—The Administrator shall brief the
15	Committee on Transportation and Infrastructure of the
16	House of Representatives and the Committee on Com-
17	merce, Science, and Transportation of the Senate on the
18	plans of the Administrator to update and keep current the
19	Airport Master Record for private and public airports, hel-
20	iports, and vertiports.
21	SEC. 657. ADVANCED AIR MOBILITY WORKING GROUP.
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 maturation" after "AAM indus-
11	try";
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 $(f)(1)$ by striking "necessary
22	to support the evolution of early" and inserting the
23	following: "that would allow for—
24	"(A) the timely entry into service of AAM
25	after aircraft and operator certification; and

1	"(B) the evolution of early";
2	(5) in subsection (g)—
3	(A) in the matter preceding paragraph (1)
4	by striking "working group" and inserting
5	"Secretary of Transportation";
6	(B) in paragraph (1) by striking "and" at
7	the end;
8	(C) by redesignating paragraph (2) as
9	paragraph (3); and
10	(D) by inserting after paragraph (1) the
11	following:
12	"(2) summarizing any dissenting views and
13	opinions of a participant of the working group de-
14	scribed in subsection (c)(3); and";
15	(6) in subsection (i)—
16	(A) in paragraph (1) by striking "that
17	transports people and property by air between
18	two points in the United States using aircraft
19	with advanced technologies, including electric
20	aircraft or electric vertical take-off and landing
21	aircraft," and inserting "comprised of urban air
22	mobility and regional air mobility using manned
23	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 people or
11	property by air between 2 points using an airworthy
12	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 people or prop-
24	erty by air between 2 intracity or intercity points
25	using an airworthy aircraft that—

1	"(A) advanced technologies, such as dis-
2	tributed propulsion, vertical take-off and land-
3	ing, powered-lift, nontraditional power systems,
4	or autonomous technologies; and
5	"(B) a maximum takeoff weight of greater
6	than 1,320 pounds."; and
7	(F) by adding at the end the following:
8	"(10) Vertiport.—The term 'vertiport' has
9	the meaning given such term in section 47102 of
10	title 49, United States Code.";
11	(7) by redesignating subsection (i) as subsection
12	(j); and
13	(8) by inserting after subsection (h) the fol-
14	lowing:
15	"(i) Considerations for Termination of Work-
16	ING GROUP.—In deciding whether to terminate the work-
17	ing group under subsection (h), the Secretary and the Ad-
18	ministrator of the Federal Aviation Administration shall
19	consider other interagency coordination activities associ-
20	ated with AAM, or other new or novel users of the national
21	airspace system, that could benefit from continued wider
22	interagency coordination.".

1	SEC. 658. ADVANCED AIR MOBILITY INFRASTRUCTURE
2	PILOT PROGRAM EXTENSION.
3	Section 101 of division Q of the Consolidated Appro-
4	priations Act, 2023 (49 U.S.C. 40101 note) is amended—
5	(1) in subsection (b)—
6	(A) in paragraph (2)—
7	(i) in subparagraph (A) by inserting
8	", as well as the use of existing airport and
9	heliport infrastructure that may require
10	modifications to safely accommodate AAM
11	operations," after "vertiport infrastruc-
12	ture"; and
13	(ii) in subparagraph (B)—
14	(I) in clause (iii) by striking
15	"vertiport" and inserting "locations
16	for'';
17	(II) in clause (iv) by inserting
18	"and guidance" after "any stand-
19	ards";
20	(III) in clause (v) by striking
21	"vertiport infrastructure" and insert-
22	ing "urban air mobility and regional
23	air mobility operations"; and
24	(IV) in clause (x) by inserting
25	"or the modification of existing avia-

1	tion infrastructure" after "operation
2	of a vertiport"; and
3	(B) in paragraph (6)(B)—
4	(i) in clause (i) by striking "and" at
5	the end;
6	(ii) in clause (ii) by striking the pe-
7	riod at the end and inserting "; and"; and
8	(iii) by adding at the end the fol-
9	lowing:
10	"(iii) a description of—
11	"(I) initial community engage-
12	ment efforts and responses from the
13	public on the planning and develop-
14	ment efforts of eligible entities related
15	to urban air mobility and regional air
16	mobility operations;
17	"(II) how eligible entities are
18	planning for and encouraging early
19	adoption of urban air mobility and re-
20	gional air mobility operations;
21	"(III) what role each level of gov-
22	ernment plays in the process; and
23	"(IV) whether such entities rec-
24	ommend specific regulatory or guid-
25	ance actions be taken by the Secretary

1	of Transportation or other Federal
2	agencies in order to support such
3	early adoption.";
4	(2) in subsection $(c)(1)$ —
5	(A) by striking "years 2023 and 2024"
6	and inserting "years 2023 through 2026"; and
7	(B) by inserting before the period "out of
8	funds made available under section 106(k) of
9	title 49, United States Code";
10	(3) in subsection (d) by striking "2024" and in-
11	serting "2026" each place it appears; and
12	(4) in subsection (e)—
13	(A) by striking paragraph (1) and insert-
14	ing the following:
15	"(1) Advanced air mobility; aam; regional
16	AIR MOBILITY; URBAN AIR MOBILITY; VERTIPORT.—
17	The terms 'advanced air mobility', 'AAM', 'regional
18	air mobility', 'urban air mobility', and 'vertiport'
19	have the meaning given such terms in section 2(j) of
20	the Advanced Air Mobility Coordination and Leader-
21	ship Act (49 U.S.C. 40101 note)."; and
22	(B) by striking paragraphs (9) and (10).

## Subtitle C—Other Provisions

2	SEC. 681. REPORT ON NATIONAL SPACEPORTS POLICY.
3	Section 580(c)(3) of the FAA Reauthorization Act of
4	2018 (Public Law 115–254) is amended by striking
5	"2024" and inserting "2028".
6	SEC. 682. INTERMODAL TRANSPORTATION INFRASTRUC
7	TURE IMPROVEMENT PILOT PROGRAM.
8	(a) In General.—The Secretary may establish a
9	pilot program to issue grants to operators of launch and
10	reentry sites for projects to construct, repair, maintain,
11	or improve transportation infrastructure and facilities at
12	such sites.
13	(b) PILOT PROGRAM QUALIFICATIONS.—The Sec-
14	retary may enter into agreements under this section to
15	issue a grant to an operator only if the operator—
16	(1) has submitted an application to the Sec-
17	retary in such form, at such time, and containing
18	such information as prescribed by the Secretary;
19	(2) demonstrates to the Secretary's satisfaction
20	that the project for which the application has been
21	submitted is for an eligible purpose under subsection
22	(c); and
23	(3) agrees to maintain such records relating to
24	the grant as the Secretary may require and to make

1	such records available to the Secretary or the Comp-
2	troller General of the United States upon request.
3	(c) Permitted Use of Pilot Program Grants.—
4	An operator may use a grant provided under this sub-
5	section for a project to construct, repair, maintain, or im-
6	prove infrastructure and facilities that—
7	(1) are located at, or adjacent to, a launch or
8	reentry site; and
9	(2) directly enable or support transportation
10	safety or covered transportation activities.
11	(d) Pilot Program Grants.—
12	(1) Grant formula.—At the beginning of
13	each fiscal year after fiscal year 2024, the Secretary
14	shall issue a grant to an operator that qualifies for
15	the pilot program under subsection (b) an amount
16	equal to the sum of—
17	(A) \$250,000 for each licensed launch or
18	reentry operation conducted from the applicable
19	launch or reentry site or at any adjacent Fed-
20	eral launch range in the previous fiscal year;
21	and
22	(B) \$100,000 for each launch or reentry
23	operation conducted under a permit from the
24	applicable launch or reentry site or at any adja-

1	cent Federal launch range in the previous fiscal
2	year.
3	(2) MAXIMUM GRANT.—Except as provided in
4	subsection (e)(5), a grant issued to an operator
5	under this subsection shall not exceed \$2,500,000
6	for a fiscal year.
7	(3) Adjacency.—
8	(A) In general.—In issuing a grant to
9	an operator under paragraph (1), the Secretary
10	shall determine whether a launch or reentry site
11	is adjacent to a Federal launch range.
12	(B) Limitation.—Only 1 operator may
13	receive an amount under paragraph (1) for
14	each licensed or permitted launch or reentry op-
15	eration described in such subparagraph.
16	(C) Multiple Launch or reentry
17	SITES OPERATED BY 1 OPERATOR.—If an oper-
18	ator holds a license to operate more than 1
19	launch site or more than 1 reentry site that are
20	adjacent to a Federal launch range, the Sec-
21	retary shall consider such launch or reentry
22	sites as 1 launch or reentry site for purposes of
23	subparagraph (A).
24	(e) Supplemental Grants in Support of State,
25	Local, or Private Matching.—

1	(1) In General.—The Secretary may issue a
2	supplemental grant to an operator, subject to the re-
3	quirements of this paragraph.
4	(2) Dollar-for-dollar matching.—If a
5	qualified entity provides an operator an amount
6	equal to or greater than the amount of a grant pro-
7	vided in a fiscal year under subsection (d) (for the
8	explicit purpose of matching such grant), the Sec-
9	retary may issue a supplemental grant to the oper-
10	ator that is equal to 25 percent of such grant in the
11	following fiscal year.
12	(3) Additional non-federal matching.—If
13	a qualified entity provides an operator an amount
14	equal to or greater than two times the amount of a
15	grant provided in a fiscal year to the operator under
16	subsection (d) (for the explicit purpose of matching
17	such grant), the Secretary may issue a supplemental
18	grant to the operator that is equal to 50 percent of
19	such grant in the following fiscal year.
20	(4) Supplemental grant limitations.—
21	(A) MATCH TIMING.—The Secretary may
22	issue a supplemental grant under paragraph (2)
23	or (3) only if an amount provided by a qualified
24	entity is provided to the operator in the same

1	fiscal year as the grant issued under subsection
2	(d).
3	(B) Non-duplication of matching
4	GRANTS.—If the Secretary issues a supple-
5	mental grant to the operator of a launch site
6	under paragraph (3), the Secretary may not
7	issue a supplemental grant under paragraph (2)
8	to the same operator in the same fiscal year.
9	(5) Non-application of grant ceiling.—
10	The limitation on a grant amount under subsection
11	(d)(2) shall not apply to supplemental grants issued
12	under this subsection.
13	(f) Funding.—
14	(1) PILOT PROGRAM GRANT FUNDS.—The
15	grants issued under this section shall be issued from
16	funds made available out of amounts available under
17	section 106(k) of title 49, United States Code.
18	(2) Maximum annual limit on pilot pro-
19	GRAM.—
20	(A) In general.—The total amount of all
21	grants issued under this section shall not ex-
22	ceed \$20,000,000 in any fiscal year.
23	(B) Grant reduction.—In complying
24	with subparagraph (A), the Secretary—

1	(i) may proportionally reduce the
2	amount of, or decline to issue, a supple-
3	mental grant under subsection (e); and
4	(ii) if the reduction under clause (i) is
5	insufficient, shall proportionally reduce
6	grants issued under subsection (d).
7	(g) Definitions.—In this section:
8	(1) COVERED TRANSPORTATION ACTIVITY.—
9	The term "covered transportation activity" means
10	the movement of people or property to, from, or
11	within a launch site and the necessary or incidental
12	activities associated with such movement through
13	the use of—
14	(A) a vehicle (as defined in section 4 of
15	title 1, United States Code);
16	(B) a vessel (as defined in section 3 of title
17	1, United States Code);
18	(C) a railroad (as defined in section 20102
19	of title 49, United States Code);
20	(D) an aircraft (as defined in section
21	40102 of title 49, United States Code); or
22	(E) a pipeline facility (as defined in section
23	60101 of title 49, United States Code).
24	(2) Launch; launch site; launch vehicle;
25	REENTRY SITE: REENTRY VEHICLE.—The terms

1	"launch", "launch site", "launch vehicle", "reentry
2	site", and "reentry vehicle" have the meanings given
3	those terms in section 50902 of title 51, United
4	States Code.
5	(3) OPERATOR.—The term "operator" means a
6	person licensed by the Secretary to operate a launch
7	or reentry site.
8	(4) QUALIFIED ENTITY.—The term "qualified
9	entity" means a State, local, territorial, or Tribal
10	government or private sector entity, or any combina-
11	tion thereof.
12	(h) Pilot Program Sunset.—This section shall
13	cease to be effective on October 1, 2028.
14	SEC. 683. AIRSPACE ACCESS FOR HIGH-SPEED AIRCRAFT.
15	(a) High-speed Aircraft Testing.—Not later
16	than 2 years after the date of enactment of this Act, the
17	Administrator of the Federal Aviation Administration, in
18	coordination with any other Federal agency the Adminis-
19	trator determines appropriate, shall ensure that there is
20	a process in which manufacturers and operators of high-
21	speed aircraft can engage in flight testing of such high-
22	and singuest which may include the establishment of
	speed aircraft, which may include the establishment of
23	high speed testing corridors in the national airspace sys-

1	(b) Study on High-speed Aircraft Oper-
2	ATIONS.—
3	(1) In General.—The Administrator of the
4	Federal Aviation Administration shall, after con-
5	sultation with aircraft manufacturers, institutions of
6	higher learning, the Administrator of the National
7	Aeronautics and Space Administration, the Sec-
8	retary of Defense, and any other agencies the Ad-
9	ministrator determines appropriate, conduct a study
10	to assess actions necessary to facilitate the safe op-
11	eration and integration of high-speed aircraft into
12	the national airspace system.
13	(2) Contents.—In carrying out the study
14	under paragraph (1), the Administrator shall—
15	(A) assess various altitudes and operating
16	conditions of high-speed aircraft in Class E air-
17	space above the upper boundary of Class A air-
18	space and the resulting aircraft noise levels at
19	the surface;
20	(B) include the development of a frame-
21	work and timeline to establish the appropriate
22	regulatory requirements to conducting high-
23	speed aircraft flights;
24	(C) identify the data required to develop
25	certification, flight standards, and air traffic re-

1	quirements for the deployment and integration
2	of high-speed aircraft;
3	(D) assess cross-agency equities related to
4	high-speed aircraft technologies and flight; and
5	(E) survey global high-speed aircraft-re-
6	lated regulatory and testing developments or ac-
7	tivities.
8	(3) RECOMMENDATIONS.—As part of the study
9	under paragraph (1), the Administrator shall issue
10	recommendations to update, if feasible, regulations
11	for certification, flight standards and air traffic
12	management.
13	(c) Report.—Not later than 2 years after the date
14	of enactment of this Act, the Administrator shall submit
15	to the Committee on Transportation and Infrastructure
16	of the House of Representatives and the Committee on
17	Commerce, Science, and Transportation of the Senate a
18	report on the results of the study conducted under sub-
19	section (a), including the recommendations under sub-
20	section (b)(3), to facilitate the safe operation and integra-
21	tion of high-speed aircraft in the national airspace system.
22	(d) Study and Rulemaking on High Altitude
23	CLASS E AIRSPACE FLIGHT OPERATIONS.—
24	(1) Consultation.—Not later than 12 months
25	after the date of enactment of this Act, the Adminis-

1	trator, in consultation with the Administrator of the
2	National Aeronautics and Space Administration and
3	relevant stakeholders, including industry and aca-
4	demia, shall identify the minimum altitude above the
5	upper boundary of Class A airspace at or above
6	which flights operating with speeds above Mach 1
7	generate sonic booms that are inaudible at the sur-
8	face under prevailing atmospheric conditions.
9	(2) Rulemaking.—Not later than 2 years after
10	the date on which the Administrator identifies the
11	minimum altitude described in paragraph (1), the
12	Administrator shall publish in the Federal Register
13	a notice of proposed rulemaking to amend sections
14	91.817 and 91.818 of title 14, Code of Federal Reg-
15	ulations, and such other regulations as appropriate,
16	to permit flight operations with speeds above Mach
17	1 at or above the minimum altitude identified under
18	paragraph (1) without specific authorizations, pro-
19	vided that such flight operations—
20	(A) show compliance with airworthiness re-
21	quirements;
22	(B) do not cause a measurable sonic boom
23	over pressure to reach the surface; and

1	(C) have ordinary instrument flight rules
2	clearances necessary to operate in controlled
3	airspace.
4	(e) Definition.—In this section, the term "high-
5	speed aircraft" means an aircraft operating at speeds in
6	excess of Mach 1, which shall include supersonic and
7	hypersonic aircraft.
8	SEC. 684. ICAO ACTIVITIES ON NEW TECHNOLOGIES.
9	(a) In General.—The Administrator of the Federal
10	Aviation Administration shall prioritize engagement with
11	the International Civil Aviation Organization and con-
12	tribute to or lead the development of international stand-
13	ards and recommended practices to improve aviation safe-
14	ty and support the entry-into-service of new forms of avia-
15	tion.
16	(b) Particular Activities.—In carrying out sub-
<ul><li>16</li><li>17</li></ul>	(b) Particular Activities.—In carrying out subsection (a), the Administrator shall contribute to or lead
17	
17	section (a), the Administrator shall contribute to or lead
17 18	section (a), the Administrator shall contribute to or lead International Civil Aviation Organization efforts with re-
17 18 19	section (a), the Administrator shall contribute to or lead International Civil Aviation Organization efforts with re- spect to the development of landing and take-off noise
17 18 19 20	section (a), the Administrator shall contribute to or lead International Civil Aviation Organization efforts with respect to the development of landing and take-off noise standards for supersonic aircraft.
17 18 19 20 21	section (a), the Administrator shall contribute to or lead International Civil Aviation Organization efforts with respect to the development of landing and take-off noise standards for supersonic aircraft.  SEC. 685. AIP ELIGIBILITY FOR CERTAIN SPACEPORT IN-
17 18 19 20 21 22	section (a), the Administrator shall contribute to or lead International Civil Aviation Organization efforts with respect to the development of landing and take-off noise standards for supersonic aircraft.  SEC. 685. AIP ELIGIBILITY FOR CERTAIN SPACEPORT INFRASTRUCTURE.

1	United States Code, to an airport sponsor to reconstruct,
2	repave, or rehabilitate the full length and width of a run-
3	way existing on the date of enactment of this Act if—
4	(1) the runway is at an airport that is also a
5	launch site or reentry site operated by a person cer-
6	tified under section 50905 of title 51, United States
7	Code;
8	(2) the runway is greater than 12,000 feet long
9	and not less than 200 feet wide; and
10	(3) the airport sponsor certifies to the Secretary
11	that the full length and width of the runway is re-
12	quired to support activities at the launch site.
13	(b) Sunset.—This section shall cease to be effective
14	on September 30, 2028.
15	SEC. 686. COMMERCIAL SPACE LAUNCH AND REENTRY STA-
16	TISTICS.
17	
1 /	Section 329(b) of title 49, United States Code, is
	Section 329(b) of title 49, United States Code, is amended—
18	amended—
18 19	amended—  (1) in paragraph (2) by striking "aeronautical"
18 19 20	amended—  (1) in paragraph (2) by striking "aeronautical" and inserting "aerospace";
18 19 20 21	amended—  (1) in paragraph (2) by striking "aeronautical" and inserting "aerospace";  (2) in paragraph (3) by striking "civil aero-

1	(4) by inserting after paragraph (1) the fol-
2	lowing:
3	"(2) collect and disseminate information on
4	commercial space launch and reentry operations
5	(other than that collected and disseminated by the
6	National Transportation Safety Board under chapter
7	11) including, at a minimum, information on the
8	number of launches or reentries licensed by the Sec-
9	retary, the number of space flight participants, the
10	number of payloads, and the mass of payloads, orga-
11	nized by class of orbit;".
12	SEC. 687. REPORT ON CERTAIN INFRASTRUCTURE NEEDS.
13	Not later than 120 days after the date of enactment
14	of this Act, the Secretary of Transportation shall submit
15	to the Committee on Transportation and Infrastructure
16	and the Committee on Science, Space, and Technology of
17	the House of Representatives and the Committee on Com-
18	merce, Science, and Transportation of the Senate a report
19	on the infrastructure needs at Federal Aviation Adminis-
20	tration-licensed horizontal and vertical launch sites located
21	in rural communities.
22	SEC. 688. AIRSPACE INTEGRATION FOR SPACE LAUNCH
23	AND REENTRY.
24	(a) Sense of Congress.—It is the Sense of Con-
25	gress that—

1	(1) a safe and efficient national airspace system
2	that successfully supports existing users and inte-
3	grates new entrants is of the utmost importance;
4	(2) both commercial aviation and space launch
5	and reentry operations are vital to United States
6	global leadership, national security, and economic
7	opportunity;
8	(3) aircraft hazard areas are necessary during
9	space launch and reentry operations to ensure public
10	safety; and
11	(4) the Administrator of Federal Aviation Ad-
12	ministration should prioritize the development and
13	deployment of technologies to improve visibility of
14	space launch and reentry operations within Adminis-
15	tration computer systems and minimize operational
16	workload to air traffic controllers associated with
17	routing traffic during spaceflight launch and reentry
18	operations.
19	(b) Space Launch and Reentry Airspace Inte-
20	GRATION TECHNOLOGY.—There is authorized to be appro-
21	priated \$10,000,000 for each of the fiscal years 2024
22	through 2028, or until such time as the Administrator de-
23	termines that the project has reached an operational sta-
24	tus, for the Administrator to expedite the development, ac-
25	quisition, and deployment of technologies or capabilities

1	to aid in space launch and reentry integration, which may
2	include technologies recommended by the Airspace Access
3	Priorities Aviation Rulemaking Committee in 2019, sys-
4	tems to enable the integration of launch and reentry data
5	directly onto air traffic controller displays, and automated
6	systems to enable near real-time planning and dynamic re-
7	routing of commercial aircraft during and following com-
8	mercial space launch and reentry operations, with the ob-
9	jective of operational readiness not later than December
10	31, 2026.
11	TITLE VII—PASSENGER
12	EXPERIENCE IMPROVEMENTS
13	Subtitle A—General Provisions
14	
	SEC. 701. ADVERTISEMENTS AND SOLICITATIONS FOR PAS-
15	SEC. 701. ADVERTISEMENTS AND SOLICITATIONS FOR PASSENGER AIR TRANSPORTATION.
15 16	
	SENGER AIR TRANSPORTATION.
16	SENGER AIR TRANSPORTATION.  (a) Full Fare Advertising.—Section 41712 of
16 17	SENGER AIR TRANSPORTATION.  (a) Full Fare Advertising.—Section 41712 of title 49, United States Code, is further amended by adding
16 17 18	SENGER AIR TRANSPORTATION.  (a) Full Fare Advertising.—Section 41712 of title 49, United States Code, is further amended by adding at the end the following:
16 17 18 19	SENGER AIR TRANSPORTATION.  (a) Full Fare Advertising.—Section 41712 of title 49, United States Code, is further amended by adding at the end the following:  "(e) Full Fare Advertising.—
16 17 18 19 20	SENGER AIR TRANSPORTATION.  (a) Full Fare Advertising.—Section 41712 of title 49, United States Code, is further amended by adding at the end the following:  "(e) Full Fare Advertising.—  "(1) In general.—It shall not be an unfair or
16 17 18 19 20 21	senger air transportation.  (a) Full Fare Advertising.—Section 41712 of title 49, United States Code, is further amended by adding at the end the following:  "(e) Full Fare Advertising.—  "(1) In general.—It shall not be an unfair or deceptive practice under subsection (a) for a covered
16 17 18 19 20 21	senger air transportation.  (a) Full Fare Advertising.—Section 41712 of title 49, United States Code, is further amended by adding at the end the following:  "(e) Full Fare Advertising.—  "(1) In general.—It shall not be an unfair or deceptive practice under subsection (a) for a covered entity to state in an advertisement or solicitation for

1	"(A) the government-imposed taxes and
2	fees associated with the air transportation; and
3	"(B) the total cost of the air transpor-
4	tation.
5	"(2) Form of disclosure.—
6	"(A) In general.—For purposes of para-
7	graph (1), the information described in para-
8	graphs (1)(A) and (1)(B) shall be disclosed in
9	the advertisement or solicitation in a manner
10	that clearly presents the information to the con-
11	sumer.
12	"(B) Internet advertisements and
13	SOLICITATIONS.—For purposes of paragraph
14	(1), with respect to an advertisement or solicita-
15	tion for passenger air transportation that ap-
16	pears on a website, the information described in
17	paragraphs (1)(A) and (1)(B) may be disclosed
18	through a link or pop-up, as such terms may be
19	defined by the Secretary, in a manner that is
20	easily accessible and viewable by the consumer.
21	"(3) Definitions.—In this subsection:
22	"(A) Base Airfare.—The term 'base air-
23	fare' means the cost of passenger air transpor-
24	tation, excluding government-imposed taxes and
25	fees.

1	"(B) COVERED ENTITY.—The term cov-
2	ered entity' means an air carrier, including an
3	indirect air carrier, foreign carrier, ticket agent,
4	or other person offering to sell tickets for pas-
5	senger air transportation or a tour, or tour
6	component, that must be purchased with air
7	transportation.".
8	(b) Limitation on Statutory Construction.—
9	Nothing in the amendment made by subsection (b) may
10	be construed to affect any obligation of a person that sells
11	passenger air transportation to disclose the total cost of
12	such air transportation, including government-imposed
13	taxes and fees, prior to purchase of such air transpor-
14	tation.
15	(c) REGULATIONS.—Not later than 1 year after the
16	date of enactment of this Act, the Secretary of Transpor-
17	tation shall issue final regulations to carry out the amend-
18	ment made by subsection (a).
19	(d) STATUTORY CONSTRUCTION.—Nothing in this
20	section may be construed to limit or otherwise affect the
21	authority of the Secretary to regulate the disclosure of air
22	carrier-imposed fees, or alter the requirements under part
23	399 of title 14, Code of Federal Regulations, as such part
24	relates to air carrier-imposed fees.

1	(e) Effective Date.—This section, and the amend-
2	ment made by this section, shall take effect on the date
3	that is 180 days after the date of enactment of this Act.
4	SEC. 702. MODERNIZATION OF CONSUMER COMPLAINT
5	SUBMISSIONS.
6	Section 42302 of title 49, United States Code, is
7	amended to read as follows:
8	"§ 42302. Consumer complaints
9	"(a) In General.—The Secretary of Transportation
10	shall—
11	"(1) maintain an accessible website through the
12	Office of Aviation Consumer Protection to accept the
13	submission of complaints from airline passengers re-
14	garding air travel service problems; and
15	"(2) take appropriate actions to notify the pub-
16	lic of such accessible website.
17	"(b) Notice to Passengers on the Internet.—
18	An air carrier or foreign air carrier providing scheduled
19	air transportation using any aircraft that as originally de-
20	signed has a passenger capacity of 30 or more passenger
21	seats shall include on the accessible website of the car-
22	rier—
23	"(1) the accessible website, e-mail address, or
24	telephone number of the air carrier for the submis-

1	sion of complaints by passengers about air travel
2	service problems; and
3	"(2) the accessible website maintained pursuant
4	to subsection (a).
5	"(c) Use of Additional or Alternative Tech-
6	NOLOGIES.—The Secretary shall periodically evaluate the
7	benefits of using mobile phone applications or other widely
8	used technologies to—
9	"(1) provide additional or alternative means for
10	air passengers to submit complaints; and
11	"(2) provide such additional or alternative
12	means as the Secretary determines appropriate.
13	"(d) AIR AMBULANCE PROVIDERS.—Each air ambu-
14	lance provider shall include the accessible website, or a
15	link to such accessible website, maintained pursuant to
16	subsection (a) and the contact information for the Avia-
17	tion Consumer Advocate established by section 424 of the
18	FAA Reauthorization Act of 2018 (49 U.S.C. 42302 note)
19	on—
20	"(1) any invoice, bill, or other communication
21	provided to a passenger or customer of such pro-
22	vider; and
23	"(2) the accessible website and any related mo-
24	bile device application of such provider."

1	SEC. 703. CODIFICATION OF CONSUMER PROTECTION PRO-
2	VISIONS.
3	(a) Passenger Rights.—Subchapter I of chapter
4	417 of title 49, United States Code, is amended by adding
5	at the end the following:
6	"§ 41727. Passenger rights
7	"(a) Guidelines.—The Secretary of Transportation
8	shall require each air carrier and foreign air carrier to
9	submit a summarized 1-page document that describes the
10	rights of passengers in air transportation, including guide-
11	lines for the following:
12	"(1) Compensation (regarding rebooking op-
13	tions, refunds, meals, and lodging) for flight delays
14	of various lengths.
15	"(2) Compensation (regarding rebooking op-
16	tions, refunds, meals, and lodging) for flight diver-
17	sions.
18	"(3) Compensation (regarding rebooking op-
19	tions, refunds, meals, and lodging) for flight can-
20	cellations.
21	"(4) Compensation for mishandled baggage,
22	wheelchairs, mobility aids and other assistive de-
23	vices, including delayed, damaged, pilfered, or lost
24	baggage, wheelchairs, mobility aids and other assist-
25	ive devices

1	"(5) Voluntary relinquishment of a ticketed
2	seat due to overbooking or priority of other pas-
3	sengers.
4	"(6) Involuntary denial of boarding and forced
5	removal for whatever reason, including for safety
6	and security reasons.
7	"(b) FILING OF SUMMARIZED GUIDELINES.—Not
8	later than 90 days after each air carrier and foreign air
9	carrier submits the 1-page document to the Secretary
10	under subsection (a), each such air carrier and foreign air
11	carrier shall make available such 1-page document in a
12	prominent location on its website.".
13	(b) Airline Passengers With Disabilities Bill
14	OF RIGHTS.—Subchapter I of chapter 417 of title 49,
15	United States Code, is further amended by adding at the
16	end the following:
17	"§ 41728. Airline passengers with disabilities bill of
18	rights
19	"(a) Airline Passengers With Disabilities
20	BILL OF RIGHTS.—The Secretary of Transportation shall
21	develop a document, to be known as the 'Airline Pas-
22	sengers with Disabilities Bill of Rights', using plain lan-
23	guage to describe the basic protections and responsibilities
24	of air carriers and foreign air carriers, their employees and

1	contractors, and people with disabilities under section
2	41705.
3	"(b) Content.—In developing the Airline Pas-
4	sengers with Disabilities Bill of Rights under subsection
5	(a), the Secretary shall include, at a minimum, plain lan-
6	guage descriptions of protections and responsibilities pro-
7	vided in law related to the following:
8	"(1) The right of passengers with disabilities to
9	be treated with dignity and respect.
10	"(2) The right of passengers with disabilities to
11	receive timely assistance, if requested, from properly
12	trained air carrier, foreign air carrier, and con-
13	tractor personnel.
14	"(3) The right of passengers with disabilities to
15	travel with wheelchairs, mobility aids, and other as-
16	sistive devices, including necessary medications and
17	medical supplies, including stowage of such wheel-
18	chairs, aids, and devices.
19	"(4) The right of passengers with disabilities to
20	receive seating accommodations, if requested, to ac-
21	commodate a disability
22	"(5) The right of passengers with disabilities to
23	receive announcements in an accessible format.
24	"(6) The right of passengers with disabilities to
25	speak with a complaint resolution officer or to file

I	a complaint with an air carrier, a foreign air carrier,
2	or the Department of Transportation.
3	"(c) Rule of Construction.—The development of
4	the Airline Passengers with Disabilities Bill of Rights
5	under subsections (a) and (b) shall not be construed as
6	expanding or restricting the rights available to passengers
7	with disabilities on the day before the date of the enact-
8	ment of the FAA Reauthorization Act of 2018 (Public
9	Law 115–254) pursuant to any statute or regulation.
10	"(d) Consultations.—In developing the Airline
11	Passengers with Disabilities Bill of Rights under sub-
12	section (a), the Secretary shall consult with stakeholders,
13	including disability organizations and air carriers, foreign
14	air carriers, and their contractors.
15	"(e) DISPLAY.—Each air carrier and foreign air car-
16	rier shall include the Airline Passengers with Disabilities
17	Bill of Rights—
18	"(1) on a publicly available internet website of
19	the carrier; and
20	"(2) in any pre-flight notifications or commu-
21	nications provided to passengers who alert the car-
22	rier in advance of the need for accommodations re-
23	lating to a disability.
24	"(f) Training.—

1	"(1) In general.—Air carriers, foreign air
2	carriers, and contractors of such carriers shall sub-
3	mit to the Secretary plans that ensure that employ-
4	ees of such carriers and their contractors receive
5	training on the protections and responsibilities de-
6	scribed in the Airline Passengers with Disabilities
7	Bill of Rights.
8	"(2) Review.—The Secretary shall review such
9	plans to ensure the plans address the matters de-
10	scribed in subsection (b).".
11	(c) Conforming Amendments.—The analysis for
12	chapter 417 of title 49, United States Code, is amended
13	by inserting after the item relating to section 41726 the
14	following:
	"41727. Passenger rights." "41728. Airline passengers with disabilities bill of rights.".
15	(d) Conforming Repeals.—Sections 429 and 434
16	of the FAA Reauthorization Act of 2018 (49 U.S.C.
17	42301 note; 41705 note) and the item relating to such
18	sections in the table of contents in section 1(b) of such
19	Act are repealed.
20	SEC. 704. EXTENSION OF AVIATION CONSUMER PROTEC-
21	TION ADVISORY COMMITTEE.
22	Section 411 of the FAA Modernization and Reform
23	Act of 2012 (49 U.S.C. 42301 note) is amended—
24	(1) in subsection (b)—

1	(A) by redesignating paragraphs (3) and
2	(4) as paragraphs (4) and (5), respectively; and
3	(B) by inserting after paragraph (2) the
4	following:
5	"(3) ticket agents and travel management com-
6	panies;"; and
7	(2) in subsection (h) by striking "2023" and in-
8	serting "2028"; and
9	SEC. 705. REMOVAL OF OUTDATED REFERENCES TO PAS-
10	SENGERS WITH DISABILITIES.
11	(a) Sovereignty and Use of Airspace.—Section
12	40103(a)(2) of title 49, United States Code, is amended
13	by striking "handicapped individuals" and inserting "indi-
14	viduals with disabilities".
15	(b) Special Prices for Foreign Air Transpor-
16	TATION.—Section 41511(b)(4) of title 49, United States
17	Code, is amended by striking "handicap" and inserting
18	"disability".
19	(c) Discrimination Against Individuals With
20	DISABILITIES.—Section 41705 of title 49, United States
21	Code, is amended in the heading by striking "handi-
22	${\bf capped\ individuals"\ } {\rm and\ } {\rm inserting\ } {\rm ``individuals"}$
23	with disabilities".
24	(d) Clerical Amendment.—The analysis for chap-
25	ter 417 of title 49, United States Code, is amended by

1	striking the item relating to section 41705 and inserting
2	the following:
	"41705. Discrimination against individuals with disabilities.".
3	SEC. 706. EXTENSION OF AVIATION CONSUMER ADVOCATE
4	REPORTING REQUIREMENT.
5	Section 424(e) of the FAA Reauthorization Act of
6	2018 (49 U.S.C. $42302$ note) is amended by striking
7	"2023" and inserting "2028".
8	SEC. 707. AIR CARRIER ACCESS ACT ADVISORY COM-
9	MITTEE.
10	(a) In General.—Section 439 of the FAA Reau-
11	thorization Act of 2018 (49 U.S.C. 41705 note) is amend-
12	ed—
13	(1) in the section heading by striking "ADVI-
14	SORY COMMITTEE ON THE AIR TRAVEL NEEDS
15	OF PASSENGERS WITH DISABILITIES" and in-
16	serting "AIR CARRIER ACCESS ACT ADVISORY
17	COMMITTEE'';
18	(2) in subsection (e)(1) by striking subpara-
19	graph (G) and inserting the following:
20	"(G) Manufacturers of wheelchairs, includ-
21	ing powered wheelchairs, and other mobility
22	aids."; and
23	(3) in subsection (g) by striking "2023" and in-
24	serting "2028".

1	(b) Conforming Amendment.—Section 1(b) of the
2	FAA Reauthorization Act of 2018 (Public Law 115–254)
3	is amended by striking the item relating to section 439
4	and inserting the following:
	"Sec. 439. Air Carrier Access Act advisory committee.".
5	SEC. 708. PASSENGER EXPERIENCE ADVISORY COMMITTEE.
6	(a) In General.—The Secretary of Transportation
7	shall establish an advisory committee to advise the Sec-
8	retary and the Administrator of the Federal Aviation Ad-
9	ministration in carrying out activities relating to the im-
10	provement of the passenger experience in air transpor-
11	tation customer service.
12	(b) Membership.—The Secretary shall appoint the
13	members of the advisory committee, which shall be com-
14	prised of at least 1 representative of each of—
15	(1) mainline air carriers;
16	(2) air carriers with a low-cost or ultra-low-cost
17	business model;
18	(3) regional air carriers;
19	(4) large hub airport sponsors and operators;
20	(5) medium hub airport sponsors and operators;
21	(6) small hub airport sponsors and operators;
22	(7) nonhub airport sponsors and operators;
23	(8) ticket agents;
24	(9) representatives of intermodal transportation
25	companies that operate at airports;

1	(10) airport concessionaires;
2	(11) nonprofit public interest groups with ex-
3	pertise in consumer protection matters;
4	(12) senior managers of the Administration's
5	Air Traffic Organization;
6	(13) aircraft manufacturers;
7	(14) entities representing individuals with dis-
8	abilities;
9	(15) certified labor organizations representing
10	aviation workers, including—
11	(A) Federal Aviation Administration em-
12	ployees;
13	(B) airline pilots working for air carriers
14	operating under part 121 of title 14, Code of
15	Federal Regulations;
16	(C) flight attendants working for air car-
17	riers operating under part 121 of title 14, Code
18	of Federal Regulations; and
19	(D) other customer facing airline and air-
20	port workers;
21	(16) other organizations or industry segments
22	as determined by the Secretary; and
23	(17) other Federal agencies that directly inter-
24	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. 709. STREAMLINING OF OFFLINE TICKET DISCLO-
6	SURES.
7	(a) In General.—Not later than 18 months after
8	the date of enactment of this Act, the Secretary of Trans-
9	portation shall take such action as may be necessary to
10	update the process by which an air carrier or ticket agent
11	is required to fulfill disclosure obligations in ticketing
12	transactions for air transportation not completed through
13	a website.
14	(b) REQUIREMENTS.—The process updated under
15	subsection (a) shall—
16	(1) include means of referral to the applicable
17	air carrier website with respect to disclosures related
18	to air carrier optional fees and policies;
19	(2) include a means of referral to the website
20	of the Department of Transportation with respect to
21	any other required disclosures to air transportation
22	passengers;
23	(3) make no changes to air carrier or ticket
24	agent obligations with respect to—

1	(A) section 41712(c) of title 49, United
2	States Code; or
3	(B) subsections (a) and (b) of section
4	399.84 of title 14, Code of Federal Regulations
5	(or any successor regulations); and
6	(4) require disclosures referred to in para-
7	graphs (1) and (2) to be made in the manner exist-
8	ing prior to the date of enactment of this Act upon
9	passenger request.
10	(c) AIR CARRIER DEFINED.—In this section, the
11	term "air carrier" has the meaning given such term in
12	section 40102(a) of title 49, United States Code.
13	SEC. 710. TICKET AGENT REFUND OBLIGATIONS.
14	(a) In General.—Not later than 18 months after
15	the date of enactment of this Act, the Secretary of Trans-
16	portation shall issue a final rule to revise section 399.80
17	of title 14, Code of Federal Regulations, to clarify the re-
18	fund obligations of ticket agents.
19	(b) CONDITIONS.—In issuing the final rule under
20	
	subsection (a), the Secretary shall clarify that a ticket
21	subsection (a), the Secretary shall clarify that a ticket agent shall provide a refund only when such ticket agent
21 22	
	agent shall provide a refund only when such ticket agent
22 23	agent shall provide a refund only when such ticket agent possesses, or has access to, the funds of a passenger.

1	SEC. 711. UPDATING PASSENGER INFORMATION REQUIRE-
2	MENT REGULATIONS.
3	(a) ARAC TASKING.—Not later than 3 years after
4	the date of enactment of this Act, the Administrator of
5	the Federal Aviation Administration shall task the Avia-
6	tion Rulemaking Advisory Committee with—
7	(1) reviewing passenger information require-
8	ment regulations under section 121.317 of title 14,
9	Code of Federal Regulation, and such other related
10	regulations as the Administrator determines appro-
11	priate; and
12	(2) making recommendations to update and im-
13	prove such regulations.
14	(b) Final Regulation.—Not later than 6 years
15	after the date of enactment of this Act, the Administrator
16	of the Federal Aviation Administration shall issue a final
17	regulation revising section 121.317 of title 14, Code of
18	Federal Regulations, and such other related regulations
19	as the Administrator determines appropriate, to—
20	(1) update such section and regulations to in-
21	corporate exemptions commonly issued by the Ad-
22	ministrator;
23	(2) reflect civil penalty inflation adjustments;
24	and
25	(3) incorporate such updates and improvements
26	recommended by the Aviation Rulemaking Advisory

1	Committee that the Administrator determines appro-
2	priate.
3	SEC. 712. MOBILITY AIDS ON BOARD IMPROVE LIVES AND
4	EMPOWER ALL.
5	(a) Publication of Cargo Hold Dimensions.—
6	(1) In general.—Not later than 2 years after
7	the date of enactment of this Act, the Secretary of
8	Transportation shall require air carriers to publish
9	on a prominent and easily accessible place on the
10	public website of the air carrier, information describ-
11	ing the relevant dimensions and other characteristics
12	of the cargo holds of all aircraft types operated by
13	the air carrier, including the dimensions of the cargo
14	hold entry, that would limit the size, weight, and al-
15	lowable type of cargo available.
16	(2) Proprietary information.—The Sec-
17	retary shall allow an air carrier to protect the con-
18	fidentiality of any trade secret or proprietary infor-
19	mation submitted in accordance with paragraph (1),
20	as appropriate.
21	(b) Refund Required for Individual Traveling
22	WITH WHEELCHAIR.—In the case of a qualified individual
23	with a disability traveling with a wheelchair who has pur-
24	chased a ticket for a flight from an air carrier, but who
25	cannot travel on the aircraft for such flight because the

1	wheelchair of such qualified individual cannot be phys-
2	ically accommodated in the cargo hold of the aircraft, the
3	Secretary shall require such air carrier to offer a refund
4	to such qualified individual of any previously paid fares,
5	fees, and taxes applicable to such flight.
6	(e) Evaluation of Data Regarding Damaged
7	WHEELCHAIRS.—Not later than 12 months after the date
8	of enactment of this Act, and annually thereafter, the Sec-
9	retary shall—
10	(1) evaluate data regarding the type and fre-
11	quency of incidents of the mishandling of wheel-
12	chairs on aircraft and delineate such data by—
13	(A) types of wheelchairs involved in such
14	incidents; and
15	(B) the ways in which wheelchairs are mis-
16	handled, including the type of damage to wheel-
17	chairs (such as broken drive wheels or casters,
18	bent or broken frames, damage to electrical
19	connectors or wires, control input devices,
20	joysticks, upholstery or other components, loss,
21	or delay of return);
22	(2) determine whether there are trends with re-
23	spect to the data evaluated under paragraph (1);
24	and

1	(3) make available on the public website of the
2	Department of Transportation, in an accessible
3	manner, a report containing the results of the eval-
4	uation of data and determination made under para-
5	graphs (1) and (2) and a description of how the Sec-
6	retary plans to address such results.
7	(d) Feasibility of In-Cabin Wheelchair Re-
8	STRAINT SYSTEMS.—
9	(1) ROADMAP.—Not later than 1 year after the
10	date of enactment of this Act, the Secretary shall
11	submit to the Committee on Transportation and In-
12	frastructure of the House of Representatives and the
13	Committee on Commerce, Science, and Transpor-
14	tation of the Senate a publicly available strategic
15	roadmap that describes how the Department of
16	Transportation and the United States Access Board,
17	respectively, shall, in accordance with the rec-
18	ommendations from the National Academies of
19	Science, Engineering, and Mathematics Transpor-
20	tation Research Board Special Report 341—
21	(A) establish a program of research, in col-
22	laboration with the Rehabilitation Engineering
23	and Assistive Technology Society of North
24	America, the assistive technology industry, air
25	carriers, original equipment manufacturers, na-

1	tional disability and disabled veterans organiza-
2	tions, and any other relevant stakeholders, to
3	test and evaluate an appropriate selection of
4	WC19-compliant wheelchairs and accessories in
5	accordance with applicable Federal Aviation Ad-
6	ministration crashworthiness and safety per-
7	formance criteria, including the issues and con-
8	siderations set forth in such Special Report
9	341; and
10	(B) sponsor studies that assess issues and
11	considerations, including those set forth in such
12	Special Report 341, such as—
13	(i) the likely demand for air travel by
14	individuals who are nonambulatory if such
15	individuals could remain seated in their
16	personal wheelchairs in flight; and
17	(ii) the feasibility of implementing
18	seating arrangements that would accommo-
19	date passengers in wheelchairs in the main
20	cabin in flight.
21	(2) Study.—If determined to be technically
22	feasible by the Secretary, not later than 2 years
23	after making such determination, the Secretary shall
24	commence a study to assess the economic and finan-
25	cial feasibility of air carriers and foreign air carriers

1	implementing seating arrangements that accommo-
2	date passengers with wheelchairs (including power
3	wheelchairs, manual wheelchairs, and scooters) in
4	the main cabin during flight. Such study shall in-
5	clude an assessment of—
6	(A) the cost of such seating arrangements,
7	equipment, and installation;
8	(B) the demand for such seating arrange-
9	ments;
10	(C) the impact of such seating arrange-
11	ments on passenger seating and safety on air-
12	craft;
13	(D) the impact of such seating arrange-
14	ments on the cost of operations and airfare;
15	and
16	(E) any other information determined ap-
17	propriate by the Secretary.
18	(3) Report.—Not later than 1 year after the
19	date on which the study under paragraph (2) is
20	completed, the Secretary shall submit to the Com-
21	mittee on Transportation and Infrastructure of the
22	House of Representatives and the Committee on
23	Commerce, Science, and Transportation of the Sen-
24	ate a publicly available report describing the results
25	of the study conducted under paragraph (2), to-

1	gether with any recommendations the Secretary de-
2	termines appropriate.
3	(e) Definitions.—In this section:
4	(1) AIR CARRIER.—The term "air carrier" has
5	the meaning given such term in section 40102 of
6	title 49, United States Code.
7	(2) DISABILITY; QUALIFIED INDIVIDUAL WITH
8	A DISABILITY.—The terms "disability" and "quali-
9	fied individual with a disability" have the meanings
10	given such terms in section 382.3 of title 14, Code
11	of Federal Regulations (as in effect on date of en-
12	actment of this Act).
13	(3) Wheelchair.—The term "wheelchair" has
14	the meaning given such term in section 37.3 of title
15	49, Code of Federal Regulations (as in effect on
16	date of enactment of this Act), including power
17	wheelchairs, manual wheelchairs, and scooters.
18	SEC. 713. PRIORITIZING ACCOUNTABILITY AND ACCESSI-
19	BILITY FOR AVIATION CONSUMERS.
20	(a) Annual Report.—Not later than 1 year after
21	the date of enactment of this Act, and annually thereafter,
22	the Secretary of Transportation shall provide to the Com-
23	mittee on Transportation and Infrastructure of the House
24	of Representatives and the Committee on Commerce,
25	Science, and Transportation of the Senate a report on dis-

1	ability-related aviation consumer complaints filed with the
2	Department of Transportation, and shall make each an-
3	nual report publicly available.
4	(b) Scope of Report.—In each report required
5	under subsection (a), the Secretary shall include, at min-
6	imum, a description of the following:
7	(1) The number of disability-related aviation
8	consumer complaints filed with the Department of
9	Transportation during the calendar year preceding
10	the year in which such report is submitted.
11	(2) The nature of such complaints, such as re-
12	ported issues with—
13	(A) an air carrier;
14	(B) mishandling of passengers with a dis-
15	ability, including mishandling of a wheelchair,
16	mobility aid, or other accessibility equipment of
17	a passenger by an air carrier;
18	(C) the condition or availability of accessi-
19	bility equipment or materials operated by an air
20	carrier;
21	(D) the accessibility of in-flight services,
22	including accessing and utilizing onboard lava-
23	tories, for passengers with a disability;

1	(E) difficulties experienced by passengers
2	with a disability in communicating with an air
3	carrier employee;
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) difficulties experienced by passengers
11	with a disability traveling with a service animal;
12	and
13	(I) any other issues the Secretary of
14	Transportation determines appropriate.
15	(3) The review process for such complaints.
16	(4) The average amount of days before the De-
17	partment initiated a formal review of such com-
18	plaints.
19	(5) The average amount of days until such
20	complaints were resolved by the Department.
21	(6) The number of such complaints that re-
22	sulted in dismissal, a civil monetary penalty, or
23	other injunctive relief.
24	(7) Of the complaints that were found to violate
25	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	(8) The number of disability-related aviation
8	consumer complaints filed with the Department of
9	Transportation involving airport staff or other mat-
10	ters under the jurisdiction of the Federal Aviation
11	Administration that were referred to the Federal
12	Aviation Administration.
13	(9) The number of disability-related aviation
14	consumer complaints filed with the Department of
15	Transportation involving Transportation Security
16	Administration staff that were referred to the
17	Transportation Security Administration or the De-
18	partment of Homeland Security.
19	(c) Report to Congress.—The Secretary shall
20	submit annually to the Committee on Transportation and
21	Infrastructure of the House of Representatives and the
22	Committee on Commerce, Science, and Transportation of
23	the Senate the report required under subsection (a).
24	(d) Definitions.—In this section:

1	(1) In general.—Except as otherwise pro-
2	vided, the terms used in this section have the mean-
3	ings given such terms in section 40102 of title 49,
4	United States Code, or section 382.3 of title 14,
5	Code of Federal Regulations, as applicable.
6	(2) AIR CARRIER.—The term "air carrier"
7	means an air carrier conducting passenger oper-
8	ations under part 121 of title 14, Code of Federal
9	Regulations.
10	(3) Passenger with a disability.—The term
11	"passenger with a disability" has the meaning given
12	the term "qualified individual with a disability" in
13	section 382.3 of title 14, Code of Federal Regula-
14	tions.
15	SEC. 714. AIRCRAFT ACCESSIBILITY.
16	(a) In General.—Not later than 180 days after the
17	date of enactment of this Act, the Secretary of Transpor-
18	tation shall initiate a program to study and evaluate im-
19	provements to transport category aircraft accessibility, in-
20	cluding—
21	(1) determining whether and, if so, how per-
22	sonal wheelchairs, including manual and powered
23	wheelchairs, can be safely secured in the passenger
24	seating areas of an aircraft certificated under part
25	25 of title 14, Code of Federal Regulations;

1	(2) considering the safe evacuation processes
2	for such aircraft, including individuals who use man-
3	ual and powered wheelchairs; and
4	(3) determining how various types or aircraft
5	described in paragraph (1) can safely and efficiently
6	be retrofit for accessible lavatories.
7	(b) Report and Recommendations.—Not later
8	than 2 years after the date of enactment of this Act, the
9	Secretary shall provide to the Committee on Transpor-
10	tation and Infrastructure of the House of Representatives
11	and the Committee on Commerce, Science, and Transpor-
12	tation of the Senate a report on the findings of the study
13	and evaluation described in subsection (a) and rec-
14	ommendations to address the findings of such study and
15	evaluation.
16	
	SEC. 715. ACCESSIBILITY OF WEBSITES, SOFTWARE APPLI-
17	SEC. 715. ACCESSIBILITY OF WEBSITES, SOFTWARE APPLI- CATIONS, AND KIOSKS FOR INDIVIDUALS
17 18	
	CATIONS, AND KIOSKS FOR INDIVIDUALS
18	CATIONS, AND KIOSKS FOR INDIVIDUALS WITH DISABILITIES.
18 19	CATIONS, AND KIOSKS FOR INDIVIDUALS  WITH DISABILITIES.  Not later than 2 years after the date of enactment
18 19 20	CATIONS, AND KIOSKS FOR INDIVIDUALS  WITH DISABILITIES.  Not later than 2 years after the date of enactment of this Act, the Secretary of Transportation shall, in direct
18 19 20 21	CATIONS, AND KIOSKS FOR INDIVIDUALS WITH DISABILITIES.  Not later than 2 years after the date of enactment of this Act, the Secretary of Transportation shall, in direct consultation with the United States Architectural and
18 19 20 21 22	CATIONS, AND KIOSKS FOR INDIVIDUALS WITH DISABILITIES.  Not later than 2 years after the date of enactment of this Act, the Secretary of Transportation shall, in direct consultation with the United States Architectural and Transportation Barriers Compliance Board, prescribe reg-

- 1 ly as effective as individuals without disabilities, with a
- 2 substantially equivalent ease of use. Such standards shall
- 3 be consistent with the standards set forth in the Web Con-
- 4 tent Accessibility Guidelines 2.1 Level AA of the Web Ac-
- 5 cessibility Initiative of the World Wide Web Consortium
- 6 or any subsequent version.

## 7 SEC. 716. REVIEW OF METHODS TO REPORT FLIGHT DELAY

- 8 AND CANCELLATION STATISTICS.
- 9 (a) IN GENERAL.—No later than 1 year after the
- 10 date of enactment of this Act, the Secretary of Transpor-
- 11 tation, in consultation with the Administrator of the Fed-
- 12 eral Aviation Administration, shall conduct a review of the
- 13 means of reporting flight delay and cancellation statistics
- 14 to the Secretary and the accuracy of such data.
- 15 (b) COORDINATION REQUIREMENT.—In conducting
- 16 the review required in paragraph (1), the Secretary shall
- 17 coordinate and collaborate with air carriers (as such term
- 18 is defined in section 40102 of title 49, United States
- 19 Code) to assist in conducting the review and providing rec-
- 20 ommendations on improving the means of reporting flight
- 21 delay and cancellation statistics to the Secretary and the
- 22 accuracy of such data.
- 23 SEC. 717. REIMBURSEMENT FOR INCURRED COSTS.
- 24 (a) IN GENERAL.—Not later than 1 year after the
- 25 date of enactment of this Act, the Secretary of Transpor-

- 1 tation shall direct all air carriers providing scheduled pas-
- 2 senger interstate or intrastate air transportation to estab-
- 3 lish policies regarding reimbursement for lodging, trans-
- 4 portation between such lodging and the airport, and meal
- 5 costs incurred due to a flight cancellation or significant
- 6 delay directly attributable to the air carrier.
- 7 (b) Definition of Significantly Delayed.—In
- 8 this section, the term "significantly delayed" means, with
- 9 respect to air transportation, the departure or arrival at
- 10 the originally ticketed destination associated with such
- 11 transportation has changed—
- (1) in the case of air transportation within the
- United States, by 3 or more hours; or
- 14 (2) in the case of air transportation to or from
- a location outside the United States, by 6 or more
- hours.
- 17 SEC. 718. AIRLINE OPERATIONAL RESILIENCY PLANS.
- 18 (a) IN GENERAL.—Not later than 1 year after the
- 19 date of enactment of this Act, the Secretary of Transpor-
- 20 tation shall require a covered carrier to develop and regu-
- 21 larly update an operational resiliency strategy to prevent
- 22 or limit the impact of future flight disruptions on pas-
- 23 sengers.

1	(b) OPERATIONAL RESILIENCY STRATEGY.—In each
2	operational resiliency strategy developed under subsection
3	(a), a covered carrier shall include a description of—
4	(1) the potential impact of severe weather and
5	other reasonably anticipated disruptive events on the
6	operations of the carrier and how the carrier seeks
7	to prevent or limit the impact of such events on pas-
8	sengers;
9	(2) the potential impact of severe weather
10	events and other reasonably anticipated disruptive
11	events on—
12	(A) staffing models and the preparedness
13	of the current workforce of the carrier to ad-
14	dress such conditions; and
15	(B) the current information and technology
16	systems of the carrier, including crew sched-
17	uling systems, and the preparedness of such
18	systems to continue operations after such an
19	event or disruption;
20	(3) the preparedness of the carrier to maintain
21	operations and limit or prevent the impact of other
22	potential disruptive events identified by the carrier;
23	(4) the extent to which the carrier addresses
24	known cybersecurity risks to prevent potential flight
25	disruptions; and

1	(5) any other issues the Secretary determines
2	appropriate to protect consumers and maintain the
3	operational stability of the airline industry.
4	(c) Proprietary Information.—The Secretary
5	shall develop a method to protect the confidentiality of any
6	trade secret or proprietary information submitted in an
7	operational resiliency strategy under subsection (b).
8	(d) Evaluation.—
9	(1) Audit.—Not later than 3 years after the
10	date of enactment of this Act, the Comptroller Gen-
11	eral of the United States shall initiate an audit to
12	evaluate the effectiveness of the operational resil-
13	iency strategies developed under this section by cov-
14	ered air carriers.
15	(2) Report.—Not later than 1 year after com-
16	pletion of the audit conducted under paragraph (1),
17	the Comptroller General shall submit to the Com-
18	mittee on Transportation and Infrastructure of the
19	House of Representatives and the Committee on
20	Commerce, Science, and Transportation of the Sen-
21	ate a report on the findings of the audit.
22	(e) COVERED CARRIER.—In this section, the term
23	"covered carrier" has the meaning given such term in sec-
24	tion 259.3 of title 14, Code of Federal Regulations (or
25	successor regulations).

## 1 SEC. 719. FAMILY SEATING.

- 2 (a) IN GENERAL.—Not later than 180 days after the
- 3 date of enactment of this Act, the Secretary of Transpor-
- 4 tation shall issue a notice of proposed rulemaking to estab-
- 5 lish a policy directing air carriers that assign seats, or
- 6 allow individuals to select seats in advance of the date of
- 7 departure of a flight, to sit each young child adjacent to
- 8 an accompanying adult, to the greatest extent practicable,
- 9 if adjacent seat assignments are available at any time
- 10 after the ticket is issued for each young child and before
- 11 the first passenger boards the flight.
- 12 (b) Prohibition on Fees.—The notice of proposed
- 13 rulemaking described in subsection (a) shall include a pro-
- 14 vision that prohibits an air carrier from charging a fee,
- 15 or imposing an additional cost beyond the ticket price of
- 16 the additional seat, to seat each young child adjacent to
- 17 an accompanying adult within the same class of service.
- 18 (c) Rule of Construction.—Notwithstanding the
- 19 requirement in subsection (a), nothing in this section may
- 20 be construed to allow the Secretary to impose a change
- 21 in the overall seating or boarding policy of an air carrier
- 22 that has an open or flexible seating policy in place that
- 23 generally allows adjacent family seating as described
- 24 under this section.

1	(d) Young Child.—In this section, the term "young
2	child" means an individual who has not attained 14 years
3	of age.
4	SEC. 720. SEAT DIMENSIONS.
5	Not later than 60 days after the date of enactment
6	of this Act, the Administrator of the Federal Aviation Ad-
7	ministration shall—
8	(1) initiate a rulemaking activity based on the
9	regulation described in section 577 of the FAA Re-
10	authorization Act of 2018 (49 U.S.C. 42301 note);
11	and
12	(2) if the Administrator decides not to pursue
13	the rulemaking described in paragraph (1), the Ad-
14	ministrator shall brief the Committee on Transpor-
15	tation and Infrastructure of the House of Represent-
16	atives and the Committee on Commerce, Science,
17	and Transportation of the Senate on the justifica-
18	tion of such decision.
19	SEC. 721. IMPROVED TRAINING STANDARDS FOR ASSIST-
20	ING PASSENGERS WHO USE WHEELCHAIRS.
21	(a) Rulemaking.—Not later than 6 months after
22	the date of enactment of this Act, the Secretary of Trans-
23	portation shall issue a notice of proposed rulemaking to
24	develop requirements for minimum training standards for
25	airline personnel or contractors who assist wheelchair

1	users who must board or deplane using an aisle chair or
2	other boarding device.
3	(b) REQUIREMENTS.—The training standards devel-
4	oped under subsection (a) shall require, at a minimum,
5	that airline personnel or contractors who assist passengers
6	who use wheelchairs who must board or deplane using an
7	aisle chair or other boarding device—
8	(1) complete refresher training within 18
9	months and be recertified on the job within 18
10	months by a superior in order to remain qualified
11	for providing aisle chair assistance; and
12	(2) be able to successfully demonstrate each of
13	following skills in hands-on training sessions before
14	being allowed to board or deplane a passenger using
15	an aisle chair or other boarding device:
16	(A) How to safely use the aisle chair, or
17	other boarding device, including the use of all
18	straps, brakes, and other safety features.
19	(B) How to assist in the transfer of pas-
20	sengers to and from their wheelchair, the aisle
21	chair, and the aircraft's passenger seat, either
22	by physically lifting the passenger or deploying
23	a mechanical device for the lift or transfer.
24	(C) How to effectively communicate with
25	and take instruction from, the passenger.

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 and reviewing
9	training; and
10	(2) whether individuals able to provide boarding
11	and deplaning assistance for passengers with limited
12	or no mobility should receive training incorporating
13	procedures from medical professionals on how to
14	properly lift these passengers.
15	(d) Final Rule.—Not later than 12 months after
16	the date of enactment of this Act, the Secretary shall issue
17	a final rule pursuant to the rulemaking conducted under
18	this section.
19	(e) Penalties.—The Secretary may assess a civil
20	penalty in accordance with section 46301 of title 49,
21	United States Code, to any air carrier or foreign air car-
22	rier who fails to meet the requirements established under
23	the final rule under subsection (d).

1	SEC. 722. TRAINING STANDARDS FOR STOWAGE OF WHEEL-
2	CHAIRS AND SCOOTERS.
3	(a) Rulemaking.—Not later than 6 months after
4	the date of enactment of this Act, the Secretary of Trans-
5	portation shall issue a notice of proposed rulemaking to
6	develop minimum training standards related to stowage of
7	wheelchairs and scooters used by passengers with disabil-
8	ities on aircraft.
9	(b) Requirements.—The training standards devel-
10	oped under subsection (a) shall require, at a minimum,
11	that personnel and contractors of air carriers and foreign
12	air carriers who stow wheelchairs and scooters on air-
13	craft—
14	(1) complete refresher training within 18
15	months and be recertified on the job within 18
16	months by a superior in order to remain qualified
17	for handling and stowing wheelchairs and scooters;
18	and
19	(2) be able to successfully demonstrate the each
20	of following skills in hands-on training sessions be-
21	fore being allowed to handle or stow a wheelchair or
22	scooter:
23	(A) How to properly handle and configure,
24	at a minimum on a common design for power
25	and manual wheelchairs and scooters for stow-

1	age on each aircraft type operated by the air
2	carrier or foreign air carrier.
3	(B) How to properly review any wheelchair
4	or scooter information provided by the pas-
5	senger or the wheelchair or scooter manufac-
6	turer.
7	(C) How to properly load, secure, and un-
8	load wheelchairs and scooters, including how to
9	use any specialized equipment for loading or
10	unloading, on each aircraft type operated by the
11	air carrier or foreign air carrier.
12	(c) Considerations.—In conducting the rulemaking
13	under subsection (a), the Secretary shall consider, at a
14	minimum whether to require air carriers and foreign air
15	carriers to partner with wheelchair or scooter manufactur-
16	ers, national disability and disabled veterans organizations
17	representing individuals who use wheelchairs and scooters,
18	and aircraft manufacturers, in developing training.
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. 723. INVESTIGATION OF COMPLAINTS.
4	Section 41705(c) of title 49, United States Code, is
5	amended by striking paragraph (1), and inserting the fol-
6	lowing:
7	"(1) IN GENERAL.—The Secretary shall—
8	"(A) not later than 120 days after the re-
9	ceipt of any complaint of a violation of this sec-
10	tion or a regulation prescribed under this sec-
11	tion, investigate such complaint; and
12	"(B) provide, in writing, to the individual
13	that filed the complaint and the air carrier or
14	foreign air carrier alleged to have violated this
15	section or a regulation prescribed under this
16	section, the determination of the Secretary with
17	respect to—
18	"(i) whether the air carrier or foreign
19	air carrier violated this section or a regula-
20	tion prescribed under this section;
21	"(ii) the facts underlying the com-
22	plaint; and
23	"(iii) any action the Secretary is tak-
24	ing in response to the complaint.".

## 1 SEC. 724. STANDARDS.

2	(a) Aircraft Access Standards.—
3	(1) Standards.—
4	(A) ADVANCE NOTICE OF PROPOSED RULE
5	MAKING.—Not later than 1 year after the date
6	of enactment of this Act, the Secretary of
7	Transportation shall issue an advanced notice
8	of proposed rulemaking regarding standards to
9	ensure that the aircraft boarding and deplaning
10	process is accessible, in terms of design for
11	transportation of, and communication with, in
12	dividuals with disabilities, including individuals
13	who use wheelchairs.
14	(B) NOTICE OF PROPOSED RULE
15	MAKING.—Not later than 1 year after the date
16	on which the advanced notice of proposed rule
17	making under subparagraph (A) is completed
18	the Secretary shall issue a notice of proposed
19	rulemaking regarding standards addressed in
20	subparagraph (A).
21	(C) Final rule.—Not later than 1 year
22	after the date on which the notice of proposed
23	rulemaking under subparagraph (B) is com
24	pleted, the Secretary shall issue a final rule.

1	(2) COVERED AIRPORT, EQUIPMENT, AND FEA-
2	TURES.—The standards prescribed under paragraph
3	(1)(A) shall address, at a minimum—
4	(A) boarding and deplaning equipment;
5	(B) improved procedures to ensure the pri-
6	ority cabin stowage for manual assistive devices
7	pursuant to section 382.67 of title 14, Code of
8	Federal Regulations; and
9	(C) improved cargo hold storage to prevent
10	damage to assistive devices.
11	(3) Consultation.—For purposes of the rule-
12	making under this subsection, the Secretary shall
13	consult with the Access Board and any other rel-
14	evant department or agency to determine appro-
15	priate accessibility standards.
16	(b) In-flight Entertainment Rulemaking.—
17	Not later than 1 year after the date of the enactment of
18	this Act, the Secretary shall issue a notice of proposed
19	rulemaking in accordance with the November 22, 2016,
20	resolution of the Department of Transportation ACCESS
21	Committee and the consensus recommendation set forth
22	in the Term Sheet Reflecting Agreement of the Access
23	Committee Regarding In-Flight Entertainment.

1	(c)	NEGOTIATED RULEMAKING ON IN-CABIN WHEEL-
2	CHAIR	RESTRAINT SYSTEMS AND ENPLANING AND
3	DEPLA	NING STANDARDS.—
4		(1) Timing.—
5		(A) IN GENERAL.—Not later than 1 year
6		after completion of the report required by sec-
7		tion 712(d)(3), and if such report finds eco-
8		nomic and financial feasibility of air carriers
9		and foreign air carriers implementing seating
10		arrangements that accommodate individuals
11		with disabilities using wheelchairs (including
12		power wheelchairs, manual wheelchairs, and
13		scooters) in the main cabin during flight, the
14		Secretary shall conduct a negotiated rulemaking
15		on new type certificated aircraft standards for
16		seating arrangements that accommodate such
17		individuals in the main cabin during flight or
18		an accessible route to a minimum of 2 aircraft
19		passenger seats for passengers to access from
20		personal assistive devices of such individuals.
21		(B) REQUIREMENT.—The negotiated rule-
22		making under subparagraph (A) shall include
23		participation of representatives of—
24		(i) air carriers;
25		(ii) aircraft manufacturers;

1	(iii) national disability organizations;
2	(iv) aviation safety experts; and
3	(v) mobility aid manufacturers.
4	(2) Notice of Proposed Rulemaking.—Not
5	later than 1 year after the completion of the nego-
6	tiated rulemaking required under paragraph (1), the
7	Secretary shall issue a notice of proposed rule-
8	making regarding the standards described in para-
9	graph (1).
10	(3) FINAL RULE.—Not later than 1 year after
11	the date on which the notice of proposed rulemaking
12	under paragraph (2) is completed, the Secretary
13	shall issue a final rule regarding the standards de-
14	scribed in paragraph (1).
15	(4) Considerations.—In the negotiated rule-
16	making and rulemaking required under this sub-
17	section, the Secretary shall consider—
18	(A) a reasonable period for the design, cer-
19	tification, and construction of aircraft that meet
20	the requirements;
21	(B) the safety of all persons on-board the
22	aircraft, including necessary wheelchair stand-
23	ards and wheelchair compliance with Federal
24	Aviation Administration crashworthiness and
25	safety performance criteria; and

1	(C) the costs of design, installation, equi-
2	page, and aircraft capacity impacts, including
3	partial fleet equipage and fare impacts.
4	(d) VISUAL AND TACTILELY ACCESSIBLE AN-
5	NOUNCEMENTS.—The Advisory Committee established
6	under section 439(g) of the FAA Reauthorization Act of
7	2018 (49 U.S.C. 41705 note) shall examine technical solu-
8	tions and the feasibility of visually and tactilely accessible
9	announcements on-board aircraft.
10	(e) AIRPORT FACILITIES.—Not later than 2 years
11	after the date of enactment of this Act, the Secretary
12	shall, in direct consultation with the Access Board, pre-
13	scribe regulations setting forth minimum standards under
14	section 41705 of title 49, United States Code, that ensure
15	all gates (including counters), ticketing areas, and cus-
16	tomer service desks covered under such section at airports
17	are accessible to and usable by all individuals with disabil-
18	ities, including through the provision of visually and
19	tactilely accessible announcements and full and equal ac-
20	cess to aural communications.
21	(f) Definitions.—In this section:
22	(1) Access Board.—The term "Access board"
23	means the Architectural and Transportation Bar-
24	riers Compliance Board.

1	(2) AIR CARRIER.—The term "air carrier" has
2	the meaning given such term in section 40102 of
3	title 49, United States Code.
4	(3) Individual with a disability.—The term
5	"individual with a disability" has the meaning given
6	such term in section 382.3 of title 14, Code of Fed-
7	eral Regulations.
8	(4) Foreign Air Carrier.—The term "foreign
9	air carrier" has the meaning given such term in sec-
10	tion 40102 of title 49, United States Code.
11	Subtitle B—Air Traffic
12	SEC. 741. TRANSFERS OF AIR TRAFFIC SYSTEMS ACQUIRED
13	WITH AIP.
14	Section 44502(e) of title 49, United States Code, is
15	amended—
16	(1) in paragraph (1) by inserting "in a non-
17	contiguous State" after "An airport";
18	(2) in paragraph (3)—
19	(A) in subparagraph (B) by striking "or"
20	at the end;
21	(B) in subparagraph (C) by striking the
22	period at the end and inserting "; or"; and

1	"(D) a Medium Intensity Approach Light-
2	ing System with Runway Alignment Indicator
3	Lights."; and
4	(3) by adding at the end the following:
5	"(4) Exception.—The requirement under
6	paragraph (1) that an eligible air traffic system or
7	equipment be purchased in part using a Government
8	airport aid program, airport development aid pro-
9	gram, or airport improvement project grant shall not
10	apply if the system or equipment is installed at an
11	airport that is categorized as a basic or local general
12	aviation airport under the most recently published
13	national plan of integrated airport systems under
14	section 47103.".
15	SEC. 742. NEXTGEN PROGRAMS.
16	(a) In General.—Not later than 180 days after the
17	date of enactment of this Act, and periodically thereafter
18	as the Administrator of the Federal Aviation Administra-
19	tion determines appropriate, the Administrator shall con-
20	vene Administration officials to evaluate and expedite the
21	implementation of NextGen programs and capabilities.
22	(b) Nextgen Program Prioritization.—In allo-
23	cating amounts appropriated pursuant to section 48101(a)
24	of title 49, United States Code, the Secretary of Transpor-
25	tation shall give priority to the following activities:

1	(1) Performance-based navigation.
2	(2) Data communications.
3	(3) Terminal flight data manager.
4	(4) Aeronautical information management.
5	(c) Performance-based Navigation.—
6	(1) In general.—Not later than 3 years after
7	the date of enactment of this Act, the Administrator
8	shall fully implement performance-based navigation
9	procedures for all terminal and enroute routes, in-
10	cluding approach and departure procedures for cov-
11	ered airports.
12	(2) Specific procedures.—Pursuant to para-
13	graph (1), the Administrator shall prioritize the fol-
14	lowing performance-based navigation procedures:
15	(A) Trajectory-based operations.
16	(B) Optimized profile descents.
17	(C) Multiple airport route separation.
18	(D) Established on required navigation
19	performance.
20	(E) Converging runway display aids.
21	(3) Performance-based navigation base-
22	LINE EQUIPAGE REQUIREMENTS.—In carrying out
23	paragraph (1), the Administrator shall issue such
24	regulations as may be required, and publish applica-
25	ble advisory circulars, to establish the equipage base-

1	line appropriate for aircraft to safely use perform-
2	ance-based navigation procedures.
3	(d) Data Communications.—
4	(1) In general.—Not later than 2 years after
5	the date of enactment of this Act, the Administrator
6	shall fully implement the use of data communica-
7	tions.
8	(2) Specific capabilities.—In carrying out
9	subsection (a) and this subsection, the Administrator
10	shall prioritize the following data communications
11	capabilities:
12	(A) Ground-to-ground message exchange
13	for surface aircraft operations and runway safe-
14	ty at airports.
15	(B) Automated message generation and re-
16	ceipt.
17	(C) Message routing and transmission.
18	(D) Direct communications with aircraft
19	avionics.
20	(E) Implementation of data communica-
21	tions at all Air Route Traffic Control Centers.
22	(F) The Future Air Navigation System.
23	(e) TERMINAL FLIGHT DATA MANAGER.—
24	(1) In general.—Not later than 4 years after
25	the date of enactment of this Act, the Administrator

1	shall replace the traffic flow management system
2	with the flow data management system at covered
3	airports.
4	(2) Electronic flight strips.—In carrying
5	out paragraph (1), the Administrator shall imple-
6	ment electronic flight strips, at a minimum, at the
7	air traffic control towers of covered airports and all
8	terminal radar approach control and air route traffic
9	control centers.
10	(f) AERONAUTICAL INFORMATION MANAGEMENT
11	Systems.—
12	(1) In general.—Not later than 3 years after
13	the date of enactment of this Act, the Administrator
14	shall fully modernize the aeronautical information
15	management systems of the Federal Aviation Ad-
16	ministration to improve the functionality, useability,
17	durability, and reliability of such systems used in the
18	national airspace system.
19	(2) Requirements.—In carrying out para-
20	graph (1), the Administrator shall—
21	(A) improve the distribution of critical
22	safety information to pilots, air traffic control,
23	and other relevant aviation stakeholders;
24	(B) fully develop and implement the Enter-
25	prise Information Display System; and

1	(C) notwithstanding a centralized aero-
2	nautical information management system, re-
3	structure the back-up systems of aeronautical
4	information management systems to be inde-
5	pendent and self-sufficient from one another.
6	(g) Effect of Failure to Meet Deadline.—
7	(1) Notification of congress.—If the Ad-
8	ministrator determines that the Administration has
9	not or will not meet a deadline established under
10	subsection (a), (c), (d), or (e), the Administrator
11	shall, not later than 30 days after such determina-
12	tion, notify the Committee on Transportation and
13	Infrastructure of the House of Representatives and
14	the Committee on Commerce, Science, and Trans-
15	portation of the Senate about the failure to meet the
16	target deadlines.
17	(2) Contents of Notification.—A notifica-
18	tion under paragraph (1) shall be accompanied by
19	the following:
20	(A) An explanation as to why the agency
21	will not or did not meet the target deadlines de-
22	scribed in such paragraph.
23	(B) A description of the actions the Ad-
24	ministration plans to take to meet the target
25	deadlines described in such paragraph.

1	(3) Briefing.—If the Administrator is re-
2	quired to provide notice under paragraph (1), the
3	Administrator shall provide the Committee on
4	Transportation and Infrastructure of the House of
5	Representatives and the Committee on Commerce,
6	Science, and Transportation of the Senate bi-
7	monthly, in-person briefings as to the progress made
8	by the Administration regarding implementation
9	under the respective subsection for which the target
10	deadline will not or was not met until such time as
11	the Administrator has completed the required work
12	under such subsection.
13	(h) Nextgen Advisory Committee Consulta-
14	TION.—
15	(1) In general.—The Administrator shall con-
16	sult and task the NextGen Advisory Committee with
17	providing recommendations on ways to expedite,
18	prioritize, and fully implement NextGen programs to
19	realize the operational benefits of such programs.
20	(2) Considerations.—In providing rec-
21	ommendations under paragraph (1), the NextGen
22	Advisory Committee shall consider—
23	(A) air traffic throughput of the national
	(==)

1	(B) daily operational performance, includ-
2	ing delays and cancellations; and
3	(C) the potential need for performance-
4	based operational metrics related to NextGen
5	programs.
6	(i) Sunset of NextGen Brand.—
7	(1) In general.— Not later than 3 years after
8	the date of enactment of this Act, the Administrator
9	shall terminate the use of the term "Next Genera-
10	tion Air Transportation System" or "NextGen" to
11	describe any air traffic control modernization pro-
12	gram of the Administration.
13	(2) Rule of Construction.—Nothing in this
14	subsection shall be construed to—
15	(A) terminate any program of the Admin-
16	istration, including a program that has pre-
17	viously been represented as being a component
18	of the Next Generation Air Transportation Sys-
19	tem or NextGen in budgetary submission or
20	document of the Administration; or
21	(B) prohibit the Administrator from main-
22	taining materials that relate to or reference
23	programs that have previously been represented
24	as being a component of the Next Generation
25	Air Transportation System or NextGen.

1	(j) COVERED AIRPORTS DEFINED.—In this section,
2	the term "covered airports" means the 40 airports in the
3	United States with the highest number of annual aircraft
4	operations, as of the date of enactment of this Act.
5	SEC. 743. AIRSPACE ACCESS.
6	(a) Coalescing Airspace.—
7	(1) REVIEW OF NATIONAL AIRSPACE SYSTEM.—
8	Not later than 3 years after the date of enactment
9	of this Act, the Administrator of the Federal Avia-
10	tion Administration, in coordination with the Sec-
11	retary of Defense, shall conduct a comprehensive re-
12	view of the airspace of the national airspace system,
13	including special use airspace.
14	(2) Streamlining and expediting access.—
15	In carrying out paragraph (1), the Administrator
16	shall identify methods to streamline, expedite, and
17	provide greater flexibility of access to certain cat-
18	egories of airspace for users of the national airspace
19	system who may not regularly have access to such
20	airspace.
21	(b) Report.—
22	(1) In general.—Not later than 3 months
23	after the completion of review the under subsection
24	(a), the Administrator shall submit to the Com-
25	mittee on Transportation and Infrastructure of the

1	House of Representatives and the Committee on
2	Commerce, Science, and Transportation of the Sen-
3	ate a report describing the findings of such review
4	and any recommendations and proposed actions to
5	improve access to airspace of the national airspace
6	system for the users of such system.
7	(2) Contents.—In the report submitted under
8	paragraph (1), the Administrator shall include, at a
9	minimum, the following:
10	(A) An identification of current challenges
11	and barriers faced by airspace users in access-
12	ing certain categories of airspace, including spe-
13	cial use airspace.
14	(B) An evaluation of existing procedures,
15	regulations, and requirements that may impede
16	or delay access to certain categories of airspace
17	for certain users of the national airspace sys-
18	tem.
19	(C) Recommendations for streamlining and
20	expediting the airspace access process, including
21	potential regulatory changes, technological ad-
22	vancements, and enhanced coordination among
23	relevant stakeholders and Federal agencies.
24	(D) A proposal for implementing a flexible
25	framework that allows for temporary access to

1	certain categories of airspace, including special
2	use airspace, by users of the national airspace
3	system who do not have regular access to such
4	airspace.
5	(E) An assessment of the impact airspace
6	access improvements may have on safety, effi-
7	ciency, and economic opportunities for airspace
8	users, including—
9	(i) military operators;
10	(ii) commercial operators; and
11	(iii) general aviation operators.
12	(3) Implementation and follow-up.—
13	(A) ACTION PLAN.—Based on the findings,
14	recommendations, and proposals submitted in
15	the report under this subsection, the Adminis-
16	trator shall develop an action plan for imple-
17	menting any recommendations and proposals
18	necessary to improve airspace access.
19	(B) COORDINATION AND COLLABORA-
20	TION.—In developing the action plan under
21	subparagraph (A), the Administrator shall co-
22	ordinate with relevant stakeholders, including
23	airspace users and the Secretary of Defense, to
24	ensure—

1	(i) effective implementation of the ac-
2	tion plan; and
3	(ii) ongoing collaboration in address-
4	ing airspace access challenges.
5	(C) Progress reports.—The Adminis-
6	trator shall provide to the Committee on Trans-
7	portation and Infrastructure of the House of
8	Representatives and the Committee on Com-
9	merce, Science, and Transportation of the Sen-
10	ate periodic progress reports in the form of
11	briefings on the implementation of the action
12	plan developed under this paragraph, including
13	updates on the adoption of streamlined proce-
14	dures, technological enhancements, and any
15	regulatory changes necessary to improve air-
16	space access and flexibility.
17	SEC. 744. AIRSPACE TRANSITION COMPLETION.
18	(a) In General.—Not later than 180 days after the
19	date of enactment of this Act, the Administrator of the
20	Federal Aviation Administration shall ensure that respon-
21	sibility for the Newark, New Jersey radar sector is moved
22	to the Philadelphia terminal radar approach control facil-
23	ity.
24	(b) Staffing.—In carrying out subsection (a), the
25	Administrator may not—

1	(1) require the temporary or permanent move-
2	ment of any personnel from the New York terminal
3	radar approach control facility to the Philadelphia
4	terminal radar approach control facility, but may so-
5	licit such personnel to volunteer to temporarily or
6	permanently facilitate the move required under sub-
7	section (a); or
8	(2) reduce the target staffing level of the New
9	York terminal radar approach control facility.
10	(c) Congressional Briefings.—Not later than
11	180 days after the date of enactment of this Act and every
12	60 days thereafter, the Administrator and the head of the
13	collective bargaining unit representing air traffic control-
14	lers shall brief the Committee on Transportation and In-
15	frastructure of the House of Representatives and the Com-
16	mittee on Commerce, Science, and Transportation of the
17	Senate on the status of the move required under sub-
18	section (a) until such time as the Newark, New Jersey
19	radar sector is under the full responsibility of the Philadel-
20	phia terminal radar approach control facility.
21	SEC. 745. FAA CONTRACT TOWERS.
22	(a) Operational Readiness Inspections.—Not
23	later than 180 days after the date of enactment of this
24	Act, the Administrator of the Federal Aviation Adminis-
25	tration shall update applicable regulations, standards, and

1	guidance on operational readiness inspections related to
2	the Federal Aviation Administration Contract Tower pro-
3	gram to provide airport sponsors acting in good faith with
4	7 years to complete such inspections after receiving a ben-
5	efit-to-cost ratio of air traffic control services for an air-
6	port.
7	(b) FCT CONTROLLER AIRSPACE AWARENESS.—
8	(1) In general.—Not later than 1 year after
9	the date of enactment of this Act, the Administrator
10	shall authorize the use of advanced technology at
11	Federal Aviation Administration contract towers to
12	enhance air traffic controller situational awareness.
13	(2) Equipment standards.—In carrying out
14	paragraph (1), the Administrator shall establish
15	standards and criteria identical to such standards
16	and criteria applicable to Federal Aviation Adminis-
17	tration air traffic controllers for the use of advanced
18	technology in air traffic control towers.
19	(3) Recurrency training.—In carrying out
20	this subsection, the Administrator, in coordination
21	with Federal Aviation Administration contract tower
22	contractors, shall establish an appropriate training
23	program to periodically train air traffic controllers
24	employed by such contractors to ensure proper inte-

1	gration and use of advanced technologies at Federal
2	Aviation Administration contract towers.
3	(c) Liability Insurance.—Not later than 2 years
4	after the date of enactment of this Act, the Secretary of
5	Transportation, in consultation with industry experts in-
6	cluding Federal Aviation Administration contract tower
7	contractors and aviation insurance providers, shall—
8	(1) assess existing liability limits for contract
9	tower contractors established by the Secretary; and
10	(2) determine whether such limits should be up-
11	dated.
12	SEC. 746. FAA CONTRACT TOWER WORKFORCE AUDIT.
13	(a) In General.—Not later than 90 days after the
14	date of enactment of this Act, the inspector general of the
15	Department of Transportation shall initiate an audit of
16	the workforce needs of the Federal Aviation Administra-
17	tion Contract Tower Program.
18	(b) Contents.—In conducting the audit required
19	under subsection (a), the inspector general shall, at a min-
20	imum—
21	(1) review the assumptions and methodologies
22	used in assessing the source of Federal Aviation Ad-
23	ministration contract towers staffing to determine
24	the adequacy of staffing levels at such towers;

1	(2) determine whether there is a need to estab-
2	lish an air traffic controller training program to
3	allow Federal Aviation Administration contract
4	tower contractors to conduct—
5	(A) initial training of air traffic controllers
6	employed by such contractors; or
7	(B) on-the-job training of such controllers;
8	and
9	(3) assess whether establishing pathways to
10	allow Federal Aviation Administration contract
11	tower contractors to use the air traffic technical
12	training academy of the Federal Aviation Adminis-
13	tration, or other means such as higher educational
14	institutions, to provide initial technical training for
15	air traffic controllers employed by such contractors
16	could help address the workforce needs of the FAA
17	contract tower program.
18	(c) Report.—Not later than 90 days after the com-
19	pletion of the audit under subsection (a), the inspector
20	general shall submit to the Committee on Transportation
21	and Infrastructure of the House of Representatives and
22	the Committee on Commerce, Science, and Transportation
23	of the Senate a report on the findings of such audit and
24	any recommendations as a result of such audit.

1	SEC. 747. AVIATION INFRASTRUCTURE SUSTAINMENT.
2	(a) In General.—Not later than 2 years after the
3	date of enactment of this Act, the Administrator of the
4	Federal Aviation Administration shall develop perform-
5	ance metrics with which the Administrator can assess the
6	operation of safety-critical communication, navigation,
7	and surveillance aviation infrastructure within the na-
8	tional airspace system.
9	(b) Performance Metrics Necessary to Remain
10	IN SERVICE.—
11	(1) In General.—After developing the per-
12	formance metrics under subsection (a), the Adminis-
13	trator shall carry out an assessment to determine
14	which applicable aviation infrastructure are to re-
15	main in operational service.
16	(2) Considerations.—In making an assess-
17	ment under paragraph (1), the Administrator shall
18	take into consideration the following:
19	(A) The expected lifespan of such aviation
20	infrastructure.
21	(B) The number and type of mechanical
22	failures of such aviation infrastructure.
23	(C) The average annual costs of maintain-
24	ing such aviation infrastructure over a 5-year
25	timespan and whether such costs exceed the

amount to replace such aviation infrastructure.

1	(D) The availability of replacement parts
2	or labor capable of maintaining such aviation
3	infrastructure.
4	(E) Any other factors the Administrator
5	determines are necessary.
6	(c) Publication.—The Administrator shall make
7	the performance metrics established under subsection (b)
8	available to the public through the website of the Adminis-
9	tration, or other appropriate methods of publication, and
10	shall ensure that any information made available to the
11	public under this subsection is made available in a manner
12	that—
13	(1) does not provide identifying information re-
14	garding an individual or entity;
15	(2) prevents inappropriate disclosure of propri-
16	etary information; and
17	(3) does not disclose information that may pose
18	a cybersecurity risk.
19	SEC. 748. AIR TRAFFIC CONTROL TOWER SAFETY.
20	In designing, adopting a design, or constructing an
21	air traffic control tower based on a previously adopted de-
22	sign, the Administrator of the Federal Aviation Adminis-
23	tration shall ensure that the safety of the national airspace
24	system, the safety of employees of the Administration, the
25	operational reliability of air traffic control towers, and the

- 1 costs of such towers are the primary consideration in such
- 2 design, adoption, or construction.
- 3 SEC. 749. AIR TRAFFIC SERVICES DATA REPORTS.
- 4 Section 45303(g)(2)(A) of title 49, United States
- 5 Code, is amended by striking "8 years" and inserting "14
- 6 years".
- 7 SEC. 750. CONSIDERATION OF SMALL HUB CONTROL TOW-
- 8 ERS.
- 9 In selecting projects for the replacement of federally
- 10 owned air traffic control towers from funds made available
- 11 pursuant to title VIII of division J of the Infrastructure
- 12 Investment and Jobs Act (Public Law 117–58) under the
- 13 heading "Federal Aviation Administration—Facilities and
- 14 Equipment", the Administrator of the Federal Aviation
- 15 Administration shall consider selecting projects at small
- 16 hub commercial service airports with control towers that
- 17 are at least 50 years old.
- 18 SEC. 751. AIR TRAFFIC CONTROL TOWER REPLACEMENT
- 19 PROCESS REPORT.
- 20 (a) Report Required.—Not later than 120 days
- 21 after the date of enactment of this Act, the Administrator
- 22 of the Federal Aviation Administration shall submit to
- 23 Congress a report on the process by which air traffic con-
- 24 trol tower facilities are chosen for replacement.

1	(b) Contents.—The report required under sub-
2	section (a) shall contain—
3	(1) the process by which air traffic control
4	tower facilities are chosen for replacement, including
5	which divisions of the Administration control or are
6	involved in the replacement decision making process;
7	(2) the criteria the Administrator uses to deter-
8	mine which air traffic control tower facilities to re-
9	place, including—
10	(A) the relative importance of each such
11	criteria;
12	(B) why the Administrator uses each such
13	criteria; and
14	(C) the reasons for the relative importance
15	of each such criteria;
16	(3) what types of investigation the Adminis-
17	trator carries out to determine if an air traffic con-
18	trol tower facility should be replaced;
19	(4) a timeline of the replacement process for an
20	individual air traffic control tower facility replace-
21	ment;
22	(5) the list of facilities established under sub-
23	section (c), including the reason for selecting each
24	such facility; and

1	(6) any other information the Administrator
2	considers relevant.
3	(c) List of Replaced Air Traffic Control
4	TOWER FACILITIES.—The Administrator shall establish,
5	maintain, and publish on the website of the Federal Avia-
6	tion Administration a list of the following:
7	(1) All air traffic control tower facilities re-
8	placed within the previous 10-year period.
9	(2) Any such facilities in the process of being
10	replaced.
11	SEC. 752. FAA CONTRACT TOWER PILOT PROGRAM.
12	(a) In General.—Not later than 180 days after the
13	date of enactment of this Act, the Administrator of the
14	Federal Aviation Administration shall establish a pilot
15	program to convert up to 3 high-activity contract towers
16	under the Federal Aviation Administration Contract
17	Tower Program under section 47124 of title 49, United
18	States Code, to visual flight rule towers staffed by the Ad-
19	ministration.
20	(b) Priority.—In selecting facilities to participate in
21	the pilot program under subsection (a), the Administrator
22	shall give priority to towers that—
23	(1) had over 200,000 in annual tower oper-
24	ations in calendar year 2022 or a small hub airport

1	with more than 900,000 passenger enplanements in
2	calendar year 2021;
3	(2) have controls towers that are either owned
4	by the Administration or are constructed to Admin-
5	istration standards; and
6	(3) operate within a complex air space, includ-
7	ing space used by air carriers, for general aviation,
8	and by military aircraft.
9	(c) Controller Retention.—The Administrator
10	shall appoint to the position of air traffic controller all
11	air traffic controllers employed as a Federal contract
12	tower operator and assigned to the air traffic control tower
13	pilot program as of the date of enactment of this Act so
14	long as such operator—
15	(1) meets the qualifications contained in section
16	44506(f)(1)(A) of title 49, United States Code; and
17	(2) has all other pre-employment qualifications
18	required by law.
19	Subtitle C—Small Community Air
20	Service
21	SEC. 771. ESSENTIAL AIR SERVICE REFORMS.
22	(a) REDUCTION IN SUBSIDY CAP.—Section
23	41731(a)(1)(C) of title 49, United States Code, is amend-
24	ed to read as follows:

1	"(C) had an average subsidy per pas-
2	senger—
3	"(i) of less than \$1,000 during the
4	most recent fiscal year beginning before
5	October 1, 2026, as determined in sub-
6	paragraph (D) by the Secretary; or
7	"(ii) of \$500 or less during the most
8	recent fiscal year beginning on or after Oc-
9	tober 1, 2026; and".
10	(b) RESTRICTION ON LENGTH OF ROUTES.—
11	(1) In general.—Section 41732(a)(1) of title
12	49, United States Code, is amended by inserting
13	"less than 650 miles from an eligible place (unless
14	such airport or eligible place are located in a non-
15	contiguous State)" after "hub airport".
16	(2) Exception.—The amendment made by
17	paragraph (1) shall not apply to any contract or re-
18	newal of such contract with an air carrier for essen-
19	tial air service compensation under subchapter II of
20	chapter 417 of title 49, that was—
21	(A) entered into before the date of enact-
22	ment of this Act; and
23	(B) still in effect on the date of enactment
24	of this Act.

1	(3) Sunset.—Paragraph (2) shall cease to
2	have effect after September 30, 2028.
3	(c) Applicant Selection Considerations.—Sec-
4	tion 41733(e)(1) of title 49, United States Code, is
5	amended—
6	(1) by striking "giving substantial weight to"
7	and inserting "including";
8	(2) in subparagraph (E) by striking "and" at
9	the end;
10	(3) in subparagraph (F) by striking the period
11	at the end and inserting "; and; and
12	(4) by adding at the end the following:
13	"(G) the total compensation proposed by the air
14	carrier for providing scheduled air service under this
15	section.".
16	(d) Cost Share.—
17	(1) Section 41737.—Section 41737(a)(1) of
18	title 49, United States Code, is amended—
19	(A) in subparagraph (D) by striking "and"
20	at the end;
21	(B) in subparagraph (E) by striking the
22	period at the end and inserting "; and"; and
23	(C) by adding at the end the following:
24	"(F) require that, for a contract to provide air
25	service that is entered into or renewed under this

1	subchapter after September 30, 2026, the Govern-
2	ment's share of the compensation is 95 percent.".
3	(2) Section 41731.—Section 41731 of title 49,
4	United States Code, is amended—
5	(A) in subsection (c) by inserting "and sec-
6	tion $41737(a)(1)(F)$ " after "subsection (a)(1)";
7	and
8	(B) in subsection (d) by inserting "and
9	section 41737(a)(1)(F)" after "Subsection
10	(a)(1)(B)".
11	SEC. 772. ESSENTIAL AIR SERVICE AUTHORIZATION.
12	Section 41742(a)(2) of title 49, United States Code,
13	is amended by striking "\$155,000,000 for fiscal year
14	2018" an all that follows through "\$172,000,000 for fiscal
15	year 2023" and inserting "\$332,000,000 for fiscal year
16	2024, $$312,000,000$ for fiscal year $2025$ , $$300,000,000$
17	for fiscal year 2026, \$265,000,000 for fiscal year 2027,
18	and $$252,000,000$ for fiscal year $2028$ ".
19	SEC. 773. SMALL COMMUNITY AIR SERVICE DEVELOPMENT
20	PROGRAM REFORM AND AUTHORIZATION.
21	(a) Same Projects Limit.—Section 41743(c)(4)(B)
22	of title 49, United States Code, is amended by striking
23	"10-year" and inserting "6-year".
24	(b) Priorities.—Section 41743(c)(5) of title 49,
25	United States Code, is amended—

1	(1) by redesignating subparagraphs (B)
2	through (G) as subparagraphs (C) through (H), re-
3	spectively; and
4	(2) by adding after subparagraph (A) the fol-
5	lowing—
6	"(B) the community has demonstrated
7	support from at least 1 air carrier to provide
8	service;".
9	(c) Authorization.—Section 41743(e)(2) of title
10	49, United States Code, is amended by striking "2023"
11	and inserting "2028".
12	SEC. 774. GAO STUDY ON INCREASED COSTS OF ESSENTIAL
13	AIR SERVICE.
	AIR SERVICE.  (a) Study.—The Comptroller General of the United
13 14	
13 14	(a) STUDY.—The Comptroller General of the United
13 14 15	(a) STUDY.—The Comptroller General of the United States shall conduct a study of the change in costs of the
13 14 15 16	(a) Study.—The Comptroller General of the United States shall conduct a study of the change in costs of the essential air service program under sections 41731
13 14 15 16	(a) STUDY.—The Comptroller General of the United States shall conduct a study of the change in costs of the essential air service program under sections 41731 through 41742 of title 49, United States Code.
113 114 115 116 117	<ul> <li>(a) STUDY.—The Comptroller General of the United</li> <li>States shall conduct a study of the change in costs of the</li> <li>essential air service program under sections 41731</li> <li>through 41742 of title 49, United States Code.</li> <li>(b) Contents.—In conducting the study required</li> </ul>
13 14 15 16 17 18	(a) Study.—The Comptroller General of the United States shall conduct a study of the change in costs of the essential air service program under sections 41731 through 41742 of title 49, United States Code.  (b) Contents.—In conducting the study required under subsection (a), the Comptroller General shall—
13 14 15 16 17 18 19 20	(a) Study.—The Comptroller General of the United States shall conduct a study of the change in costs of the essential air service program under sections 41731 through 41742 of title 49, United States Code.  (b) Contents.—In conducting the study required under subsection (a), the Comptroller General shall—  (1) assess trends in costs of the essential air
13 14 15 16 17 18 19 20 21	(a) Study.—The Comptroller General of the United States shall conduct a study of the change in costs of the essential air service program under sections 41731 through 41742 of title 49, United States Code.  (b) Contents.—In conducting the study required under subsection (a), the Comptroller General shall—  (1) assess trends in costs of the essential air service program under sections 41731 through

1	(2) review potential causes for the increased
2	cost of the essential air service program, including—
3	(A) labor costs;
4	(B) fuel costs;
5	(C) aging aircraft costs;
6	(D) air carrier opportunity costs; and
7	(E) airport costs; and
8	(3) assess the effects of the COVID-19 pan-
9	demic on the costs of the essential air service pro-
10	gram under sections 41731 through 41742 of title
11	49, United States Code.
12	(c) Report.—Not later than 18 months after the
13	date of enactment of this Act, the Comptroller General
14	shall submit to the Committee on Transportation and In-
15	frastructure of the House of Representatives and to the
16	Committee on Commerce, Science, and Transportation of
17	the Senate a report on the results of the study conducted
18	under subsection (a).
19	TITLE VIII—MISCELLANEOUS
20	SEC. 801. DIGITALIZATION OF FAA PROCESSES.
21	(a) Identification.—Not later than 2 years after
22	the date of enactment of this Act, the Administrator of
23	the Federal Aviation Administration shall identify and
24	catalog programs, activities, or processes that require
25	paper-based information exchange between—

1	(1) external entities and the Administration; or
2	(2) offices within the Administration.
3	(b) DIGITALIZATION.—On an ongoing basis, and as
4	appropriate, the Administrator shall transition the paper-
5	based processes identified under subsection (a) to proc-
6	esses that support secure digital information submission,
7	exchange, collaboration, and approval.
8	(c) Briefing.—Not later than 60 days after com-
9	pleting the required identification and catalog in sub-
10	section (a), the Administrator shall brief the Committee
11	on Transportation and Infrastructure of the House of
12	Representatives and the Committee on Commerce,
13	Science, and Transportation of the Senate on the pro-
14	grams, activities, and processes identified under sub-
15	section (a) and such programs, activities, and processes
16	that have been identified for transition under subsection
17	(b).
18	SEC. 802. FAA TELEWORK.
19	(a) In General.—The Administrator of the Federal
20	Aviation Administration—
21	(1) may establish telework policies for employ-
22	ees that allow for the Administration to reduce the
23	office footprint and associated expenses of the Ad-
24	ministration, increase workforce retention, and pro-
25	vide flexibilities that the Administrator believes in-

1	creases efficiency and effectiveness of the Adminis-
2	tration, while requiring that any such policy—
3	(A) does not adversely impact the mission
4	of the Administration;
5	(B) does not reduce the safety and effi-
6	ciency of the national airspace system;
7	(C) for any employee that is designated as
8	an officer or executive in the Federal Aviation
9	Administration Executive System or a political
10	appointee (as such term is defined in section
11	106 of title 49, United States Code)—
12	(i) maximizes time at a duty station
13	for such employee, excluding official travel;
14	and
15	(ii) may include telework provisions as
16	determined appropriate by the Adminis-
17	trator, commensurate with official duties
18	for such employee;
19	(D) provides for on-the-job training oppor-
20	tunities for Administration personnel that are
21	not less than such opportunities available in
22	2019;
23	(E) reflects the appropriate work status of
24	employees based on the job functions of such
25	employee;

1	(F) optimizes the work status of inspec-
2	tors, investigators, and other personnel per-
3	forming safety-related functions to ensure time-
4	ly completion of safety oversight activities;
5	(G) provides for personnel, including such
6	personnel performing work related to aircraft
7	certification and flight standards, who are re-
8	sponsible for actively working with regulated
9	entities, external stakeholders, or other mem-
10	bers of the public to be—
11	(i) routinely available on a predictable
12	basis for in-person and virtual communica-
13	tions with external persons; and
14	(ii) not hindered from meeting with,
15	visiting, auditing, or inspecting facilities or
16	projects of regulated persons due to any
17	telework policy; and
18	(H) provides offices of the Administration
19	opportunities for in-person dialogue, collabora-
20	tion, and ideation for all employees;
21	(2) ensures that locality pay for an employee of
22	the Administrator accurately reflects the telework
23	status and duty station of such employee;
24	(3) may not establish a telework policy for an
25	employee of the Administration unless such em-

1	ployee will be provided with secure network capacity,
2	communications tools, necessary and secure access
3	to appropriate agency data assets and Federal
4	records, and equipment sufficient to enable such em-
5	ployee to be fully productive; and
6	(4) not later than 2 years after the date of en-
7	actment of this Act, shall evaluate and address any
8	telework policies in effect on the day before such
9	date of enactment to ensure that such policies meet
10	the requirements of paragraph (1).
11	(b) Congressional Update.—Not later than 1
12	year after the date of enactment of this Act, and 1 year
13	thereafter, the Administrator shall brief the Committee on
14	Transportation and Infrastructure of the House of Rep-
15	resentatives and the Committee on Commerce, Science,
16	and Transportation of the Senate on any telework policies
17	currently in place, the implementation of such policies,
18	and the benefits of such policies.
19	(c) Consultation.—If the Administrator deter-
20	mines that telework agreements must be updated to imple-
21	ment the requirements of subsection (a), the Adminis-
22	trator shall, prior to updating such agreements, consult
23	with—

1	(1) exclusive bargaining representatives of air
2	traffic controllers certified under section 7111 of
3	title 5, United States Code; and
4	(2) labor organizations certified under such sec-
5	tion as the exclusive bargaining representative of
6	airway transportation systems specialists and avia-
7	tion safety inspectors of the Federal Aviation Ad-
8	ministration.
9	SEC. 803. REVIEW OF OFFICE SPACE.
10	(a) FAA REVIEW.—
11	(1) Initiation of Review.—Not later than 30
12	months after the date of enactment of this Act, the
13	Secretary of Transportation shall initiate an inven-
14	tory review of the domestic office footprint of the
15	Department of Transportation.
16	(2) Completion of Review.—Not later than
17	40 months after the date of enactment of this Act,
18	the Secretary shall complete the inventory review re-
19	quired under paragraph (1).
20	(b) Contents of Review.—In completing the re-
21	view under subsection (a), the Secretary shall—
22	(1) delineate the domestic office footprint into
23	units of property, as determined appropriate by the
24	Secretary;
25	(2) determine unit adequacy related to—

1	(A) the Architectural Barriers Act of 1968
2	(42 U.S.C. 4151 et seq.) and the corresponding
3	accessibility guidelines established under part
4	1191 of title 36, Code of Federal Regulations;
5	and
6	(B) the Americans with Disabilities Act of
7	1990 (42 U.S.C. 12101 et seq.);
8	(3) determine the feasible occupancy of each
9	such unit, and provide the methodology used to
10	make the determination;
11	(4) determine the number of individuals who
12	are full-time equivalent employees, other employees,
13	or contractors that have each such unit as a duty
14	station and determine how telework policies will im-
15	pact the usage of each such unit;
16	(5) calculate the amount of available, unused,
17	or underutilized space in each such unit;
18	(6) consider any lease terms for leased units
19	contained in the domestic office footprint, including
20	cost and effective dates for each such leased unit;
21	and
22	(7) based on the findings in paragraphs (2)
23	through (6), and any other metrics the Secretary de-
24	termines relevant, provide recommendations for opti-
25	mizing the use of units of property across the De-

1	partment in consultation with appropriate employee
2	labor representatives.
3	(c) Report.—Not later than 2 months after com-
4	pleting the review under subsection (a), the Secretary shall
5	submit to the Committee on Transportation and Infra-
6	structure of the House of Representatives and the Com-
7	mittee on Commerce, Science, and Transportation of the
8	Senate a final report that proposes opportunities to opti-
9	mize the domestic office footprint of the Administration
10	(and associated costs). In compiling such final report, the
11	Secretary shall describe opportunities for—
12	(1) consolidation of offices within a reasonable
13	distance from one another;
14	(2) the collocation of regional or satellite offices
15	of separate modes of the Department, including the
16	cost benefits of shared amenities; and
17	(3) the use of coworking spaces instead of per-
18	manent offices.
19	(d) Definition of Domestic Office Foot-
20	PRINT.—In this section, the term "domestic office foot-
21	print" means buildings, offices, facilities, and other real
22	property rented, owned, or occupied by the Administration
23	or Department—

1	(1) in which employees report for permanent or
2	temporary duty that are not being used for active
3	operations of the air traffic control system; and
4	(2) which are located within the United States.
5	SEC. 804. AIRCRAFT WEIGHT REDUCTION TASK FORCE.
6	(a) In General.—Not later than 180 days after the
7	date of enactment of this Act, the Administrator of the
8	Federal Aviation Administration shall establish a task
9	force to identify ways to safely reduce covered aircraft
10	weight for purposes of reducing fuel burn.
11	(b) Composition.—The task force established under
12	subsection (a) shall consist of not more than 20 individ-
13	uals and shall include representatives of—
14	(1) the Federal Aviation Administration;
15	(2) other Federal agencies as the Administrator
16	determines appropriate;
17	(3) air carriers;
18	(4) certified labor organizations representing
19	flight attendants at air carriers operating under part
20	121 of title 14, Code of Federal Regulations;
21	(5) certified labor organizations representing
22	aircraft maintenance technicians;
23	(6) certified labor organizations representing
24	other aviation workers, as appropriate; and
25	(7) aerospace manufacturers.

1	(c) Review.—The task force established under sub-
2	section (a) shall review and evaluate—
3	(1) regulations, requirements, advisory circu-
4	lars, orders, or other such directives of the Adminis-
5	tration related to covered aircraft or covered aircraft
6	operations that may inhibit certification of new ma-
7	terials, manufacturing processes, components, or
8	technologies that could reduce aircraft weight or in-
9	crease fuel efficiency without decreasing safety;
10	(2) aspects of covered aircraft design that are
11	outdated or underutilized on the date of enactment
12	of this Act that may unnecessarily increase covered
13	aircraft weight or reduce aircraft fuel efficiency that
14	are not necessary for the safe operation of such air-
15	craft;
16	(3) novel technologies and manufacturing proc-
17	esses, including the use of advanced materials, that
18	can safely be used in the construction or modifica-
19	tion of covered aircraft, including a component or
20	the interior of such aircraft, to reduce weight or im-
21	prove fuel efficiency; and
22	(4) nonproprietary methods that air carriers
23	have used to safely decrease covered aircraft weight
24	or improve fuel efficiency.
25	(d) Report.—

1	(1) Task force report.—
2	(A) In general.—Not later than 3 years
3	after the establishment of the task force under
4	subsection (a), the task force shall submit a re-
5	port on the findings and results of the review
6	and evaluation conducted under subsection (c)
7	to the Administrator.
8	(B) RECOMMENDATIONS.—In submitting
9	the report required under subparagraph (A),
10	the task force shall include recommendations—
11	(i) on actions the Administrator may
12	take to updated regulations, processes, ad-
13	visory circulars, orders, or other such di-
14	rections of the Administration to enable
15	the certification of new materials, compo-
16	nents, manufacturing processes, or tech-
17	nologies that may allow for the safe reduc-
18	tion of covered aircraft weight or the im-
19	provement of fuel efficiency; and
20	(ii) on best practices for air carriers
21	and aerospace manufacturers to certify
22	such materials, components, manufac-
23	turing processes, or technologies.
24	(C) Approximation of Benefits.—For
25	each recommendation made under subpara-

1	graph (B), the task force shall approximate the
2	fuel savings that could be expected if such rec-
3	ommendation was adopted.
4	(D) Submission to congress.—Not later
5	than 3 days after receipt of the report required
6	under subparagraph (A), the Administrator
7	shall submit to the Committee on Transpor-
8	tation and Infrastructure of the House of Rep-
9	resentatives and the Committee on Commerce,
10	Science, and Transportation of the Senate the
11	report and recommendations.
12	(2) FAA REPORT.—Not later than 120 days
13	after submission of the report under paragraph (1),
14	the Administrator shall submit to the Committee on
15	Transportation and Infrastructure of the House of
16	Representatives and the Committee on Commerce,
17	Science, and Transportation of the Senate a re-
18	port—
19	(A) describing the recommendations of the
20	task force with which the Administrator fully
21	concurs, partially concurs, or does not concur;
22	(B) detailing, for the recommendations
23	with which the Administrator fully or partially
24	concurs—

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1	(i) a timeline for implementing such
2	recommendations; and
3	(ii) possible benefits of using new ma-
4	terials, manufacturing processes, compo-
5	nents, or technologies, including fuel sav-
6	ings, increased capacity, or other benefits
7	as determined reasonable by the task force;
8	and
9	(C) explaining, for the recommendations
10	with which the Administrator does not concur,
11	the reason for which the Administrator will not
12	implement such recommendations.
13	(e) Sunset.—
14	(1) In general.—The task force established
15	under subsection (a) shall terminate upon submis-
16	sion of the report required under subsection
17	(d)(1)(A).
18	(2) Exception.—The Administrator may
19	choose to extend such task force after the submis-
20	sion of the report required under subsection
21	(d)(1)(A), if the Administrator determines that such
22	an extension would be in the public interest.
23	(f) Definition.—In this section:
24	(1) AIR CARRIER.—The term "air carrier"
25	means an air carrier (as such term is defined in sec-

1	tion 40102 of title 49, United States Code) that
2	holds a certificate issued under part 121 of title 14,
3	Code of Federal Regulations.
4	(2) Aircraft weight.—The term "aircraft
5	weight" means the gross weight of a covered aircraft
6	in operation.
7	(3) COVERED AIRCRAFT.—The term "covered
8	aircraft" means an aircraft that is operated by an
9	air carrier that is operating pursuant to a certificate
10	issued under part 121 of title 14, Code of Federal
11	Regulations.
12	SEC. 805. AUDIT OF TECHNICAL WRITING RESOURCES AND
13	CAPABILITIES.
13	CAPABILITIES.
13 14	CAPABILITIES.  (a) AUDIT BY INSPECTOR GENERAL.—Not later than
<ul><li>13</li><li>14</li><li>15</li></ul>	CAPABILITIES.  (a) AUDIT BY INSPECTOR GENERAL.—Not later than 90 days after the date of enactment of this Act, the inspec-
13 14 15 16	CAPABILITIES.  (a) AUDIT BY INSPECTOR GENERAL.—Not later than 90 days after the date of enactment of this Act, the inspector general of the Department of Transportation shall ini-
13 14 15 16 17	CAPABILITIES.  (a) AUDIT BY INSPECTOR GENERAL.—Not later than 90 days after the date of enactment of this Act, the inspector general of the Department of Transportation shall initiate an audit of the technical writing resources and capa-
13 14 15 16 17 18	CAPABILITIES.  (a) AUDIT BY INSPECTOR GENERAL.—Not later than 90 days after the date of enactment of this Act, the inspector general of the Department of Transportation shall initiate an audit of the technical writing resources and capabilities of the Federal Aviation Administration as such re-
13 14 15 16 17 18 19	CAPABILITIES.  (a) AUDIT BY INSPECTOR GENERAL.—Not later than 90 days after the date of enactment of this Act, the inspector general of the Department of Transportation shall initiate an audit of the technical writing resources and capabilities of the Federal Aviation Administration as such resources and capabilities relate to producing rulemaking,
13 14 15 16 17 18 19 20	CAPABILITIES.  (a) AUDIT BY INSPECTOR GENERAL.—Not later than 90 days after the date of enactment of this Act, the inspector general of the Department of Transportation shall initiate an audit of the technical writing resources and capabilities of the Federal Aviation Administration as such resources and capabilities relate to producing rulemaking, policy, and guidance, to—
13 14 15 16 17 18 19 20 21	CAPABILITIES.  (a) AUDIT BY INSPECTOR GENERAL.—Not later than 90 days after the date of enactment of this Act, the inspector general of the Department of Transportation shall initiate an audit of the technical writing resources and capabilities of the Federal Aviation Administration as such resources and capabilities relate to producing rulemaking, policy, and guidance, to—  (1) determine if such resources and capabilities

1	(b) Review.—In conducting the review required
2	under subsection (a), the inspector general shall evaluate
3	the technical writing resources and capabilities of the Ad-
4	ministration in each line of business of the Administration,
5	the Office of Policy, International Affairs, and Environ-
6	ment, and the Office of the Chief Counsel, including by
7	reviewing—
8	(1) the process and resources required to
9	produce initial drafts of rulemaking, policy, and
10	guidance documents;
11	(2) the quality of such initial drafts;
12	(3) the amount of edits that are required
13	throughout the production of rulemaking, policy, and
14	guidance documents;
15	(4) writing support and education tools pro-
16	vided to engineers, managers, and other technical
17	staff of the Administration involved in writing or ed-
18	iting such documents; and
19	(5) whether—
20	(A) the Administration has and adheres to
21	best practices for the drafting of rulemaking,
22	policy, and guidance documents; and
23	(B) such best practices are—

1	(i) easily accessible and understand-
2	able by employees of the Administration;
3	and
4	(ii) reflect modern writing conven-
5	tions.
6	(c) RECOMMENDATIONS.—In making the rec-
7	ommendations required under subsection (a)(2), the in-
8	spector general shall make recommendations to the Ad-
9	ministrator of the Federal Aviation Administration on how
10	to improve the quality of written rulemaking, policy, and
11	guidance documents and the speed at which such docu-
12	ments can be produced, internally reviewed, and approved.
13	(d) Deconflicting Scope.—The inspector general
14	shall ensure that the audit required under subsection (a)
15	does not duplicate the evaluation required under section
16	125, except to the extent that duplication is necessary to
17	fully evaluate the technical writing resources and capabili-
18	ties of the Administration.
19	(e) Report.—Not later than 1 year after the inspec-
20	tor general initiates the audit under subsection (a), the
21	inspector general shall submit to the Committee on Trans-
22	portation and Infrastructure of the House of Representa-
23	tives and the Committee on Commerce, Science, and
24	Transportation of the Senate a report on the results of
25	the audit, including findings and recommendations.

1	SEC. 806. FAA PARTICIPATION IN INDUSTRY STANDARDS
2	ORGANIZATIONS.
3	(a) In General.—The Administrator of the Federal
4	Aviation Administration shall ensure the participation of
5	employees of the Administration in the activities of recog-
6	nized industry standards organizations to advance the
7	adoption, reference, and acceptance rate of standards and
8	means of compliance developed by such organizations by
9	the Administrator.
10	(b) Participation.—An employee directed by the
11	Administrator to participate in a working group, task
12	group, committee, or similar body of a recognized industry
13	standards organization shall—
14	(1) actively participate in the discussions and
15	work of such organization;
16	(2) accurately represent the position of the Ad-
17	ministration on the subject matter of such discus-
18	sions and work;
19	(3) contribute to the development of work prod-
20	ucts of such organization, unless determined to be
21	inappropriate by such organization;
22	(4) make reasonable efforts to identify and
23	make any concerns of the Administration relating to
24	such work products known to such organization, in-
25	cluding through providing formal comments as may

1	be allowed for under the procedures of such organi-
2	zation;
3	(5) provide regular updates to other Adminis-
4	tration employees and management on the progress
5	of such work products; and
6	(6) seek advice and input from other Adminis-
7	tration employees and management, as needed.
8	(c) Invitations.—
9	(1) In General.—The Administrator may ac-
10	cept an invitation to participate in and contribute to
11	the work of a recognized industry standards organi-
12	zation as described in subsection (b).
13	(2) Declination of invitation.—If the Ad-
14	ministrator declines an invitation described in para-
15	graph (1), the Administrator shall provide—
16	(A) the recognized industry standards or-
17	ganization a written response to the invitation
18	that articulates the reasons for declining the in-
19	vitation; and
20	(B) a copy of such written response to the
21	Committee on Transportation and Infrastruc-
22	ture of the House of Representatives and the
23	Committee on Commerce, Science, and Trans-
24	portation of the Senate not later than 5 days

1	after providing the response to such organiza-
2	tion under subparagraph (A).
3	(d) Recognized Industry Standards Organiza-
4	TION DEFINED.—In this section, the term "recognized in-
5	dustry standards organization" means a domestic or inter-
6	national organization that—
7	(1) uses agreed upon procedures to develop
8	aviation-related industry standards or means of com-
9	pliance, particularly standards or means of compli-
10	ance that satisfy Administration requirements or
11	guidance;
12	(2) is comprised of members of the public, in-
13	cluding subject matter experts, industry representa-
14	tives, academics and researchers, and government
15	employees; and
16	(3) has had at least one standard or means of
17	compliance accepted by the Administrator or ref-
18	erenced in guidance material or a regulation issued
19	by the Federal Aviation Administration after the
20	date of enactment of the Vision 100—Century of
21	Aviation Reauthorization Act (Public Law 108–176).
22	SEC. 807. SENSE OF CONGRESS ON USE OF VOLUNTARY
23	CONSENSUS STANDARDS.
24	It is the sense of Congress that the Administrator
25	of the Federal Aviation Administration should make every

- 1 effort to abide by the policies set forth in the Office of
- 2 Management and Budget Circular A-119, titled "Federal
- 3 Participation in the Development and Use of Voluntary
- 4 Consensus Standards and Conformity Assessment Activi-
- 5 ties".

### 6 SEC. 808. REQUIRED DESIGNATION.

- 7 The Administrator of the Federal Aviation Adminis-
- 8 tration shall designate any aviation rulemaking committee
- 9 convened under this Act pursuant to section 106(p)(5) of
- 10 title 49, United States Code.

#### 11 SEC. 809. SENSITIVE SECURITY INFORMATION.

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

### 15 "§ 40119. Sensitive security information

- 16 "(a) IN GENERAL.—Notwithstanding section 552 of
- 17 title 5, the Secretary of Transportation shall issue regula-
- 18 tions prohibiting the disclosure of information obtained or
- 19 developed in the process of ensuring security under this
- 20 title if the Secretary determines that disclosing the infor-
- 21 mation would—
- 22 "(1) be an unwarranted invasion of personal
- 23 privacy;
- 24 "(2) reveal a trade secret or privileged or con-
- 25 fidential commercial or financial information; or

1	"(3) be detrimental to transportation safety.
2	"(b) WITHHELD INFORMATION.—In carrying out
3	subsection (a), the Secretary shall ensure that the prohibi-
4	tions described in such subsection do not apply to any in-
5	formation provided to a committee of Congress authorized
6	to have such information, including the Committee on
7	Transportation and Infrastructure and the Committee on
8	Science, Space, and Technology of the House of Rep-
9	resentatives and the Committee on Commerce, Science,
10	and Transportation of the Senate.
11	"(c) Rule of Construction.—Nothing in sub-
12	section (a) shall be construed to authorize the designation
13	of information as sensitive security information (as de-
14	fined in section 15.5 of title 49, Code of Federal Regula-
15	tions) to—
16	"(1) conceal—
17	"(A) a violation of law;
18	"(B) inefficiency; or
19	"(C) an administrative error;
20	"(2) prevent embarrassment to a person, orga-
21	nization, or governmental agency;
22	"(3) restrain competition; or
23	"(4) prevent or delay the release of information
24	that does not require protection in the interest of
25	transportation security, including basic scientific re-

1	search information not clearly related to transpor-
2	tation security.
3	"(d) Nondisclosure.—Section 552a of title 5 shall
4	not apply to disclosures that the Administrator of the Fed-
5	eral Aviation Administration may make from the systems
6	of records of the Administration to any Federal law en-
7	forcement, intelligence, protective service, immigration, or
8	national security official in order to assist the official re-
9	ceiving the information in the performance of official du-
10	ties.".
11	(b) Clerical Amendment.—The analysis for chap-
12	ter 401 of title 49, United States Code, is amended by
13	striking the item related to section 40119 and inserting
14	the following:
	"40119. Sensitive security information.".
15	SEC. 810. PRESERVING OPEN SKIES WHILE ENSURING FAIR
16	SKIES.
17	
	(a) Addition of Labor Standards.—Section
18	(a) Addition of Labor Standards.—Section 40101 of title 49, United States Code, is amended—
19	40101 of title 49, United States Code, is amended—
19 20	40101 of title 49, United States Code, is amended—  (1) in subsection (a) by adding at the end the
19 20 21	40101 of title 49, United States Code, is amended—  (1) in subsection (a) by adding at the end the following:
<ul><li>18</li><li>19</li><li>20</li><li>21</li><li>22</li><li>23</li></ul>	40101 of title 49, United States Code, is amended—  (1) in subsection (a) by adding at the end the following:  "(17) preventing the undermining of labor

1	"(11) preventing the undermining of labor
2	standards.".
3	(b) Update to Foreign Air Carrier Permits.—
4	Section 41302(2)(B) of title 49, United States Code, is
5	amended by striking "the foreign air transportation" and
6	inserting "after considering the totality of the cir-
7	cumstances, including the matters described in section
8	40101(a), the foreign air transportation".
9	(c) Savings Clause.—Nothing in this section, or
10	the amendments made by this section, shall be construed
11	to affect the validity of a foreign air carrier permit held,
12	or air transport agreement in place, on the date of enact-
13	ment of this Act.
14	SEC. 811. COMMERCIAL PREFERENCE.
15	Section 40110(d) of title 49, United States Code, is
16	further amended—
17	(1) in paragraph (1) by striking "and imple-
18	ment" and inserting ", implement, and periodically
19	update";
20	(2) in paragraph (2) by striking "the new ac-
21	quisition management system developed and imple-
22	mented" and inserting "the acquisition management
23	system developed, implemented, and periodically up-
24	dated" each place it appears;
25	(3) in paragraph (3)—

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1	(A) in the matter preceding subparagraph
2	(A)—
3	(i) by striking "new"; and
4	(ii) by striking "and implemented"
5	and inserting ", implemented, and periodi-
6	cally updated"; and
7	(B) in subparagraph (B) by striking
8	"Within" and all that follows through "the Ad-
9	ministrator" and inserting "The Adminis-
10	trator";
11	(4) by redesignating paragraph (4) as para-
12	graph (5); and
13	(5) by inserting after paragraph (3) the fol-
14	lowing:
15	"(4) Commercial products and services.—
16	In implementing and updating the acquisition man-
17	agement system pursuant to paragraph (1), the Ad-
18	ministrator shall, whenever possible—
19	"(A) describe the requirements with re-
20	spect to a solicitation for the procurement of
21	supplies or services in terms of—
22	"(i) functions to be performed;
23	"(ii) performance required; or
24	"(iii) essential physical and system
25	characteristics;

1	"(B) ensure that commercial services or
2	commercial products may be procured to fulfill
3	such solicitation, or to the extent that commer-
4	cial products suitable to meet the needs of the
5	Administration are not available, ensure that
6	nondevelopmental items other than commercial
7	products may be procured to fulfill such solici-
8	tation;
9	"(C) provide offerors of commercial serv-
10	ices, commercial products, and nondevelop-
11	mental items other than commercial products
12	an opportunity to compete in any solicitation
13	for the procurement of supplies or services;
14	"(D) revise the procurement policies, prac-
15	tices, and procedures of the Administration to
16	reduce any impediments to the acquisition of
17	commercial products and commercial services;
18	and
19	"(E) ensure that procurement officials—
20	"(i) acquire commercial services, com-
21	mercial products, or nondevelopmental
22	items other than commercial products to
23	meet the needs of the Administration;
24	"(ii) in a solicitation for the procure-
25	ment of supplies or services, state the spec-

1	ifications for such supplies or services in
2	terms that enable and encourage bidders
3	and offerors to supply commercial services
4	or commercial products, or to the extent
5	that commercial products suitable to meet
6	the needs of the Administration are not
7	available, to supply nondevelopmental
8	items other than commercial products;
9	"(iii) require that prime contractors
10	and subcontractors at all levels under con-
11	tracts with the Administration incorporate
12	commercial services, commercial products,
13	or nondevelopmental items other than com-
14	mercial products as components of items
15	supplied to the Administration;
16	"(iv) modify procurement require-
17	ments in appropriate circumstances to en-
18	sure that such requirements can be met by
19	commercial services or commercial prod-
20	ucts, or to the extent that commercial
21	products suitable to meet the needs of the
22	Administration are not available, non-
23	developmental items other than commercial
24	products; and

1	"(v) require training of appropriate
2	personnel in the acquisition of commercial
3	products and commercial services.".
4	SEC. 812. CONSIDERATION OF THIRD-PARTY SERVICES.
5	(a) Plans and Policy.—Section 44501 of title 49,
6	United States Code, is amended—
7	(1) in subsection (a) by striking "development
8	and location of air navigation facilities" and insert-
9	ing "development of air navigation facilities and
10	services"; and
11	(2) in subsection (b)—
12	(A) by striking "and development" and in-
13	serting "procurement, and development" each
14	place it appears;
15	(B) by striking "facilities and equipment"
16	and inserting "facilities, services, and equip-
17	ment'';
18	(C) by striking "first and 2d years" and
19	inserting "first and second years";
20	(D) by striking "subclauses (A) and (B) of
21	this clause" and inserting "subparagraphs (A)
22	and (B)";
23	(E) by striking "the 3d, 4th, and 5th" and
24	inserting "the third, fourth, and fifth":

1	(F) by striking "systems and facilities"
2	and inserting "systems, services, and facilities";
3	and
4	(G) by striking "growth of aviation" and
5	inserting "growth of the aerospace industry".
6	(b) Systems, Procedures, Facilities, and De-
7	VICES.—Section 44505 of title 49, United States Code,
8	is amended—
9	(1) in subsection (a)—
10	(A) by striking "develop, alter" and insert-
11	ing "develop when necessary, alter"; and
12	(B) by striking "and devices" and insert-
13	ing "services, and devices" each place it ap-
14	pears; and
15	(2) in subsection (b) by striking "develop dy-
16	namic simulation models" and inserting "develop or
17	procure dynamic simulation models and tools" each
18	place it appears.
19	SEC. 813. CERTIFICATES OF AUTHORIZATION OR WAIVER.
20	(a) In General.—Notwithstanding any other provi-
21	sion of law, the Secretary of Transportation, acting
22	through the Administrator of the Federal Aviation Admin-
23	istration, may issue a certificate of authorization or waiver
24	to a person to operate an aircraft within an area covered
25	by a temporary flight restriction under such conditions as

the Administrator may prescribe, except for airspace that is subject to a permanent, continuous flight restriction, unless the authorization or waiver is issued to, or with 4 the concurrence of, the entity for which the flight restric-5 tion was created. 6 (b) Special Considerations.—If a temporary flight restriction is related to a sporting event and issued 8 pursuant to section 352 of the Consolidated Appropriations Resolution, 2003 (Public Law 108–7), the conditions prescribed by the Administrator under subsection (a) shall 10 11 include the following: 12 (1) A minimum distance from the center of the 13 temporary flight restriction, which shall not be 14 greater than 0.75 nautical miles, unless the Admin-15 istrator determines, on a case by case basis, that 16 such mileage is insufficient to maintain public safe-17 ty. 18 (2) The person may not operate an aircraft (ex-19 cept for a purpose described under section 352(a)(3) 20 of the Consolidated Appropriations Resolution, 2003 21 (Public Law 108–7)) for a purpose that the Sec-22 retary determines is directly related to the event for 23 which the temporary flight restriction is active. 24 (c) Exception.—Subsection (b)(1) shall not apply to aircraft operations associated with an aviation event or 25

1	airshow for which the Administrator has granted a certifi-
2	cate of authorization or waiver.
3	(d) Briefing.—Not later than 18 months after the
4	date of enactment of this Act, the Secretary shall brief
5	the Committee on Transportation and Infrastructure of
6	the House of Representatives and the Committee on Com-
7	merce, Science, and Transportation of the Senate on the
8	implementation of this section, including the number and
9	nature of certificates of authorization or waiver that have
10	been issued under subsection (a) subject to restrictions
11	under subsection (b).
12	(e) Operational Purposes.—Section 352(a)(3)(B)
13	of Consolidated Appropriations Resolution, 2003 (Public
14	Law 108–7) is amended by inserting "(or attendees ap-
15	proved by)" after "guests".
16	(f) Sunset.—Subsection (b) shall cease to have ef-
17	fect on October 1, 2028.
18	SEC. 814. WING-IN-GROUND-EFFECT CRAFT.
19	(a) Memorandum of Understanding.—
20	(1) In general.—Not later than 24 months
21	after the date of enactment of this Act, the Adminis-
22	trator of the Federal Aviation Administration and
23	the Commandant of the Coast Guard shall execute
24	a memorandum of understanding governing the spe-
25	cific roles, delineations of responsibilities, resources,

1	and commitments of the Federal Aviation Adminis-
2	tration and the Coast Guard, respectively, pertaining
3	to wing-in-ground-effect craft that are—
4	(A) only capable of operating either in
5	water or in ground effect over water; and
6	(B) operated exclusively over waters sub-
7	ject to the jurisdiction of the United States.
8	(2) Contents.—The memorandum of under-
9	standing described in paragraph (1) shall—
10	(A) cover the processes the Federal Avia-
11	tion Administration and the United States
12	Coast Guard will follow to promote communica-
13	tions, efficiency, and nonduplication of effort in
14	carrying out such memorandum of under-
15	standing;
16	(B) account for the special rule in accord-
17	ance with subsection (b); and
18	(C) provide procedures for, at a minimum,
19	the following:
20	(i) Approval of wing-in-ground-effect
21	craft designs.
22	(ii) Operations of wing-in-ground-ef-
23	fect craft.
24	(iii) Pilotage of wing-in-ground-effect
25	craft.

1	(iv) Inspections of wing-in-ground-ef-
2	fect craft.
3	(v) Maintenance of wing-in-ground-ef-
4	fect craft.
5	(b) Special Rule Prohibiting Secretary From
6	REGULATING CERTAIN WIG CRAFT OPERATORS AS AIR
7	CARRIERS.—Notwithstanding any other provision of law
8	or regulation, the Secretary of Transportation may not
9	regulate an operator of a wing-in-ground-effect craft as
10	an air carrier (as such term is defined in section 40102(a)
11	of title 49, United States Code).
12	(c) Rule of Construction.—Nothing in this sec-
13	tion shall be construed to—
14	(1) limit the authority of the Secretary or the
15	Administrator to regulate aircraft that are not wing-
16	in-ground-effect craft, including aircraft that are—
17	(A) capable of the operations described in
18	subsection (d); and
19	(B) capable of sustained flight out of
20	ground effect;
21	(2) confer upon the Commandant the authority
22	to determine the impact of any civil aircraft oper-
23	ation on the safety or efficiency of the National Air-
24	space System; or

1	(3) confer upon the Administrator the authority
2	to issue a certificate of documentation, with or with-
3	out a registry, fishery or coastwise endorsement, for,
4	or inspect any vessel as that term is defined in sec-
5	tion 115 of title 46, United States Code.
6	(d) Wing-in-ground-effect Craft Defined.—In
7	this section, the term "wing-in-ground-effect craft" means
8	a craft that is capable of operating completely above the
9	surface of the water on a dynamic air cushion created by
10	aerodynamic lift due to the ground effect between the craft
11	and the surface of the water.
12	SEC. 815. QUASQUICENTENNIAL OF AVIATION.
13	(a) FINDINGS.—Congress finds the following:
14	(1) December 17, 2028, is the 125th anniver-
15	sary of the first successful manned, free, controlled,
16	and sustained flight by an aircraft.
17	(2) The first flight by Orville and Wilbur
18	Wright in Kitty Hawk, North Carolina, is a defining
19	moment in the history of the United States and the
20	world.
21	(3) The Wright brothers' achievement is a tes-
22	tament to their ingenuity, perseverance, and commit-
23	ment to innovation, which has inspired generations
24	of aviators and scientists alike.

1	(4) The advent of aviation and the air transpor-
2	tation industry has fundamentally transformed the
3	United States and the world for the better.
4	(5) The 125th anniversary of the Wright broth-
5	ers' first flight is worthy of recognition and celebra-
6	tion to honor their legacy and to inspire a new gen-
7	eration of Americans as aviation reaches an inflec-
8	tion point of innovation and change.
9	(b) Sense of Congress.—It is the sense of Con-
10	gress that the Secretary of Transportation, the Adminis-
11	trator of the Federal Aviation Administration, and the
12	heads of other appropriate Federal agencies should facili-
13	tate and participate in local, national, and international
14	observances and activities that commemorate and cele-
15	brate the 125th anniversary of powered flight.
16	SEC. 816. FEDERAL CONTRACT TOWER WAGE DETERMINA-
17	TIONS AND POSITIONS.
18	The Secretary of Transportation shall request that
19	the Secretary of Labor—
20	(1) review and update, as necessary, including
21	to account for cost-of-living adjustments, the basis
22	for the wage determination for air traffic controllers
23	who are employed at air traffic control towers oper-
24	ated under the Contract Tower Program established

1	(2) create a new wage determination category
2	or occupation code for managers of air traffic con-
3	trollers who are employed at air traffic control tow-
4	ers in the Contract Tower Program; and
5	(3) consult with the Administrator of the Fed-
6	eral Aviation Administration in carrying out the re-
7	quirements of paragraphs (1) and (2).
8	SEC. 817. INTERNAL PROCESS IMPROVEMENTS REVIEW.
9	(a) In General.—Not later than 180 days after the
10	date of enactment of this Act, the inspector general of the
11	Department of Transportation shall review the coordina-
12	tion and approval processes of non-regulatory materials
13	produced by the Federal Aviation Administration to im-
14	prove the timeliness, transparency, development, and
15	issuance of such materials.
16	(b) Contents of Review.—In conducting the re-
17	view under subsection (a), the inspector general shall—
18	(1) provide recommendations for improving
19	processes and eliminating nonvalue-added reviews of
20	non-regulatory materials within the Federal Aviation
21	Administration and Department of Transportation,
22	in consideration of the authority of the Adminis-
23	trator under section 106 of title 49, United States
24	Code, and other applicable laws;

1	(2) consider, with respect to each office within
2	the Federal Aviation Administration and the Depart-
3	ment of Transportation that reviews non-regulatory
4	materials—
5	(A) the timeline assigned to each such of-
6	fice to complete the review of such materials;
7	(B) the actual time spent for such review;
8	and
9	(C) opportunities to reduce the actual time
10	spent for such review;
11	(3) describe any organizational changes and ad-
12	ditional resources that the Administration needs, if
13	necessary, to reduce delays in the development and
14	publication of proposed non-regulatory materials;
15	(4) consider to what extent reporting mecha-
16	nisms and templates could be used to provide the
17	public with more consistent information on the de-
18	velopment status of non-regulatory materials;
19	(5) consider changes to the application of rules
20	governing ex parte communications by the Adminis-
21	trator to provide flexibility for employees of the Ad-
22	ministration to discuss non-regulatory materials with
23	aviation stakeholders and foreign aviation authorities
24	to promote United States aviation leadership;

1	(6) recommend methods by which the Adminis-
2	tration can incorporate standards set by recognized
3	industry standards organizations, as such term is
4	defined in section 806, into non-regulatory materials
5	to keep pace with rapid changes in aerospace tech-
6	nology and processes; and
7	(7) evaluate the processes and best practices
8	other civil aviation authorities and other Federal de-
9	partments and agencies use to produce non-regu-
10	latory materials, particularly the processes of enti-
11	ties that produce such materials in an expedited
12	fashion to respond to safety risks, incidents, or new
13	technology adoption.
14	(c) Consultation.—In conducting the review under
15	subsection (a), the inspector general may, as appropriate,
16	consult with industry stakeholders, academia, and other
17	individuals with relevant background or expertise in im-
18	proving the efficiency of Federal non-regulatory material
19	production.
20	(d) Report.—Not later than 1 year after the inspec-
21	tor general initiates the review under subsection (a), the
22	inspector general shall submit to the Administrator a re-
23	port on such review.
24	(e) ACTION PLAN.—

1	(1) In General.—The Administrator shall de-
2	velop an action plan to implement the recommenda-
3	tions contained in the report submitted under sub-
4	section (d).
5	(2) Briefing.—Not later than 90 days after
6	receiving the report under subsection (d), the Ad-
7	ministrator shall brief the Committee on Transpor-
8	tation and Infrastructure and the Committee on
9	Science, Space, and Technology of the House of
10	Representatives and the Committee on Commerce,
11	Science, and Transportation of the Senate on such
12	plan.
13	(f) Non-regulatory Materials Defined.—In
14	this section, the term "non-regulatory materials" means
15	orders, advisory circulars, statements of policy, guidance,
16	technical standards, and other materials related to avia-
17	tion safety, training, and operation of aeronautical prod-
18	uets.
19	SEC. 818. ACCEPTANCE OF DIGITAL DRIVER'S LICENSE AND
20	IDENTIFICATION CARDS.
21	The Administrator of the Federal Aviation Adminis-
22	tration shall take such actions as may be necessary to ac-
23	cept, in any instance where an individual is required to
24	submit government-issued identification to the Adminis-

1	trator, a digital or mobile driver's license or identification
2	card issued to such individual by a State.
3	SEC. 819. BUCKEYE 940 RELEASE OF DEED RESTRICTIONS.
4	(a) Purpose.—The purpose of this section is to au-
5	thorize the Secretary to issue a Deed of Release from all
6	terms, conditions, reservations, restrictions, and obliga-
7	tions contained in the Quitclaim Deed and permit the
8	State of Arizona to deposit all proceeds of the disposition
9	of Buckeye 940 in the appropriate fund for the benefit
10	of the beneficiaries of the Arizona State Land Trust.
11	(b) Definitions.—In this section:
12	(1) Buckeye 940.—The term "Buckeye 940"
13	means all of section 12, T.1 N., R.3 W. and all of
14	adjoining fractional section 7, T.1 N., R.2 W., Gila
15	and Salt River Meridian, Arizona, which property
16	was the subject of the Quitclaim Deed between the
17	United States and the State of Arizona, dated July
18	11, 1949, and which is currently owned by the State
19	of Arizona and held in trust for the beneficiaries of
20	the Arizona State Land Trust.
21	(2) QUITCLAIM DEED.—The term "Quitclaim
22	Deed" means the Quitclaim Deed between the
23	United States and the State of Arizona, dated July
24	11, 1949.

1	(3) Secretary.—The term "Secretary" means
2	the Secretary of Transportation.
3	(c) Release of Any and All Interest in Buck-
4	EYE 940.—
5	(1) In general.—Notwithstanding any other
6	provision of law, the United States, acting through
7	the Secretary, shall issue to the State of Arizona a
8	Deed of Release to release all terms, conditions, res-
9	ervations, restrictions, and obligations contained in
10	the Quitclaim Deed, including any and all rever-
11	sionary interest of the United States in Buckeye
12	940.
13	(2) Terms and conditions.—The Deed of
14	Release described in paragraph (1) shall be subject
15	to such additional terms and conditions, consistent
16	with such paragraph, as the Secretary considers ap-
17	propriate to protect the interests of the United
18	States.
19	(3) No restriction on use of proceeds.—
20	Notwithstanding any other provision of law, the
21	State of Arizona may dispose of Buckeye 940 and
22	any proceeds thereof, including proceeds already col-
23	lected by the State and held in a suspense account,
24	without regard to any restriction imposed by the

1	Quitclaim Deed or by section 155.7 of title 14, Code
2	of Federal Regulations.
3	(4) Mineral Reservation.—The Deed of Re-
4	lease described in paragraph (1) shall include the re-
5	lease of all interests of the United States to the min-
6	eral rights on Buckeye 940 included in the Quit-
7	claim Deed.
8	SEC. 820. FEDERAL AVIATION ADMINISTRATION INFORMA-
9	TION TECHNOLOGY SYSTEM INTEGRITY.
10	(a) In General.—Not later than 180 days after the
11	date of enactment of this Act, the Administrator of the
12	Federal Aviation Administration shall initiate a review to
13	identify and address aging information technology systems
14	within the Administration.
15	(b) Contents.—The review required under sub-
16	section (a) shall—
17	(1) identify and inventory critical software and
18	hardware systems of the Administration;
19	(2) assess the vulnerabilities of such systems to
20	degradation, errors (including human errors), and
21	malicious attacks (including cyber attacks); and
22	(3) identify upgrades to, or replacements for,
23	such systems that are necessary to mitigate such
24	vulnerabilities.

1	(c) MITIGATION.—The Administrator shall take such
2	action as may be necessary to mitigate the vulnerabilities
3	identified under the review conducted under subsection
4	(a).
5	(d) Leveraging External Expertise.—To the
6	maximum extent practicable, the actions carried out pur-
7	suant to this section shall—
8	(1) be consistent with the acquisition manage-
9	ment system established and updated pursuant to
10	section 40110(d) of title 49, United States Code;
11	(2) incorporate input from industry, academia,
12	or other external experts on information technology;
13	and
14	(3) identify technologies in existence or in de-
15	velopment that, with or without adaptation, are ex-
16	pected to be suitable to meet the technical informa-
17	tion technology needs of the Administration.
18	(e) Report.—Not later than 2 years after the date
19	of enactment of this Act, the Administrator shall submit
20	to the Committee on Transportation and Infrastructure
21	of the House of Representatives and the Committee on
22	Commerce, Science, and Transportation of the Senate a
23	report detailing the results of the review required under
24	subsection (a).
25	(f) Inspector General Review.—

1	(1) IN GENERAL.—After the Administrator
2	completes the review under subsection (a), the in-
3	spector general of the Department of Transportation
4	shall conduct an audit of the integrity of the infor-
5	mation technology systems of the Administration
6	and assess the efforts of the Administration to ad-
7	dress the Administration's aging information tech-
8	nology systems.
9	(2) Report.—The inspector general shall sub-
10	mit to the Committee on Transportation and Infra-
11	structure of the House of Representatives and the
12	Committee on Commerce, Science, and Transpor-
13	tation of the Senate a report on the results of the
13 14	tation of the Senate a report on the results of the audit carried out under this subsection.
	•
14	audit carried out under this subsection.
14 15	audit carried out under this subsection.  SEC. 821. BRIEFING ON RADIO COMMUNICATIONS COV-
14 15 16 17	audit carried out under this subsection.  SEC. 821. BRIEFING ON RADIO COMMUNICATIONS COVERAGE AROUND MOUNTAINOUS TERRAIN.
14 15 16 17	audit carried out under this subsection.  SEC. 821. BRIEFING ON RADIO COMMUNICATIONS COVERAGE AROUND MOUNTAINOUS TERRAIN.  (a) Briefing Requirement.—Not later than 180 days after the date of enactment of this Act, the Adminis-
14 15 16 17 18	audit carried out under this subsection.  SEC. 821. BRIEFING ON RADIO COMMUNICATIONS COVERAGE AROUND MOUNTAINOUS TERRAIN.  (a) Briefing Requirement.—Not later than 180 days after the date of enactment of this Act, the Adminis-
14 15 16 17 18	audit carried out under this subsection.  SEC. 821. BRIEFING ON RADIO COMMUNICATIONS COVERAGE AROUND MOUNTAINOUS TERRAIN.  (a) BRIEFING REQUIREMENT.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall provide
14 15 16 17 18 19 20 21	audit carried out under this subsection.  SEC. 821. BRIEFING ON RADIO COMMUNICATIONS COVERAGE AROUND MOUNTAINOUS TERRAIN.  (a) BRIEFING REQUIREMENT.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall provide to the Committee on Transportation and Infrastructure
14 15 16 17 18 19 20 21	audit carried out under this subsection.  SEC. 821. BRIEFING ON RADIO COMMUNICATIONS COVERAGE AROUND MOUNTAINOUS TERRAIN.  (a) BRIEFING REQUIREMENT.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall provide to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on
14 15 16 17 18 19 20 21	audit carried out under this subsection.  SEC. 821. BRIEFING ON RADIO COMMUNICATIONS COVERAGE AROUND MOUNTAINOUS TERRAIN.  (a) BRIEFING REQUIREMENT.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall provide to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a

1	(b) Briefing Contents.—The briefing required
2	under subsection (a) shall include the following:
3	(1) The radio communications coverage within
4	the airspace surrounding the Mena Intermountain
5	Municipal Airport with the applicable Air Route
6	Traffic Control Center.
7	(2) The altitudes at which radio communica-
8	tions capabilities are lost within such airspace.
9	(3) Recommendations on changes that may in-
10	crease radio communications coverage below 4,000
11	feet above ground level within such airspace.
12	SEC. 822. STUDY ON CONGESTED AIRSPACE.
13	(a) Study.—Not later than 180 days after the date
14	of enactment of this Act, the Comptroller General of the
15	United States shall initiate a study on the efficiency and
16	efficacy of scheduled commercial air service transiting con-
17	gested airspace.
18	(b) Contents.—In carrying out the study required
19	under subsection (a), the Comptroller General shall exam-
20	ine—
21	(1) various regions of congested airspace and
22	the differing factors of such regions;
23	(2) commercial air service;
24	(3) military flight activity;
25	(4) emergency response activity;

1	(5) commercial space launch and reentry activi-
2	ties;
3	(6) weather; and
4	(7) air traffic controller staffing.
5	(c) REPORT.—Not later than 18 months after the
6	date of enactment of this Act, the Comptroller General
7	shall submit to the Committee on Transportation and In-
8	frastructure of the House of Representatives and the Com-
9	mittee on Commerce, Science, and Transportation of the
10	Senate a report on the results of the study and rec-
11	ommendations to reduce the impacts to scheduled air serv-
12	ice transiting congested airspace.
13	SEC. 823. ADMINISTRATIVE SERVICES FRANCHISE FUND.
14	Title I of the Department of Transportation and Re-
15	lated Agencies Appropriations Act, 1997 (49 U.S.C.
16	40113 note) is amended under the heading "Administra-
17	tive Services Franchise Fund" by striking "shall be paid
18	in advance" and inserting "may be reimbursed after per-
19	formance or paid in advance".
20	SEC. 824. USE OF BIOGRAPHICAL ASSESSMENTS.
21	Section 44506(f)(2)(A) of title 49, United States
22	Code, is amended by striking "paragraph (1)(B)(ii)" and
23	inserting "paragraph (1)(B)".

1	SEC. 825. WHISTLEBLOWER PROTECTION ENFORCEMENT.
2	Section 42121(b)(5) of title 49, United States Code,
3	is amended to read as follows:
4	"(5) Enforcement of order.—Whenever
5	any person has failed to comply with an order issued
6	under paragraph (3), the Secretary of Labor and the
7	Administrator of the Federal Aviation Administra-
8	tion shall consult with each other to determine the
9	most appropriate action to be taken, in which—
10	"(A) the Secretary of Labor may file a
11	civil action in the United States district court
12	for the district in which the violation was found
13	to occur to enforce such order, for which, in ac-
14	tions brought under this paragraph, the district
15	courts shall have jurisdiction to grant all appro-
16	priate relief including, injunctive relief and com-
17	pensatory damages; and
18	"(B) the Administrator of the Federal
19	Aviation Administration may assess a civil pen-
20	alty pursuant to section 46301.".
21	SEC. 826. FINAL RULEMAKING ON CERTAIN MANUFAC-
22	TURING STANDARDS.
23	Not later than December 16, 2023, the Administrator
24	of the Federal Aviation Administration shall issue a final
25	rule for the notice of proposed rulemaking titled "Airplane

	100
1	Fuel Efficiency Certification" and published June 15,
2	2022 (RIN 2120–AL54).
3	SEC. 827. REMOTE DISPATCH.
4	(a) In General.—Section 44711(a) of title 49,
5	United States Code, is amended—
6	(1) in paragraph (9) by striking "or" at the
7	end;
8	(2) in paragraph (10) by striking the period
9	and inserting "; or"; and
10	(3) by adding at the end the following:
11	"(11) work as an aircraft dispatcher outside of
12	a physical location designated as a dispatching cen-
13	ter or flight following center of an air carrier, except
14	as provided under section 44747.".
15	(b) AIRCRAFT DISPATCHING.—Chapter 447 of title
16	49, United States Code, is further amended by adding at
17	the end the following:
18	"§ 44747. Aircraft dispatching
19	"(a) Aircraft Dispatching Certificate.—No
20	person may serve as an aircraft dispatcher for an air car-
21	rier unless that person holds the appropriate aircraft dis-
22	patcher certificate issued by the Administrator of the Fed-
23	eral Aviation Administration.
24	"(b) Proof of Certificate.—Upon the request of
25	the Administrator or an authorized representative of the

1	National Transportation Safety Board, or other appro-
2	priate Federal agency, a person who holds such a certifi-
3	cate, and is performing dispatching shall present the cer-
4	tificate for inspection.
5	"(c) DISPATCH CENTERS AND FLIGHT FOLLOWING
6	CENTERS.—
7	"(1) Establishment.—Air carriers shall es-
8	tablish and maintain sufficient dispatch centers and
9	flight following centers necessary to maintain oper-
10	ational control of each flight at all times.
11	"(2) Requirements.—Air carrier dispatch
12	centers and flight following centers shall—
13	"(A) have a sufficient number of aircraft
14	dispatchers at dispatch centers and flight fol-
15	lowing centers to ensure proper operational con-
16	trol of each flight at all times;
17	"(B) have the equipment necessary and in
18	good repair to maintain proper operational con-
19	trol of each flight at all times; and
20	"(C) include appropriate physical and cy-
21	bersecurity protections, as determined by the
22	Administrator.
23	"(3) Location limitation.—No air carrier
24	may dispatch aircraft from any location other than

1	the designated dispatch centers or flight following
2	centers of such air carrier.
3	"(d) Emergency Authority for Remote Dis-
4	PATCHING.—Notwithstanding subsection (c), an air car-
5	rier may dispatch aircraft from locations other than from
6	designated dispatch centers or flight following centers for
7	a limited period of time in the event of an emergency or
8	other event that renders a center inoperable. An air carrier
9	may not dispatch aircraft under the emergency authority
10	under this subsection for longer than 30 consecutive days
11	without the approval of the Administrator.".
12	(c) Clerical Amendment.—The analysis for chap-
13	ter 447 of title 49, United States Code, is further amend-
14	ed by adding at the end the following:
14	ed by adding at the end the following: "44747. Aircraft dispatching.".
14 15	•
	"44747. Aircraft dispatching.".
15	"44747. Aircraft dispatching.".  SEC. 828. EMPLOYEE ASSAULT PREVENTION AND RE-
15 16	"44747. Aircraft dispatching.".  SEC. 828. EMPLOYEE ASSAULT PREVENTION AND RE- SPONSE PLANS AMENDMENT.
15 16 17	"44747. Aircraft dispatching.".  SEC. 828. EMPLOYEE ASSAULT PREVENTION AND RE- SPONSE PLANS AMENDMENT.  Section 551 of the FAA Reauthorization Act of 2018
15 16 17 18	"44747. Aircraft dispatching.".  SEC. 828. EMPLOYEE ASSAULT PREVENTION AND RE- SPONSE PLANS AMENDMENT.  Section 551 of the FAA Reauthorization Act of 2018  (49 U.S.C. 44903 note) is amended—
115 116 117 118	"44747. Aircraft dispatching.".  SEC. 828. EMPLOYEE ASSAULT PREVENTION AND RE- SPONSE PLANS AMENDMENT.  Section 551 of the FAA Reauthorization Act of 2018  (49 U.S.C. 44903 note) is amended—  (1) in subsection (a)—
115 116 117 118 119 220	"44747. Aircraft dispatching.".  SEC. 828. EMPLOYEE ASSAULT PREVENTION AND RE- SPONSE PLANS AMENDMENT.  Section 551 of the FAA Reauthorization Act of 2018  (49 U.S.C. 44903 note) is amended—  (1) in subsection (a)—  (A) by striking "Not later than 90 days
115 116 117 118 119 220 221	"44747. Aircraft dispatching.".  SEC. 828. EMPLOYEE ASSAULT PREVENTION AND RE- SPONSE PLANS AMENDMENT.  Section 551 of the FAA Reauthorization Act of 2018  (49 U.S.C. 44903 note) is amended—  (1) in subsection (a)—  (A) by striking "Not later than 90 days after the date of enactment of this Act," and
115 116 117 118 119 220 221	"44747. Aircraft dispatching.".  SEC. 828. EMPLOYEE ASSAULT PREVENTION AND RE- SPONSE PLANS AMENDMENT.  Section 551 of the FAA Reauthorization Act of 2018  (49 U.S.C. 44903 note) is amended—  (1) in subsection (a)—  (A) by striking "Not later than 90 days after the date of enactment of this Act," and inserting "The Administrator shall require";

1	(2) in subsection (c) by striking "A part 121
2	air carrier shall" and inserting "The Administrator
3	shall require a part 121 air carrier to".
4	SEC. 829. CREW MEMBER SELF-DEFENSE TRAINING.
5	Section 44918(b) of title 49, United States Code, is
6	amended—
7	(1) in paragraph (4) by striking "Neither" and
8	inserting "Except as provided in paragraph (8), nei-
9	ther"; and
10	(2) by adding at the end the following:
11	"(8) Air carrier accommodation.—An air
12	carrier with a crew member participating in the
13	training program under this subsection shall provide
14	a process through which each such crew member
15	may obtain reasonable accommodations.".
16	SEC. 830. FORMAL SEXUAL ASSAULT AND HARASSMENT
17	POLICIES ON AIR CARRIERS AND FOREIGN
18	AIR CARRIERS.
19	(a) In General.—Chapter 417 of title 49, United
20	States Code, is further amended by adding at the end the
21	following:
22	" $\S$ 41729. Formal sexual assault and harassment poli-
23	cies
24	"(a) Requirement.—Not later than 180 days after
25	the date of enactment of this section, each air carrier and

1	foreign air carrier transporting passengers for compensa-
2	tion shall issue, in consultation with labor unions rep-
3	resenting personnel of the air carrier or foreign air carrier,
4	a formal policy with respect to transportation sexual as-
5	sault or harassment incidents.
6	"(b) Contents.—The policy required under sub-
7	section (a) shall include—
8	"(1) a statement indicating that no transpor-
9	tation sexual assault or harassment incident is ac-
10	ceptable under any circumstance;
11	"(2) procedures that facilitate the reporting of
12	a transportation sexual assault or harassment inci-
13	dent, including—
14	"(A) appropriate public outreach activities;
15	and
16	"(B) confidential phone and internet-based
17	opportunities for reporting;
18	"(3) procedures that personnel should follow
19	upon the reporting of a transportation sexual assault
20	or harassment incident, including actions to protect
21	affected individuals from continued sexual assault or
22	harassment and to notify law enforcement when ap-
23	propriate;
24	"(4) procedures that may limit or prohibit, to
25	the extent practicable, future travel with the air car-

1	rier or foreign air carrier by any passenger who
2	causes a transportation sexual assault or harassment
3	incident; and
4	"(5) training that is required for all appropriate
5	personnel with respect to the policy required under
6	subsection (a), including—
7	"(A) specific training for personnel who
8	may receive reports of transportation sexual as-
9	sault or harassment incidents; and
10	"(B) recognizing and responding to poten-
11	tial human trafficking victims, in the same
12	manner as required under section 44734(a)(4).
13	"(c) Passenger Information.—An air carrier or
14	foreign air carrier described in subsection (a) shall promi-
15	nently display, on the internet website of the air carrier
16	or foreign air carrier and through the use of appropriate
17	signage, a written statement that informs passengers and
18	personnel of the procedure for reporting a transportation
19	sexual assault or harassment incident.
20	"(d) STANDARD OF CARE.—Compliance with the re-
21	quirements of this section, and any policy issued there-
22	under, shall not determine whether the air carrier or for-
23	eign air carrier described in subsection (a) has acted with
24	any requisite standard of care.
25	"(e) Definitions.—In this section:

1	"(1) Personnel.—The term 'personnel' means
2	an employee or contractor of an air carrier or for-
3	eign air carrier.
4	"(2) SEXUAL ASSAULT.—The term 'sexual as-
5	sault' means the occurrence of an act that con-
6	stitutes any nonconsensual sexual act proscribed by
7	Federal, tribal, or State law, including when the vic-
8	tim lacks capacity to consent.
9	"(3) Transportation sexual assault or
10	HARASSMENT INCIDENT.—The term 'transportation
11	sexual assault or harassment incident' means the oc-
12	currence, or reasonably suspected occurrence, of an
13	act that—
14	"(A) constitutes sexual assault or sexual
15	harassment; and
16	"(B) is committed—
17	"(i) by a passenger or member of per-
18	sonnel of an air carrier or foreign air car-
19	rier against another passenger or member
20	of personnel of an air carrier or foreign air
21	carrier; and
22	"(ii) within an aircraft or in an area
23	in which passengers are entering or exiting
24	an aircraft.".

1	(b) Clerical Amendment.—The analysis for chap-
2	ter 417 of title 49, United States Code, is further amend-
3	ed by adding at the end the following:
	"41729. Formal sexual assault and harassment policies.".
4	SEC. 831. INTERFERENCE WITH SECURITY SCREENING
5	PERSONNEL.
6	Section 46503 of title 49, United States Code, is
7	amended—
8	(1) by striking "An individual" and inserting
9	the following:
10	"(a) In General.—An individual"; and
11	(2) by adding at the end the following:
12	"(b) AIRPORT AND AIR CARRIER EMPLOYEES.—For
13	purposes of this section, an airport or air carrier employee
14	who has security duties within the airport includes an air-
15	port or air carrier employee performing ticketing, check-
16	in, baggage claim, or boarding functions.".
17	SEC. 832. MECHANISMS TO REDUCE HELICOPTER NOISE.
18	(a) In General.—Not later than 1 year after the
19	date of enactment of this Act, the Comptroller General
20	of the United States shall initiate a study to examine ways
21	in which a State, territorial, or local government may miti-
22	gate the negative impacts of commercial helicopter noise.
23	(b) Considerations.—In conducting the study
24	under subsection (a), the Comptroller General shall con-
25	sider—

1	(1) the varying degree of commercial helicopter
2	operations in different communities; and
3	(2) actions that State, and local governments
4	have taken, and authorities such governments have
5	used, to reduce the impact of commercial helicopter
6	noise and the success of such actions.
7	(c) Report.—Not later than 2 years after the date
8	of enactment of this Act, the Comptroller General shall
9	provide to the Administrator of the Federal Aviation Ad-
10	ministration, the Committee on Transportation and Infra-
11	structure of the House of Representatives, and the Com-
12	mittee on Commerce, Science, and Transportation of the
13	Senate a report on the findings of the study conducted
14	under subsection (a).
15	SEC. 833. TECHNICAL CORRECTIONS.
16	(a) Title 49 Analysis.—The analysis for title 49,
17	United States Code, is amended by striking the item relat-
18	ing to subtitle IX and inserting the following:
	"IX. MULTIMODAL FREIGHT TRANSPORTATION
19	(b) Subtitle I Analysis.—The analysis for subtitle
20	I of title 49, United States Code, is amended by striking
21	the item relating to chapter 7.
22	(c) Subtitle VII Analysis.—The analysis for sub-
23	title VII of title 49, United States Code, is amended by

1	striking the item relating to chapter 448 and inserting the
2	following:
	"448. Unmanned Aircraft Systems
3	(d) Authority to Exempt.—Section 40109(b) of
4	title 49, United States Code, is amended by striking "sec-
5	tions 40103(b)(1) and (2) of this title" and inserting
6	"paragraphs (1) and (2) of section 40103(b)".
7	(e) General Procurement Authority.—Section
8	40110(d)(3) of title 49, United States Code, is further
9	amended—
10	(1) in subparagraph (B) by inserting ", as in
11	effect on October 9, 1996" after "Policy Act";
12	(2) in subparagraph (C) by striking "the Office
13	of Federal Procurement Policy Act" and inserting
14	"division B of subtitle I of title 41"; and
15	(3) in subparagraph (D) by striking "section
16	27(e)(3)(A)(iv) of the Office of Federal Procurement
17	Policy Act" and inserting "section 2105(c)(1)(D) of
18	title 41".
19	(f) Government-Financed Air Transpor-
20	TATION.—Section 40118(g)(1) of title 49, United States
21	Code, is amended by striking "detection and reporting of
22	potential human trafficking (as described in paragraphs
23	(9) and (10)" and inserting "detection and reporting of
24	potential severe forms of trafficking in persons and sex

- 1 trafficking (as such terms are defined in paragraphs (11)
- 2 and (12)".
- 3 (g) 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 (h) 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 (i) 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
- section 40119(b) of this title and regulations pre-
- scribed under section 40119(b)," and inserting
- "Subject to section 44912(d)(2) and regulations pre-
- scribed under such section,".
- 20 (j) Use and Limitation of Amounts.—Section
- 21 44508 of title 49, United States Code, is amended by
- 22 striking "40119," each place it appears.
- 23 (k) STRUCTURES INTERFERING WITH AIR COM-
- 24 MERCE OR NATIONAL SECURITY.—Section 44718(h) of

- 1 title 49, United States Code, is amended to read as fol-
- 2 lows:
- 3 "(h) Definitions.—In this section, the terms 'ad-
- 4 verse impact on military operations and readiness' and
- 5 'unacceptable risk to the national security of the United
- 6 States' have the meaning given those terms in section
- 7 183a(h) of title 10.".
- 8 (l) Meteorological Services.—Section
- 9 44720(b)(2) of title 49, United States Code, is amended—
- 10 (1) by striking "the Administrator to persons"
- and inserting "the Administrator, to persons"; and
- 12 (2) by striking "the Administrator and to" and
- inserting "the Administrator, and to".
- 14 (m) AERONAUTICAL CHARTS.—Section 44721(c)(1)
- 15 of title 49, United States Code, is amended by striking
- 16 "1947," and inserting "1947".
- 17 (n) Flight Attendant Certification.—Section
- 18 44728(c) of title 49, United States Code, is amended by
- 19 striking "Regulation," and inserting "Regulations,".
- 20 (o) Manual Surcharge.—The analysis for chapter
- 21 453 of title 49, United States Code, is amended by adding
- 22 at the end the following:
  - "45306. Manual surcharge.".
- 23 (p) SCHEDULE OF FEES.—Section 45301(a) of title
- 24 49, United States Code, is amended by striking "The Ad-
- 25 ministrator shall establish" and inserting "The Adminis-

- 1 trator of the Federal Aviation Administration shall estab-
- 2 lish".
- 3 (q) Judicial Review.—Section 46110(a) of title 49,
- 4 United States Code, is amended by striking "subsection
- 5 (l) or (s) of section 114" and inserting "subsection (l) or
- 6 (r) of section 114".
- 7 (r) CIVIL PENALTIES.—Section 46301(a) of title 49,
- 8 United States Code, is amended—
- 9 (1) in the heading for paragraph (6), by strik-
- ing "Failure to collect airport security
- 11 BADGES" and inserting "FAILURE TO COLLECT AIR-
- 12 PORT SECURITY BADGES"; and
- 13 (2) in paragraph (7), by striking "Penalties
- 14 RELATING TO HARM TO PASSENGERS WITH DISABIL-
- 15 ITIES" in the paragraph heading and inserting
- 16 "Penalties relating to harm to passengers
- 17 WITH DISABILITIES".
- 18 (s) Payments Under Project Grant Agree-
- 19 MENTS.—Section 47111(e) of title 49, United States
- 20 Code, is amended by striking "fee" and inserting
- 21 "charge".
- 22 (t) AGREEMENTS FOR STATE AND LOCAL OPER-
- 23 ATION OF AIRPORT FACILITIES.—Section
- 24 47124(b)(1)(B)(ii) of title 49, United States Code, is
- 25 amended by striking the second period at the end.

1	(u) Use of Funds for Repairs for Runway
2	Safety Repairs.—Section 47144(b)(4) of title 49,
3	United States Code, is amended by striking "(42 U.S.C.
4	4121 et seq.)" and inserting "(42 U.S.C. 5121 et seq.)".
5	(v) Metropolitan Washington Airports Au-
6	THORITY.—Section 49106 of title 49, United States Code,
7	is amended—
8	(1) in subsection $(a)(1)(B)$ by striking "and
9	section 49108 of this title"; and
10	(2) in subsection (c)(6)(C) by inserting "the"
11	before "jurisdiction".
12	(w) Separability and Effect of Judicial
13	Order.—Section 49112(b) of title 49, United States
14	Code, is amended—
15	(1) by striking paragraph (1); and
16	(2) by striking "(2) Any action" and inserting
17	"Any action".
18	SEC. 834. TRANSPORTATION OF ORGANS.
19	(a) In General.—Not later than 90 days after the
20	date of enactment of this Act, the Secretary of Transpor-
21	tation, in consultation with the Administrator of the Fed-
22	eral Aviation Administration, shall convene a working
23	group (in this section referred to as the "working group")
24	to assist in developing best practices for transportation of
25	an organ in the cabin of an aircraft operating under part

1	121 of title 14, Code of Federal Regulations, and to iden-
2	tify regulations that hinder such transportation, if applica-
3	ble.
4	(b) Composition.—The working group shall be com-
5	prised of representatives from the following:
6	(1) Air carriers operating under part 121 of
7	title 14, Code of Federal Regulations.
8	(2) Organ procurement organizations.
9	(3) Organ transplant hospitals.
10	(4) Flight attendants.
11	(5) Other relevant Federal agencies involved in
12	organ transportation or air travel.
13	(c) Considerations.—In establishing the best prac-
14	tices described in subsection (a), the working group shall
15	consider—
16	(1) a safe, standardized process for acceptance,
17	handling, management, and transportation of an
18	organ in the cabin of such aircraft; and
19	(2) protocols to ensure the safe and timely
20	transport of an organ in the cabin of such aircraft,
21	including through connecting flights.
22	(d) Recommendations.—Not later than 1 year
23	after the convening of the working group, such working
24	group shall submit to the Secretary a report containing

1	recommendations for the best practices described in su	b-
2	section (a).	

- 3 (e) Definition of Organ.—In this section, the
- 4 term "organ"—
- 5 (1) has the meaning given such term in section
- 6 121.2 of title 42, Code of Federal Regulations; and
- 7 (2) includes organ-related tissue.

## 8 SEC. 835. REPORT ON APPLICATION APPROVAL TIMING.

- 9 Not later than 120 days after the date of enactment
- 10 of this Act, the Administrator of the Federal Aviation Ad-
- 11 ministration shall submit to the Committee on Transpor-
- 12 tation and Infrastructure of the House of Representatives
- 13 and the Committee on Commerce, Science, and Transpor-
- 14 tation of the Senate a report detailing the amount of time
- 15 the application approval process takes for agricultural air-
- 16 craft operations under part 137 of title 14, Code of Fed-
- 17 eral Regulations.

## 18 SEC. 836. STUDY ON AIR CARGO OPERATIONS.

- 19 (a) IN GENERAL.—Not later than 180 days after the
- 20 date of enactment of this Act, the Comptroller General
- 21 of the United States shall initiate a study on the sustain-
- 22 ability of air cargo operations.
- 23 (b) Contents.—In conducting the study required
- 24 under subsection (a), the Comptroller General shall ad-
- 25 dress the following:

1	(1) Airport and cargo development strategies,
2	including the pursuit of new air carriers and plans
3	for physical expansion.
4	(2) Key historical statistics for passenger, cargo
5	volumes, including freight, express, and mail cargo,
6	and operations, including statistics distinguishing
7	between passenger and freight operations.
8	(3) A description of air cargo facilities, includ-
9	ing the age and condition of such facilities and the
10	square footage and configuration of the landside and
11	airside infrastructure of such facilities, and cargo
12	buildings.
13	(4) The projected square footage deficit of the
14	cargo facilities and infrastructure described in para-
15	graph (3).
16	(5) The projected requirements and square
17	footage deficit for air cargo support facilities.
18	(6) The general physical and operating issues
19	and constraints associated with air cargo operations.
20	(7) A description of delays in truck bays associ-
21	ated with the infrastructure and critical landside
22	issues, including truck maneuvering and queuing
23	and parking for employees and customers.
24	(8) The estimated cost of developing new cargo
25	facilities and infrastructure, including the identifica-

1	tion of percentages for development with a return on
2	investment and without a return on investment.
3	(9) The projected leasing costs to tenants per
4	square foot with and without Federal funding of the
5	non-return on investment allocation.
6	(10) A description of customs and general staff-
7	ing issues associated with air cargo operations and
8	the impacts of such issues on service.
9	(11) An assessment of the impact, cost, and es-
10	timated cost savings of using modern comprehensive
11	communications and technology systems in air cargo
12	operations.
13	(12) A description of the impact of Federal reg-
14	ulations and local enforcement of interdiction and
15	facilitation policies on throughput.
16	(c) Report.—The Comptroller General shall submit
17	to the Committee on Transportation and Infrastructure
18	of the House of Representatives and the Committee on
19	Commerce, Science, and Transportation of the Senate the
20	results of the study carried out under this section.
21	SEC. 837. NEXT GENERATION RADIO ALTIMETERS.
22	(a) In General.—Not later than 60 days after the
23	date of enactment of this Act, the Administrator of the
24	Federal Aviation Administration, in coordination with in-
25	dustry and other relevant government stakeholders, shall

- 1 carry out an accelerated program to assist with the devel-
- 2 opment, testing, and certification of the standards and
- 3 technology necessary to ensure industry and the Adminis-
- 4 tration can certify, produce and meet the installation re-
- 5 quirements for next generation radio altimeters across all
- 6 necessary aircraft by January 1, 2028.
- 7 (b) Grant Program.—The Administrator may
- 8 award grants for the purposes of research and develop-
- 9 ment, testing, and other activities necessary to ensure that
- 10 next generation radio altimeter technology is developed,
- 11 tested, certified, and installed on necessary aircraft by
- 12 2028, including through public-private partnership grants
- 13 (which shall include protections for necessary intellectual
- 14 property with respect to any private sector entity testing,
- 15 certifying, or producing next generation radio altimeters
- 16 under the program carried out under this section) with
- 17 industry to ensure the accelerated production and installa-
- 18 tion by January 1, 2028.
- 19 (c) Review and Report.—Not later than 180 days
- 20 after the enactment of this Act, the Administrator shall
- 21 submit to the Committee on Transportation and Infra-
- 22 structure of the House of Representatives and the Com-
- 23 mittee on Commerce, Science, and Transportation of the
- 24 Senate a report on the steps the Administrator has taken
- 25 as of the date on which such report is submitted and any

- 1 actions the Administrator plans to take, including as part
- 2 of the program carried out under this section, to ensure
- 3 that next generation radio altimeter technology is devel-
- 4 oped, tested, certified, and installed by 2028.
- 5 SEC. 838. SENSE OF CONGRESS REGARDING SAFETY AND
- 6 SECURITY OF AVIATION INFRASTRUCTURE.
- 7 It is the sense of Congress that aviation provides es-
- 8 sential services critical to the United States economy and
- 9 that it is important to ensure the safety and security of
- 10 aviation infrastructure and protect such infrastructure
- 11 from unlawful breaches with appropriate legal safeguards.
- 12 SEC. 839. RESTRICTED CATEGORY AIRCRAFT MAINTE-
- 13 NANCE AND OPERATIONS.
- Notwithstanding any other provision of law, the Ad-
- 15 ministrator of the Federal Aviation Administration shall
- 16 have sole jurisdiction over the maintenance and operations
- 17 of aircraft owned by civilian operators and type-certifi-
- 18 cated in the restricted category under section 21.25 of title
- 19 14, Code of Federal Regulations.
- 20 SEC. 840. REPORT ON TELEWORK.
- Not later than 120 days after the date of the enact-
- 22 ment of this Act, the Secretary of Transportation shall
- 23 submit to the Committee on Transportation and Infra-
- 24 structure of the House of Representatives, the Committee
- 25 on Commerce, Science, and Transportation of the Senate,

1	and the Committees on Appropriations of the Senate and
2	the House of Representatives a detailed report on any di-
3	rect and indirect costs and inefficiencies associated with
4	COVID-era telework policies at the Federal Aviation Ad-
5	ministration.
6	SEC. 841. CREWMEMBER PUMPING GUIDANCE.
7	(a) In General.—Not later than 180 days after the
8	date of enactment of this Act, the Administrator of the
9	Federal Aviation Administration shall issue guidance to
10	part 121 air carriers relating to the expression of milk
11	by crewmembers on an aircraft during noncritical phases
12	of flight, consistent with the performance of the crew-
13	member's duties aboard the aircraft. The guidance shall
14	be equally applicable to any lactating crewmember. In de-
15	veloping the guidance, the Administrator shall—
16	(1) consider multiple methods of expressing
17	breast milk that could be used by crewmembers, in-
18	cluding the use of wearable lactation technology; and
19	(2) ensure the guidance will not require an air
20	carrier or foreign air carrier to incur significant ex-
21	pense, such as through—
22	(A) the addition of an extra crewmember
23	in response to providing a break;
24	(B) removal or retrofitting of seats on the
25	aircraft; or

1	(C) modification or retrofitting of an air-
2	craft.
3	(b) DEFINITIONS.—In this section:
4	(1) Crewmember.—The term "crewmember"
5	has the meaning given such term in section 1.1 of
6	title 14, Code of Federal Regulations.
7	(2) Critical phases of flight.—The term
8	"critical phases of flight" has the meaning given
9	such term in section 121.542 of title 14, Code of
10	Federal Regulations.
11	(3) Part 121.—The term "part 121" means
12	part 121 of title 14, Code of Federal Regulations.
13	(c) AVIATION SAFETY.—Nothing in this section shall
14	limit the authority of the Administrator relating to avia-
15	tion safety under subtitle VII of title 49, United States
16	Code.
17	SEC. 842. AIRCRAFT INTERCHANGE AGREEMENT LIMITA-
18	TIONS.
19	(a) STUDY.—Not later than 90 days after the date
20	of enactment of this Act, the Administrator of Federal
21	Aviation Administration shall conduct a study of foreign
22	interchange agreements.
23	(b) Contents.—In carrying out the study required
24	under subsection (a), the Administrator shall address the
25	following:

1	(1) Methods for updating regulations under
2	part 121.569 of title 14, Code of Federal Regula-
3	tions, for foreign interchange agreements.
4	(2) Time limits for foreign aircraft interchange
5	agreements.
6	(3) Minimum breaks between foreign aircraft
7	interchange agreements.
8	(4) Limits for no more than 1 foreign aircraft
9	interchange agreement between 2 airlines.
10	(5) Limits for no more than 2 foreign aircraft
11	on the interchange agreement.
12	SEC. 843. FEDERAL AVIATION ADMINISTRATION ACADEMY
13	AND FACILITY EXPANSION PLAN.
13	AND FACILITY EXPANSION PLAN.
13 14	AND FACILITY EXPANSION PLAN.  (a) Plan.—
<ul><li>13</li><li>14</li><li>15</li></ul>	AND FACILITY EXPANSION PLAN.  (a) Plan.—  (1) In general.—No later than 90 days after
13 14 15 16	AND FACILITY EXPANSION PLAN.  (a) Plan.—  (1) In general.—No later than 90 days after the date of enactment of this section, the Adminis-
13 14 15 16 17	AND FACILITY EXPANSION PLAN.  (a) Plan.—  (1) In general.—No later than 90 days after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall
13 14 15 16 17 18	AND FACILITY EXPANSION PLAN.  (a) Plan.—  (1) In general.—No later than 90 days after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall initiate the development of a plan to—
13 14 15 16 17 18	AND FACILITY EXPANSION PLAN.  (a) Plan.—  (1) In general.—No later than 90 days after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall initiate the development of a plan to—  (A) expand overall Federal Aviation Ad-
13 14 15 16 17 18 19 20	AND FACILITY EXPANSION PLAN.  (a) Plan.—  (1) In general.—No later than 90 days after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall initiate the development of a plan to—  (A) expand overall Federal Aviation Administration capacity relating to facilities, in-
13 14 15 16 17 18 19 20 21	AND FACILITY EXPANSION PLAN.  (a) Plan.—  (1) In general.—No later than 90 days after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall initiate the development of a plan to—  (A) expand overall Federal Aviation Administration capacity relating to facilities, instruction, equipment, and training resources to

1	vance the safety of the national airspace sys-
2	tem; and
3	(B) establish a second FAA Academy.
4	(2) Considerations.—In developing the plan
5	under paragraph (1), the Administrator shall con-
6	sider—
7	(A) the resources needed to support an in-
8	crease in the total number of developmental air
9	traffic controllers enrolled at the FAA Acad-
10	emies;
11	(B) the resources needed to lessen FAA
12	Academy attrition per fiscal year;
13	(C) how to modernize the education and
14	training of developmental air traffic controllers,
15	including through the use of new techniques
16	and technologies to support instruction, and
17	whether field training can be administered more
18	flexibly, such as at other Federal Aviation Ad-
19	ministration locations across the country;
20	(D) the equipment needed to support ex-
21	panded instruction, including air traffic control
22	simulation systems, virtual reality, and other
23	virtual training platforms;
24	(E) projected staffing needs associated
25	with FAA Academy expansion and the oper-

1	ation of virtual education platforms, including
2	the number of on-the-job instructors needed to
3	educate and train additional developmental air
4	traffic controllers;
5	(F) the use of existing Federal Aviation
6	Administration-owned facilities and classroom
7	space and identifying potential opportunities for
8	new construction;
9	(G) the costs of—
10	(i) expanding Federal Aviation Ad-
11	ministration capacity (as described in
12	paragraph $(1)(A)$ ; and
13	(ii) establishing a second FAA Acad-
14	emy (as described in paragraph (1)(B));
15	(H) soliciting input from, and coordinating
16	with, relevant stakeholders as appropriate, in-
17	cluding the exclusive bargaining representative
18	of air traffic control specialists of the Federal
19	Aviation Administration certified under section
20	7111 of title 5, United States Code; and
21	(I) other logistical and financial consider-
22	ations as determined by appropriate the Admin-
23	istrator.
24	(b) REPORT.—Not later than 1 year after the date
25	of enactment of this Act, the Administrator shall submit

- 1 to the Committee on Transportation and Infrastructure
- 2 of the House of Representatives and the Committee on
- 3 Commerce, Science, and Transportation of the Senate the
- 4 plan developed under subsection (a).
- 5 (c) Briefing.—Not later than 180 days after the
- 6 submission of the plan under subsection (b), the Adminis-
- 7 trator shall brief the Committee on Transportation and
- 8 Infrastructure of the House of Representatives and the
- 9 Committee on Commerce, Science, and Transportation of
- 10 the Senate on the plan, including the implementation of
- 11 the plan.

## 12 TITLE IX—NATIONAL TRANSPOR-

- 13 TATION SAFETY BOARD
- 14 AMENDMENTS ACT OF 2023
- 15 SEC. 901. SHORT TITLE.
- 16 This title may be cited as the "National Transpor-
- 17 tation Safety Board Amendments Act of 2023".
- 18 SEC. 902. AUTHORIZATION OF APPROPRIATIONS.
- 19 Section 1118(a) of title 49, United States Code, is
- 20 amended to read as follows:
- 21 "(a) In General.—There are authorized to be ap-
- 22 propriated for the purposes of this chapter \$142,000,000
- 23 for fiscal year 2024, \$145,000,000 for fiscal year 2025,
- 24 \$150,000,000 for fiscal year 2026, \$155,000,000 for fis-

1	cal year 2027, and \$161,000,000 for fiscal year 2028.
2	Such sums shall remain available until expended.".
3	SEC. 903. CLARIFICATION OF TREATMENT OF TERRI-
4	TORIES.
5	Section 1101 of title 49, United States Code, is
6	amended to read as follows:
7	"§ 1101. Definitions
8	"(a) In General.—In this chapter:
9	"(1) ACCIDENT.—The term 'accident' includes
10	damage to or destruction of vehicles in surface or air
11	transportation or pipelines, regardless of whether the
12	initiating event is accidental or otherwise.
13	"(2) State.—The term 'State' means a State
14	of the United States, the District of Columbia, Puer-
15	to Rico, the Virgin Islands, American Samoa, the
16	Northern Mariana Islands, and Guam.
17	"(b) Applicability of Other Definitions.—Sec-
18	tion 2101(23) of title 46 and section 40102(a) shall apply
19	to this chapter.".
20	SEC. 904. ADDITIONAL WORKFORCE TRAINING.
21	(a) Training on Emerging Transportation
22	Technologies.—Section 1113(b)(1) of title 49, United
23	States Code, is amended—
24	(1) in subparagraph (I) by striking "; and" and
25	inserting a semicolon;

1	(2) in subparagraph (J) by striking the period
2	and inserting "; and"; and
3	(3) by adding at the end the following:
4	"(K) notwithstanding section 3301 of title 41,
5	acquire training on emerging transportation tech-
6	nologies.".
7	(b) Additional Training Needs.—Section
8	1115(d) of title 49, United States Code, is amended by
9	inserting "and in those subjects furthering the personnel
10	and workforce development needs set forth in the strategic
11	workforce plan of the Board as required under section
12	1113(h)" after "of accident investigation".
13	SEC. 905. ACQUIRING MISSION-ESSENTIAL KNOWLEDGE
13 14	SEC. 905. ACQUIRING MISSION-ESSENTIAL KNOWLEDGE AND SKILLS.
14	AND SKILLS.
14 15	AND SKILLS.  Section 1113(b) of title 49, United States Code, is
14 15 16	AND SKILLS.  Section 1113(b) of title 49, United States Code, is amended by adding at the end the following:
14 15 16 17	AND SKILLS.  Section 1113(b) of title 49, United States Code, is amended by adding at the end the following:  "(3) DIRECT HIRE AUTHORITY.—
14 15 16 17	AND SKILLS.  Section 1113(b) of title 49, United States Code, is amended by adding at the end the following:  "(3) DIRECT HIRE AUTHORITY.—  "(A) IN GENERAL.—Notwithstanding section
114 115 116 117 118	AND SKILLS.  Section 1113(b) of title 49, United States Code, is amended by adding at the end the following:  "(3) DIRECT HIRE AUTHORITY.—  "(A) IN GENERAL.—Notwithstanding section 3304 and sections 3309 through 3318 of title 5, the
114 115 116 117 118 119 220	AND SKILLS.  Section 1113(b) of title 49, United States Code, is amended by adding at the end the following:  "(3) DIRECT HIRE AUTHORITY.—  "(A) IN GENERAL.—Notwithstanding section 3304 and sections 3309 through 3318 of title 5, the Chairman may, on a determination that there is a
14 15 16 17 18 19 20 21	AND SKILLS.  Section 1113(b) of title 49, United States Code, is amended by adding at the end the following:  "(3) DIRECT HIRE AUTHORITY.—  "(A) IN GENERAL.—Notwithstanding section 3304 and sections 3309 through 3318 of title 5, the Chairman may, on a determination that there is a severe shortage of candidates or a critical hiring
14 15 16 17 18 19 20 21	AND SKILLS.  Section 1113(b) of title 49, United States Code, is amended by adding at the end the following:  "(3) DIRECT HIRE AUTHORITY.—  "(A) IN GENERAL.—Notwithstanding section 3304 and sections 3309 through 3318 of title 5, the Chairman may, on a determination that there is a severe shortage of candidates or a critical hiring need for particular positions, recruit and directly ap-

1	"(B) Limitation.—The authority granted
2	under subparagraph (A) shall terminate on the date
3	that is 5 years after the date of the enactment of
4	this paragraph.
5	"(C) Exception.—The authority granted
6	under subparagraph (A) shall not apply to positions
7	in the excepted service or the Senior Executive Serv-
8	ice.
9	"(D) Requirements.—In exercising the au-
10	thority granted under subparagraph (A), the Board
11	shall ensure that any action taken by the Board—
12	"(i) is consistent with the merit principles
13	of section 2301 of title 5; and
14	"(ii) complies with the public notice re-
15	quirements of section 3327 of title 5.".
16	SEC. 906. OVERTIME ANNUAL REPORT TERMINATION.
17	Section 1113(g)(5) of title 49, United States Code,
18	is repealed.
19	SEC. 907. STRATEGIC WORKFORCE PLAN.
20	Section 1113 of title 49, United States Code, is
21	amended by adding at the end the following:
22	"(h) Strategic Workforce Plan.—
23	"(1) IN GENERAL.—The Board shall develop a
24	strategic workforce plan that addresses the imme-
25	diate and long-term workforce needs of the Board

1	with respect to carrying out the authorities and du-
2	ties of the Board under this chapter.
3	"(2) Aligning the workforce to strategic
4	GOALS.—In developing the strategic workforce plan
5	under paragraph (1), the Board shall take into con-
6	sideration—
7	"(A) the current state and capabilities of
8	the Board, including a high-level review of mis-
9	sion requirements, structure, workforce, and
10	performance of the Board;
11	"(B) the significant workforce trends,
12	needs, issues, and challenges with respect to the
13	Board and the transportation industry;
14	"(C) the workforce policies, strategies, per-
15	formance measures, and interventions to miti-
16	gate succession risks that guide the workforce
17	investment decisions of the Board;
18	"(D) a workforce planning strategy that
19	identifies workforce needs, including the knowl-
20	edge, skills, and abilities needed to recruit and
21	retain skilled employees at the Board;
22	"(E) a workforce management strategy
23	that is aligned with the mission, goals, and or-
24	ganizational objectives of the Board;

1	"(F) an implementation system for work-
2	force goals focused on addressing continuity of
3	leadership and knowledge sharing across the
4	Board;
5	"(G) an implementation system that ad-
6	dresses workforce competency gaps, particularly
7	in mission-critical occupations; and
8	"(H) a system for analyzing and evalu-
9	ating the performance of the Board's workforce
10	management policies, programs, and activities.
11	"(3) Planning Period.—The strategic work-
12	force plan developed under paragraph (1) shall ad-
13	dress a 5-year forecast period, but may include plan-
14	ning for longer periods based on information about
15	trends in the transportation sector.
16	"(4) Plan updates.—The Board shall update
17	the strategic workforce plan developed under para-
18	graph (1) not less than once every 5 years.
19	"(5) Relationship to strategic plan.—The
20	strategic workforce plan developed under paragraph
21	(1) may be developed separately from, or incor-
22	porated into, the strategic plan required under sec-
23	tion 306 of title 5.

1	"(6) AVAILABILITY.—The strategic workforce
2	plan under paragraph (1) and the strategic plan re-
3	quired under section 306 of title 5 shall be—
4	"(A) submitted to the Committee on
5	Transportation and Infrastructure of the House
6	of Representatives and the Committee on Com-
7	merce, Science, and Transportation of the Sen-
8	ate; and
9	"(B) made available to the public on a
10	website of the Board.".
11	SEC. 908. TRAVEL BUDGETS.
12	(a) In General.—Section 1113 of title 49, United
13	States Code, is further amended by adding at the end the
14	following:
15	"(i) Nonaccident Related Travel Budget.—
16	"(1) IN GENERAL.—The Board shall establish
17	annual fiscal year budgets for non accident-related
18	travel expenditures for each Board member which
19	shall be incorporated into the annual budget request
20	of the Board.
21	"(2) Notification.—The Board shall notify
22	the Committee on Transportation and Infrastructure
23	of the House of Representatives and the Committee
24	on Commerce, Science, and Transportation of the
25	Senate of any non accident-related travel budget

1	overrun for any Board member not later than 30
2	days of such overrun becoming known to the
3	Board.".
4	(b) Conforming Amendment.—Section 9 of the
5	National Transportation Safety Board Amendments Act
6	of 2000 (49 U.S.C. 1113 note) is repealed.
7	SEC. 909. RETENTION OF RECORDS.
8	Section 1113 of title 49, United States Code, is fur-
9	ther amended by adding at the end the following:
10	"(j) RETENTION OF RECORDS.—Notwithstanding
11	chapters 21, 29, 31, and 33 of title 44, the Board may
12	retain investigative records for such periods as determined
13	by the Board.".
14	SEC. 910. NONDISCLOSURE OF INTERVIEW RECORDINGS.
15	(a) In General.—Section 1114 of title 49, United
16	States Code, is amended—
17	(1) in subsection (b)—
18	(A) in the subsection heading by striking
19	"Trade Secrets" and inserting "Certain
20	CONFIDENTIAL INFORMATION"; and
21	(B) in paragraph (1)—
22	(i) by striking "The Board" and in-
23	serting "In General.—The Board"; and
24	(ii) by striking "information related to
25	a trade secret referred to in section 1905

1	of title 18" and inserting "confidential in-
2	formation described in section 1905 of title
3	18, including trade secrets,"; and
4	(2) by adding at the end the following:
5	"(h) Interview Recordings.—
6	"(1) IN GENERAL.—The Board may not pub-
7	licly disclose any part of any audio or video record-
8	ing of an interview of participants in, or witnesses
9	to, an accident or incident investigated by the
10	Board.
11	"(2) Savings provision.—Paragraph (1) shall
12	not be construed to apply to transcripts or sum-
13	maries of such interviews.".
14	(b) AVIATION ENFORCEMENT.—Section 1151 of title
15	49, United States Code, is amended by adding at the end
16	the following:
17	"(d) Notification to Congress.—If the Board or
18	Attorney General carry out such civil actions described in
19	subsection (a) or (b) of this section against an airman em-
20	ployed at the time of the accident or incident by an air
21	carrier operating under part 121 of title 14, Code of Fed-
22	eral Regulations, the Board shall immediately notify the
23	Committee on Transportation and Infrastructure of the
24	House of Representatives and the Committee on Com-

1	merce, Science, and Transportation of the Senate of such
2	civil actions, including—
3	"(1) the labor union representing the airman
4	involved, if applicable;
5	"(2) the air carrier at which the airman is em-
6	ployed;
7	"(3) the docket information of the incident or
8	accident in which the airman was involved;
9	"(4) the date of such civil actions taken by the
10	Board or Attorney General; and
11	"(5) a description of why such civil actions were
12	taken by the Board or Attorney General.
13	"(e) Subsequent Notification to Congress.—
14	Not later than 15 days after the notification described in
15	subsection (d), the Board shall submit a report to or brief
16	the Committee on Transportation and Infrastructure of
17	the House of Representatives and the Committee on Com-
18	merce, Science, and Transportation of the Senate describ-
19	ing the status of compliance with the civil actions taken.".
20	SEC. 911. CLOSED UNACCEPTABLE RECOMMENDATIONS.
21	Section 1116(c) of title 49, United States Code, is
22	amended—
23	(1) by redesignating paragraphs (3) through
24	(6) as paragraphs (4) through (7), respectively; and

1	(2) by inserting after paragraph (2) the fol-
2	lowing:
3	"(3) a list of each recommendation made by the
4	Board to the Secretary of Transportation or the
5	Commandant of the Coast Guard that was closed in
6	an unacceptable status in the preceding 12
7	months;".
8	SEC. 912. ESTABLISHMENT OF OFFICE OF OVERSIGHT, AC-
9	COUNTABILITY, AND QUALITY ASSURANCE.
10	(a) In General.—Subchapter II of chapter 11 of
11	title 49, United States Code, is amended by adding at the
12	end the following:
13	"§ 1120. Office of Oversight, Accountability, and Qual-
13 14	"§ 1120. Office of Oversight, Accountability, and Quality Assurance
14	ity Assurance
14 15	ity Assurance "(a) Establishment.—Not later than 1 year after
14 15 16 17	ity Assurance "(a) Establishment.—Not later than 1 year after the date of enactment of this section, the Board shall es-
14 15 16 17	ity Assurance "(a) ESTABLISHMENT.—Not later than 1 year after the date of enactment of this section, the Board shall es- tablish in the National Transportation Safety Board an
14 15 16 17	ity Assurance  "(a) Establishment.—Not later than 1 year after the date of enactment of this section, the Board shall establish in the National Transportation Safety Board an Office of Oversight, Accountability, and Quality Assurance
114 115 116 117 118	ity Assurance  "(a) ESTABLISHMENT.—Not later than 1 year after the date of enactment of this section, the Board shall establish in the National Transportation Safety Board an Office of Oversight, Accountability, and Quality Assurance to provide oversight of the duties and responsibilities of
114 115 116 117 118 119 220	ity Assurance  "(a) Establishment.—Not later than 1 year after the date of enactment of this section, the Board shall establish in the National Transportation Safety Board an Office of Oversight, Accountability, and Quality Assurance to provide oversight of the duties and responsibilities of the Board.
14 15 16 17 18 19 20 21	ity Assurance  "(a) ESTABLISHMENT.—Not later than 1 year after the date of enactment of this section, the Board shall establish in the National Transportation Safety Board an Office of Oversight, Accountability, and Quality Assurance to provide oversight of the duties and responsibilities of the Board.  "(b) DIRECTOR.—

1	Chairman of the Board and shall be approved by the
2	Board.
3	"(2) Qualifications.—The Director shall
4	have demonstrated ability in investigations.
5	"(3) Term.—The Director shall be appointed
6	for a term of 5 years.
7	"(4) Vacancies.—Any individual approved to
8	fill a vacancy in the position of the Director occur-
9	ring before the expiration of the term for which the
10	predecessor of the individual was approved shall be
11	approved for the remainder of the term or for a new
12	term.
13	"(c) Duties.—The Director shall—
14	"(1) establish and ensure policies that promote
15	integrity, efficiency, and effectiveness;
16	"(2) prevent and detect waste, fraud, and abuse
17	in programs and operations;
18	"(3) provide policy direction related to the con-
19	duct, supervision, and coordination of audits and in-
20	vestigations relating to the activities of the Board;
21	"(4) identify trends and systemic issues within
22	the agency and create strategies and recommenda-
23	tions to address such issues;

1	"(5) conduct impartial information gathering
2	about complaints or concerns, and ensure the Board
3	is meeting any quality and timeliness standards; and
4	"(6) not conduct any of the duties under this
5	subsection in a manner that interferes with an ongo-
6	ing safety investigation of the Board.
7	"(d) Reporting Criminal Violations to Depart-
8	MENT OF JUSTICE.—If the Director has reasonable
9	grounds to believe that there has been a violation of Fed-
10	eral criminal law, the Director shall refer the matter to
11	the Department of Justice.
12	"(e) Savings Clause.—Nothing in this section shall
13	be construed to interfere or give the Office jurisdiction
14	over any active investigation by the Board or the content
15	of products approved by a vote of the Board.
16	"(f) Annual Report.—
17	"(1) In general.—The Director shall submit
18	to the Board, the Committee on Transportation and
19	Infrastructure of the House of Representatives and
20	the Committee on Commerce, Science, and Trans-
21	portation of the Senate an annual report on the ac-
22	tivities, investigations, findings, and recommenda-
23	tions of the Director.
24	"(2) Sunset.—This subsection shall cease to
25	have effect on October 1, 2028.".

- 1 (b) CLERICAL AMENDMENT.—The analysis for chap-
- 2 ter 11 of title 49, United States Code, is amended by add-
- 3 ing after the item relating to section 1119 the following: "1120. Office of Oversight, Accountability, and Quality Assurance.".
- 4 (c) Peer Review.—Not earlier than 3 years after
- 5 the date of enactment of this Act and not later than 5
- 6 years after the date of enactment of this Act, the Director
- 7 of the Office of Oversight, Accountability, and Quality As-
- 8 surance of the National Transportation Safety Board shall
- 9 enter into the necessary arrangements with an inspector
- 10 general, or similar Federal entity, to perform a peer review
- 11 of the Office.
- 12 SEC. 913. MISCELLANEOUS INVESTIGATIVE AUTHORITIES.
- 13 (a) Highway Investigations.—Section
- 14 1131(a)(1)(B) of title 49, United States Code, is amended
- 15 by striking "selects in cooperation with a State" and in-
- 16 serting "selects, concurrent with any State investigation".
- 17 (b) Rail Investigations.—Section 1131(a)(1)(C)
- 18 of title 49, United States Code, is amended by striking
- 19 "accident in which there is a fatality or substantial prop-
- 20 erty damage, or that involves a passenger train" and in-
- 21 serting "accident, including a railroad grade crossing or
- 22 trespasser accident that the Board selects, or in which
- 23 there is otherwise a fatality or substantial property dam-
- 24 age, or that involves a passenger train".

1	SEC. 914. PUBLIC AVAILABILITY OF ACCIDENT REPORTS.
2	Section 1131(e) of title 49, United States Code, is
3	amended by striking "public at reasonable cost." and in-
4	serting the following: "public
5	"(1) in printed form at reasonable cost; and
6	"(2) in electronic form at no cost in a publicly
7	accessible database on a website of the Board.".
8	SEC. 915. ENSURING ACCOUNTABILITY FOR TIMELINESS OF
9	REPORTS.
10	Section 1131 of title 49, United States Code, is
11	amended by adding at the end the following:
12	"(f) Timeliness of Reports.—If any accident re-
13	port under subsection (e) is not completed within 2 years
14	from the date of the accident, the Board shall submit to
15	the Committee on Transportation and Infrastructure of
16	the House of Representatives and the Committee on Com-
17	merce, Science, and Transportation of the Senate a report
18	identifying such accident report and the reasons for which
19	such report has not been completed. The Board shall re-
20	port progress toward completion of the accident report to
21	each such Committees every 90 days thereafter, until such
22	time as the accident report is completed.".
23	SEC. 916. ENSURING ACCESS TO DATA.
24	Section 1134 of title 49, United States Code, is
25	amended by adding at the end the following:

1	"(g) Recorders and Data.—In investigating an
2	accident under this chapter, the Board may—
3	"(1) obtain any recorder or recorded informa-
4	tion pertinent to the accident;
5	"(2) require a manufacturer or the vendors,
6	suppliers, or affiliates of such manufacturer, to pro-
7	vide to the Board, without delay, information the
8	Board determines necessary to enable the Board to
9	read and interpret any recording device or recorded
10	information pertinent to the accident; and
11	"(3) require a manufacturer or the vendors,
12	suppliers, or affiliates of such manufacturer, to pro-
13	vide to the Board, without delay, data and other in-
14	tellectual property the Board determines necessary
15	to enable the Board to perform independent physics-
16	based simulations and analyses of the accident situa-
17	tion.".
18	SEC. 917. PUBLIC AVAILABILITY OF SAFETY RECOMMENDA-
19	TIONS.
20	Section 1135(e) of title 49, United States Code, is
21	amended by striking "public at reasonable cost." and in-
22	serting the following: "public—
23	"(1) in printed form at reasonable cost; and
24	"(2) in electronic form in a publicly accessible
25	database on a website of the Board at no cost.".

1	SEC. 918. IMPROVING DELIVERY OF FAMILY ASSISTANCE.
2	(a) Aircraft Accidents.—Section 1136 of title 49,
3	United States Code, is amended—
4	(1) in the heading by striking "to families of
5	passengers involved in aircraft acci-
6	dents" and inserting "to passengers involved
7	in aircraft accidents and families of such
8	passengers";
9	(2) in subsection (a)—
10	(A) by inserting "within United States air-
11	space or airspace delegated to the United
12	States" after "aircraft accident";
13	(B) by striking "National Transportation
14	Safety Board shall" and inserting "Board
15	shall"; and
16	(C) in paragraph (2)—
17	(i) by striking "emotional care and
18	support" and inserting "emotional, psycho-
19	logical, and spiritual care and support
20	services"; and
21	(ii) by striking "the families of pas-
22	sengers involved in the accident" and in-
23	serting "passengers involved in the acci-
24	dent and the families of such passengers";
25	(3) in subsection (e)—

1	(A) in the matter preceding paragraph (1),
2	by striking "the families of passengers involved
3	in the accident" and inserting "passengers in-
4	volved in the accident and the families of such
5	passengers";
6	(B) in paragraph (1) by striking "mental
7	health and counseling services" and inserting
8	"emotional, psychological, and spiritual care
9	and support services";
10	(C) in paragraph (3)—
11	(i) by striking "the families who have
12	traveled to the location of the accident"
13	and inserting "passengers involved in the
14	accident and the families of such pas-
15	sengers who have traveled to the location
16	of the accident"; and
17	(ii) by inserting "passengers and" be-
18	fore "affected families"; and
19	(D) in paragraph (4), by inserting "pas-
20	sengers and" before "families";
21	(4) by amending subsection (d) to read as fol-
22	lows:
23	"(d) Passenger Lists.—
24	"(1) Requests for passenger lists by the
25	DIRECTOR OF FAMILY SERVICES.—

1	"(A) REQUESTS BY DIRECTOR OF FAMILY
2	SUPPORT SERVICES.—It shall be the responsi-
3	bility of the director of family support services
4	designated for an accident under subsection
5	(a)(1) to request, as soon as practicable, from
6	the air carrier or foreign air carrier involved in
7	the accident a passenger list, which is based on
8	the best available information at the time of the
9	request.
10	"(B) USE OF INFORMATION.—The director
11	of family support services may not release to
12	any person information on a list obtained under
13	subparagraph (A), except that the director may,
14	to the extent the director considers appropriate,
15	provide information on the list about a pas-
16	senger to—
17	"(i) the family of the passenger; or
18	"(ii) a local, State, or Federal agency
19	responsible for determining the where-
20	abouts or welfare of a passenger.
21	"(2) Requests for passenger lists by des-
22	IGNATED ORGANIZATION.—
23	"(A) Requests by designated organi-
24	ZATION.—The organization designated for an
25	accident under subsection (a)(2) may request

1	from the air carrier or foreign air carrier in-
2	volved in the accident a passenger list.
3	"(B) USE OF INFORMATION.—The des-
4	ignated organization may not release to any
5	person information on a passenger list but may
6	provide information on the list about a pas-
7	senger to the family of the passenger to the ex-
8	tent the organization considers appropriate.";
9	(5) in subsection (g)(1) by striking "the fami-
10	lies of passengers involved in the accident" and in-
11	serting "passengers involved in the accident and the
12	families of such passengers";
13	(6) in subsection $(g)(3)$ —
14	(A) in the paragraph heading by striking
15	"PREVENT MENTAL HEALTH AND COUNSELING"
16	and inserting "PREVENT CERTAIN CARE AND
17	SUPPORT";
18	(B) by striking "providing mental health
19	and counseling services" and inserting "pro-
20	viding emotional, psychological, and spiritual
21	care and support"; and
22	(C) by inserting "passengers and" before
23	"families";
24	(7) in subsection (h)—

1	(A) by striking "National Transportation
2	Safety"; and
3	(B) by adding at the end the following:
4	"(3) Passenger list.—The term 'passenger
5	list' means a list based on the best available infor-
6	mation at the time of a request, of the name of each
7	passenger aboard the aircraft involved in the acci-
8	dent."; and
9	(8) in subsection (i) by striking "the families of
10	passengers involved in an aircraft accident" and in-
11	serting "passengers involved in the aircraft accident
12	and the families of such passengers".
13	(b) Clerical Amendment.—The analysis for chap-
14	ter 11 of title 49, United States Code, is further amended
15	by striking the item relating to section 1136 and inserting
16	the following:
	"1136. Assistance to passengers involved in aircraft accidents and families of such passengers.".
17	(c) Rail Accidents.—Section 1139 of title 49,
18	United States Code, is amended—
19	(1) in the heading by striking "to families of
20	passengers involved in rail passenger ac-
21	cidents" and inserting "to passengers in-
22	volved in rail passenger accidents and
23	families of such passengers";

1	(2) in subsection (a) by striking "National
2	Transportation Safety Board shall" and inserting
3	"Board shall";
4	(3) in subsection (a)(2)—
5	(A) by striking "emotional care and sup-
6	port" and inserting "emotional, psychological
7	and spiritual care and support services"; and
8	(B) by striking "the families of passengers
9	involved in the accident" and inserting "pas-
10	sengers involved in the accident and the fami-
11	lies of such passengers";
12	(4) in subsection (c)—
13	(A) in the matter preceding paragraph (1)
14	by striking "the families of passengers involved
15	in the accident" and inserting "passengers in-
16	volved in the accident and the families of such
17	passengers";
18	(B) in paragraph (1) by striking "mental
19	health and counseling services" and inserting
20	"emotional, psychological, and spiritual care
21	and support services";
22	(C) in paragraph (3)—
23	(i) by striking "the families who have
24	traveled to the location of the accident"
25	and inserting "passengers involved in the

1	accident and the families of such pas-
2	sengers who have traveled to the location
3	of the accident"; and
4	(ii) by inserting "passengers and" be-
5	fore "affected families"; and
6	(D) in paragraph (4), by inserting "pas-
7	sengers and" before "families";
8	(5) by amending subsection (d) to read as fol-
9	lows:
10	"(d) Passenger Lists.—
11	"(1) Requests for passenger lists by the
12	DIRECTOR OF FAMILY SERVICES.—
13	"(A) Requests by director of family
14	SUPPORT SERVICES.—It shall be the responsi-
15	bility of the director of family support services
16	designated for an accident under subsection
17	(a)(1) to request, as soon as practicable, from
18	the rail passenger carrier involved in the acci-
19	dent a passenger list, which is based on the best
20	available information at the time of the request.
21	"(B) USE OF INFORMATION.—The director
22	of family support services may not release to
23	any person information on a list obtained under
24	subparagraph (A), except that the director may,
25	to the extent the director considers appropriate,

1	provide information on the list about a pas-
2	senger to—
3	"(i) the family of the passenger; or
4	"(ii) a local, State, or Federal agency
5	responsible for determining the where-
6	abouts or welfare of a passenger.
7	"(2) Requests for passenger lists by des-
8	IGNATED ORGANIZATION.—
9	"(A) Requests by designated organi-
10	ZATION.—The organization designated for an
11	accident under subsection (a)(2) may request
12	from the rail passenger carrier involved in the
13	accident a passenger list.
14	"(B) USE OF INFORMATION.—The des-
15	ignated organization may not release to any
16	person information on a passenger list but may
17	provide information on the list about a pas-
18	senger to the family of the passenger to the ex-
19	tent the organization considers appropriate.";
20	(6) in subsection (g)(1), by striking "the fami-
21	lies of passengers involved in the accident" and in-
22	serting "passengers involved in the accident and the
23	families of such passengers";
24	(7) in subsection $(g)(3)$ —

1	(A) in the paragraph heading, by striking
2	"PREVENT MENTAL HEALTH AND COUNSELING"
3	and inserting "PREVENT CERTAIN CARE AND
4	SUPPORT";
5	(B) by striking "providing mental health
6	and counseling services" and inserting "pro-
7	viding emotional, psychological, and spiritual
8	care and support"; and
9	(C) by inserting "passengers and" before
10	"families"; and
11	(8) in subsection (h)—
12	(A) by striking "National Transportation
13	Safety"; and
14	(B) by adding at the end the following:
15	"(4) Passenger list.—The term 'passenger
16	list' means a list based on the best available infor-
17	mation at the time of the request, of the name of
18	each passenger aboard the rail passenger carrier's
19	train involved in the accident. A rail passenger car-
20	rier shall use reasonable efforts, with respect to its
21	unreserved trains, and passengers not holding res-
22	ervations on its other trains, to ascertain the names
23	of passengers aboard a train involved in an acci-
24	dent.".

1	(d) Plans To Address Needs of Families of
2	Passengers Involved in Rail Passenger Acci-
3	DENTS.—Section 24316(a) of title 49, United States
4	Code, is amended by striking "a major" and inserting
5	"any".
6	(e) Clerical Amendment.—The analysis for chap-
7	ter 11 of title 49, United States Code, is further amended
8	by striking the item relating to section 1139 and inserting
9	the following:
	"1139. Assistance to passengers involved in rail passenger accidents and families of such passengers.".
10	SEC. 919. UPDATING CIVIL PENALTY AUTHORITY.
11	Section 1155 of title 49, United States Code, is
	1.1
12	amended—
12 13	(1) in the heading, by striking "Aviation
13	(1) in the heading, by striking "Aviation
13 14	(1) in the heading, by striking "Aviation penalties" and inserting "Penalties"; and
13 14 15	<ul><li>(1) in the heading, by striking "Aviation penalties" and inserting "Penalties"; and</li><li>(2) in subsection (a), by striking "or section</li></ul>
13 14 15 16	<ul> <li>(1) in the heading, by striking "Aviation penalties" and inserting "Penalties"; and</li> <li>(2) in subsection (a), by striking "or section 1136(g) (related to an aircraft accident)" and in-</li> </ul>
13 14 15 16	(1) in the heading, by striking "Aviation penalties" and inserting "Penalties"; and (2) in subsection (a), by striking "or section 1136(g) (related to an aircraft accident)" and inserting "section 1136(g), or 1139(g)".
13 14 15 16 17	(1) in the heading, by striking "Aviation penalties" and inserting "Penalties"; and  (2) in subsection (a), by striking "or section 1136(g) (related to an aircraft accident)" and inserting "section 1136(g), or 1139(g)".  SEC. 920. ELECTRONIC AVAILABILITY OF PUBLIC DOCKET
13 14 15 16 17 18	(1) in the heading, by striking "Aviation penalties" and inserting "Penalties"; and  (2) in subsection (a), by striking "or section 1136(g) (related to an aircraft accident)" and inserting "section 1136(g), or 1139(g)".  SEC. 920. ELECTRONIC AVAILABILITY OF PUBLIC DOCKET RECORDS.
13 14 15 16 17 18 19 20	(1) in the heading, by striking "Aviation penalties" and inserting "Penalties"; and  (2) in subsection (a), by striking "or section 1136(g) (related to an aircraft accident)" and inserting "section 1136(g), or 1139(g)".  SEC. 920. ELECTRONIC AVAILABILITY OF PUBLIC DOCKET RECORDS.  (a) IN GENERAL.—Not later than 24 months after
13 14 15 16 17 18 19 20 21	(1) in the heading, by striking "Aviation penalties" and inserting "Penalties"; and  (2) in subsection (a), by striking "or section 1136(g) (related to an aircraft accident)" and inserting "section 1136(g), or 1139(g)".  SEC. 920. ELECTRONIC AVAILABILITY OF PUBLIC DOCKET RECORDS.  (a) In General.—Not later than 24 months after the date of enactment of this Act, the National Transportations.

1	port, or other product issued by the Board) electronically
2	available in a publicly accessible database on a website of
3	the Board, regardless of the date on which such public
4	docket or record was created.
5	(b) Database.—In carrying out subsection (a), the
6	Board may utilize the multimodal accident database man-
7	agement system established pursuant to section 1108 of
8	the FAA Reauthorization Act of 2018 (49 U.S.C. 1119
9	note) or such other publicly available database as the
10	Board determines appropriate.
11	(c) Briefings.—The Board shall provide the Com-
12	mittee on Transportation and Infrastructure of the House
13	of Representatives and the Committee on Commerce,
14	Science, and Transportation of the Senate an annual
15	briefing on the implementation of this section until re-
16	quirements of subsection (a) are fulfilled. Such briefings
17	shall include—
18	(1) the number of public dockets that have been
19	made electronically available pursuant to this sec-
20	tion; and
21	(2) the number of public dockets that were un-
22	able to be made electronically available, including all
23	reasons for such inability.
24	(d) Definitions.—In this section, the terms "public
25	docket" and "record" have the same meanings given such

1	terms in section 801.3 of title 49, Code of Federal Regula-
2	tions, as in effect on the date of enactment of this Act.
3	SEC. 921. DRUG-FREE WORKPLACE.
4	Not later than 12 months after the date of enactment
5	of this Act, the National Transportation Safety Board
6	shall implement a drug testing program applicable to
7	Board employees, including employees in safety or security
8	sensitive positions, in accordance with Executive Order
9	12564 (51 Fed. Reg. 32889).
10	SEC. 922. ACCESSIBILITY IN WORKPLACE.
11	(a) IN GENERAL.—Not later than 12 months after
12	the date of enactment of this Act, the National Transpor-
13	tation Safety Board shall conduct an assessment of the
14	headquarters and regional offices of the Board to deter-
15	mine barriers to accessibility to facilities.
16	(b) Contents.—In conducting the assessment under
17	subsection (a), the Board shall consider—
18	(1) compliance with—
19	(A) the Architectural Barriers Act of 1968
20	(42 U.S.C. 4151 et seq.) and the corresponding
21	accessibility guidelines established under part
22	1191 of title 36, Code of Federal Regulations;
23	and
24	(B) the Americans with Disabilities Act of
25	1990 (42 U.S.C. 12101 et seq.); and

1	(2) the best accessibility practices that exceed
2	the requirements and recommendations of the Acts
3	and guidelines described in paragraph (1).
4	SEC. 923. MOST WANTED LIST.
5	(a) TERMINATION OF PUBLICATION.—Not later than
6	90 days after the date of enactment of this Act, the Chair-
7	man of the National Transportation Safety Board shall
8	terminate publication of the Most Wanted List and any
9	activities associated with production of any future Most
10	Wanted List.
11	(b) Rules of Construction.—Nothing in this sec-
12	tion shall be construed to prohibit the Board from—
13	(1) conducting advocacy activities unrelated to
14	the Most Wanted List that the Board had the au-
15	thority to conduct prior to the date of enactment of
16	this Act; and
17	(2) maintaining materials related to previously
18	issued Most Wanted Lists.
19	(c) Most Wanted List Defined.—In this section,
20	the term "Most Wanted List" has the meaning given such
21	term in section 1102 of the FAA Reauthorization Act of
22	2018 (49 U.S.C. 1101 note).
23	SEC. 924. TECHNICAL CORRECTIONS.
24	(a) Evaluation and Audit of National Trans-
25	PORTATION SAFETY BOARD.—Section 1138(a) of title 49,

1	United States Code, is amended by striking "expenditures
2	of the National Transportation Safety" and inserting "ex-
3	penditures of the".
4	(b) Organization and Administrative.—The
5	analysis for chapter 11 of title 49, United States Code,
6	is further amended—
7	(1) by striking the items relating to sections
8	117 and 1117; and
9	(2) by inserting after the item relating to sec-
10	tion 1116 the following:
	"1117. Methodology.".
11	(c) Surface Transportation Board.—The anal-
12	ysis for subtitle II of title 49, United States Code, is
13	amended by inserting after the item relating to chapter
14	11 the following:
	"13. Surface Transportation Board.".
15	TITLE X—FREEDOM TO FLY ACT
16	<b>OF 2023</b>
17	SECTION 1001. SHORT TITLE.
18	This title may be cited as the "Freedom to Fly Act
19	of 2023".
20	SEC. 1002. PROHIBITION ON IMPLEMENTATION OF VAC-
21	CINATION MANDATE.
22	The Administrator may not implement or enforce any
23	requirement that employees of air carriers be vaccinated
24	against COVID-19.

1	SEC. 1003. PROHIBITION ON VACCINATION REQUIREMENTS
2	FOR FAA CONTRACTORS.
3	The Administrator may not require any contractor to
4	mandate that employees of such contractor obtain a
5	COVID-19 vaccine or enforce any condition regarding
6	COVID-19 vaccination status of employees of a con-
7	tractor.
8	SEC. 1004. PROHIBITION ON VACCINE MANDATE FOR FAA
9	EMPLOYEES.
10	The Administrator may not implement or enforce any
11	requirement that employees of the Administration be vac-
12	cinated against COVID-19.
13	SEC. 1005. PROHIBITION ON VACCINE MANDATE FOR PAS-
14	SENGERS OF AIR CARRIERS.
15	The Administrator may not implement or enforce any
16	requirement that passengers of air carriers be vaccinated
17	against COVID-19.
18	SEC. 1006. PROHIBITION ON IMPLEMENTATION OF A MASK
19	MANDATE.
20	The Administrator may not implement or enforce any
21	requirement that employee of air carriers wear a mask.
22	SEC. 1007. PROHIBITION ON MASK MANDATES FOR FAA
23	CONTRACTORS.
24	The Administrator may not require any contractor to
25	mandate that employees of such contractor wear a mask.

1	SEC. 1008. PROHIBITION ON MASK MANDATE FOR FAA EM-
2	PLOYEES.
3	The Administrator may not implement or enforce any
4	requirement that employees of the Administration wear a
5	mask.
6	SEC. 1009. PROHIBITION ON MASK MANDATE FOR PAS-
7	SENGERS OF AIR CARRIERS.
8	The Administrator may not implement or enforce any
9	requirement that passengers of air carriers wear a mask.
10	SEC. 1010. DEFINITIONS.
11	In this title:
12	(1) Administrator.—The term "Administra-
13	tion" means the Administrator of the Federal Avia-
14	tion Administration.
15	(2) AIR CARRIER.—The term "air carrier" has
16	the meaning given such term in section 40102 of
17	title 49, United States Code.
18	TITLE XI—FAA RESEARCH AND
19	DEVELOPMENT
20	SEC. 1101. SHORT TITLE.
21	This title may be cited as the "FAA Research and
22	Development Act of 2023".
23	SEC. 1102. DEFINITIONS.
24	In this title:

1	(1) Administrator.—The term "Adminis-
2	trator" means the Administrator of the Federal
3	Aviation Administration.
4	(2) Appropriate committees of con-
5	GRESS.—The term "appropriate committees of Con-
6	gress" means the Committee on Science, Space, and
7	Technology of the House of Representatives and the
8	Committee on Commerce, Science, and Transpor-
9	tation of the Senate.
10	(3) FAA.—The term "FAA" means the Fed-
11	eral Aviation Administration.
12	(4) NASA.—The term "NASA" means the Na-
13	tional Aeronautics and Space Administration.
14	(5) Secretary.—The term "Secretary" means
15	the Secretary of Transportation.
16	Subtitle A—Authorization of
17	Appropriations
18	SEC. 1111. AUTHORIZATION OF APPROPRIATIONS.
19	Subsection (a) of section 48102 of title 49, United
20	States Code, is amended—
21	(1) in paragraph (14), by striking "and";
22	(2) in paragraph (15) by striking the period at
23	the end and inserting a semicolon; and
24	(3) by adding at the end the following new
25	paragraphs:

1	"(16) \$255,130,000; for fiscal year 2024;
2	(17) \$261,000,000 for fiscal year 2025;
3	"(18) \$267,000,000 for fiscal year 2026;
4	" $(19)$ \$273,000,000 for fiscal year 2027; and
5	" $(20)$ \$279,000,000 for fiscal year 2028.".
6	Subtitle B—FAA Research and
7	<b>Development Organization</b>
8	SEC. 1121. REPORT ON IMPLEMENTATION; FUNDING FOR
9	SAFETY RESEARCH AND DEVELOPMENT.
10	Not later than one year after the date of the enact-
11	ment of this title, the Comptroller General of the United
12	States shall submit to the appropriate committees of Con-
13	gress a report on the allocation of funding pursuant to
14	section 48102 of title 49, United States Code, to the Sec-
15	retary of Transportation to conduct civil aviation research
16	and development and to assess the implementation of sec-
17	tion 48102(b)(2) of such title.
18	Subtitle C—FAA Research and
19	<b>Development Activities</b>
20	SEC. 1131. AVIATION FUEL RESEARCH, DEVELOPMENT, AND
21	USAGE.
22	(a) ROADMAP.—Not later than nine months after the
23	date of the enactment of this title, the Secretary of Trans-
24	portation shall coordinate with the Administrator of
25	NASA, the Secretary of Energy, and the Administrator

1	of the Environmental Protection Agency, and consult rel-
2	evant stakeholders, including those in industry and aca-
3	demia, to prepare and submit to the appropriate commit-
4	tees of Congress a coordinated research and development
5	roadmap to safely eliminate the use of leaded aviation fuel
6	in existing and future certified piston-engine aircraft.
7	Such roadmap shall—
8	(1) identify activities to accelerate the develop-
9	ment, testing, and certification of safe and lead-free
10	fuel for use in general aviation aircraft, including
11	requisite airport refueling infrastructure; and
12	(2) consider the feasibility of widespread use of
13	such safe and lead-free aviation fuel by not later
14	than 2028.
15	(b) Partnership With Private Industry.—The
16	Administrator shall coordinate with industry and pilot op-
17	erators regarding research programs for mass production
18	and distribution of unleaded aviation gasoline for market
19	viability engine safety, and define criteria to explore incen-
20	tive programs to reduce lead emissions for communities
21	in need.
22	SEC. 1132. CONTINUOUS LOWER ENERGY, EMISSION, AND
23	NOISE (CLEEN).
24	The Administrator shall consider expanding the
25	CLEEN program under section 47511 of title 49. United

1	States Code, and broadening eligibility for the CLEEN
2	program to new entrants to the aviation system.
3	SEC. 1133. STRATEGY ON HYDROGEN AVIATION RESEARCH
4	AND DEVELOPMENT.
5	(a) In General.—The Administrator, in consulta-
6	tion with the Administrator of NASA and the heads of
7	other relevant Federal agencies, shall lead the develop-
8	ment of a research and development strategy on the safe
9	use of hydrogen as part of a sustainable future for avia-
10	tion. Such strategy shall consider the following:
11	(1) The feasibility, opportunities, challenges,
12	and pathways toward the potential and safe uses of
13	hydrogen in aviation.
14	(2) The use of hydrogen in addition to research
15	and development efforts, including electrification,
16	operational efficiencies and other alternatives to tra-
17	ditional aviation fuel.
18	(b) Transmittal.—Not later than one year after the
19	date of the enactment of the Act, the Administrator shall
20	transmit to the appropriate committees of Congress the
21	research and development strategy required under sub-
22	section (a).
23	(c) RESEARCH AND DEVELOPMENT.—Based on the
24	results of the research and development strategy under
25	subsection (a), the Administrator, in coordination with the

1	Administrator of NASA, may conduct research and devel-
2	opment activities into the following:
3	(1) The qualification of hydrogen aviation fuel.
4	(2) The safe transition to such fuel for aircraft.
5	(3) The advancement of certification efforts for
6	such fuel.
7	(4) Risk mitigation measures for the use of
8	such fuel in aircraft systems, including propulsion
9	and storage systems.
10	SEC. 1134. REPORT ON FUTURE ELECTRIC GRID RESIL-
11	IENCY.
12	Not later than two years after the date of the enact-
13	ment of this title, the Administrator, in coordination with
14	the Secretary of Energy, shall submit to the appropriate
15	committees of Congress a report on the model use of the
16	electrical grid to support future electric advanced air mo-
17	bility, including cost, challenges, and opportunities for
18	clean generation of electricity relating to such support.
19	SEC. 1135. AIR TRAFFIC SURVEILLANCE OVER OCEANS AND
20	OTHER REMOTE LOCATIONS.
21	(a) AIR TRAFFIC SURVEILLANCE OVER OCEANS.—
22	Subject to the availability of appropriations for such pur-
23	pose, the Administrator, in consultation with the Adminis-
24	trator of NASA and the heads of other relevant Federal
25	agencies, shall carry out research, development, dem-

1	onstration, and testing on civilian air traffic surveillance
2	over oceans and other remote locations.
3	(b) REQUIREMENTS.—In carrying out the research,
4	development, demonstration, and testing under subsection
5	(a), the Administrator shall—
6	(1) consider the need for international inter-
7	operability of technologies, data, operations, and air
8	traffic control systems;
9	(2) examine the status of using air traffic sur-
10	veillance technologies, including space-based Auto-
11	matic Dependent Surveillance-Broadcast, to facili-
12	tate the implementation of minimal separation
13	standards over United States-controlled oceanic air-
14	space;
15	(3) identify mitigating approaches to reducing
16	any operational challenges, associated costs, or work-
17	load impacts; and
18	(4) use testing, data collection, evaluation, and
19	analysis on the use of air traffic surveillance tech-
20	nologies, including space-based Automatic Depend-
21	ent Surveillance-Broadcast, to support the activities
22	described in paragraphs (1) through (3).
23	(c) Pilot Program.—The Administrator may carry
24	out a pilot program to test and evaluate air traffic surveil-

1	lance equipment over United States-controlled oceanic air-
2	space and other remote locations.
3	(d) Report.—Not later than one year after the date
4	of the enactment of this title, the Administrator shall sub-
5	mit to the appropriate committees of Congress a report
6	on the activities carried out under this section.
7	SEC. 1136. UTILIZATION OF SPACE-BASED ASSETS TO IM-
8	PROVE AIR TRAFFIC CONTROL AND AVIA
9	TION SAFETY.
10	(a) In General.—Subject to the availability of ap-
11	propriations for such purpose, the Administrator, in co-
12	ordination with the Administrator of NASA, and in con-
13	sultation with industry stakeholders, shall carry out re-
14	search, development, and testing of the use of air traffic
15	Space-Based Automatic Dependent Surveillance-Broad-
16	cast (ADS-B) data.
17	(b) Research Activities.—In carrying out the re-
18	search, development, and testing under subsection (a) the
19	Administrator shall focus on the following:
20	(1) Monitoring and automatically reporting air
21	turbulence events.
22	(2) Providing space-based multilateration sur-
23	veillance.
24	(3) Identifying global positioning system (GPS)
25	and global navigation satellite system (GNSS) dis-

1	ruptions affecting air traffic services and assessing
2	the impact of such events on the safety of air traffic
3	and the National Airspace System.
4	(4) Evaluating the feasibility of implementing
5	and using aviation safety technologies and systems
6	using space-based Automatic Dependent Surveil-
7	lance-Broadcast data.
8	(c) Report.—Not later than 180 days after the date
9	of the enactment of this title, the Administrator shall pro-
10	vide to the appropriate committees of Congress a report
11	on the research and development under subsection (a) and
12	the activities researched pursuant to subsection (b).
13	SEC. 1137. AVIATION WEATHER TECHNOLOGY REVIEW.
14	(a) Review.—The Administrator, in consultation
15	with the Administrator of the National Oceanic and At-
16	mospheric Administration, shall conduct a review of cur-
17	rent and planned research, modeling, and technology capa-
18	bilities that have the potential to more accurately detect
19	and predict weather impacts to aviation, including for un-
20	manned aircraft systems and advanced air mobility oper-
21	ations, inform how advanced predictive models can en-
21	ations, inform how advanced predictive models can enhance aviation operations, and increase national airspace
	· · · · · · · · · · · · · · · · · · ·
22	hance aviation operations, and increase national airspace

1	mit to the appropriate committees of Congress a repor
2	containing the results of the review conducted under sub-
3	section (a).
4	SEC. 1138. AIR TRAFFIC SURFACE OPERATIONS SAFETY.
5	(a) Research.—Subject to the availability of appro
6	priations for such purpose, the Administrator, in consulta
7	tion with the Administrator of NASA and the heads of
8	other appropriate Federal agencies, shall continue to carry
9	out research on technologies and operations to enhance air
10	traffic surface operations safety.
11	(b) REQUIREMENTS.—The research program under
12	subsection (a) shall examine the following:
13	(1) The safety of current air traffic control op
14	erations related to air traffic surface operations.
15	(2) Emerging in-cockpit technologies to enhance
16	ground situational awareness.
17	(3) Emerging technologies to enhance air traffic
18	control situational awareness.
19	(4) Air traffic surface operations safety for di
20	verse advanced air mobility operations.
21	(5) Safety and operational data needed to in
22	form current and future safety programs on ad
23	vanced air mobility vehicles.

1	(6) Economic benefits of utilizing existing air-
2	port infrastructure for use in advanced air mobility
3	operations.
4	(c) REPORT.—Not later than 18 months after the
5	date of the enactment of this title, the Administrator shall
6	submit to the appropriate committees of Congress a report
7	on the research carried out under this section, including
8	regarding the transition into operational use of such re-
9	search.
10	SEC. 1139. AIRPORT AND AIRFIELD PAVEMENT TECH-
11	NOLOGY RESEARCH PROGRAM.
12	Section 744 of the FAA Reauthorization Act of 2018
13	(Public Law 115–254; 49 U.S.C. 44505 note) is amend-
14	ed—
15	(1) in paragraph (3), by striking "and";
16	(2) in paragraph (4), by striking "durable air-
17	field pavements." and inserting "resilient and sus-
18	tainable airfield and vertiport pavements; and"; and
19	(3) by adding at the end the following new
20	paragraph:
21	"(5) develop sustainability and resiliency guide-
22	lines to improve long-term pavement performance
23	and reduce carbon emissions.".

1	SEC. 1140. TECHNOLOGY REVIEW OF ARTIFICIAL INTEL-
2	LIGENCE AND MACHINE LEARNING TECH-
3	NOLOGIES.
4	(a) Review.—The Administrator shall conduct a re-
5	view of current and planned artificial intelligence and ma-
6	chine learning technologies to improve airport efficiency
7	and safety.
8	(b) Summaries.—The review conducted under sub-
9	section (a) shall include examination of the application of
10	artificial intelligence and machine learning technologies to
11	the following:
12	(1) Jet bridges.
13	(2) Airport service vehicles on airport move-
14	ment areas.
15	(3) Aircraft taxi.
16	(4) Any other areas the Administrator deter-
17	mines necessary to help improve airport efficiency
18	and safety.
19	(c) Report.—Not later than one year after the date
20	of the enactment of this title, the Administrator shall sub-
21	mit to the appropriate committees of Congress a report
22	containing the results of the review conducted under sub-
23	section (a). The report shall also include an examination
24	of China's domestic application of artificial intelligence
25	and machine learning technologies identified under sub-
26	section (b).

1	SEC. 1141. RESEARCH PLAN FOR COMMERCIAL SUPER-
2	SONIC RESEARCH.
3	Not later than one year after the date of the enact-
4	ment of this title, the Administrator, in consultation with
5	the Administrator of NASA and industry, shall submit to
6	the appropriate committees of Congress a comprehensive
7	research plan to build on existing research and develop-
8	ment activities and identify any further research and de-
9	velopment needed to inform the development of Federal
10	and international policies, regulations, standards, and rec-
11	ommended practices relating to the certification and safe
12	and efficient operation of civil supersonic aircraft and su-
13	personic overland flight.
14	SEC. 1142. ELECTROMAGNETIC SPECTRUM RESEARCH AND
<ul><li>14</li><li>15</li></ul>	SEC. 1142. ELECTROMAGNETIC SPECTRUM RESEARCH AND DEVELOPMENT.
15	DEVELOPMENT.
15 16 17	<b>DEVELOPMENT.</b> (a) In General.—The Administrator shall conduct
15 16 17	<b>DEVELOPMENT.</b> (a) In General.—The Administrator shall conduct research, engineering, and development related to the ef-
15 16 17 18	<b>DEVELOPMENT.</b> (a) In General.—The Administrator shall conduct research, engineering, and development related to the effective and efficient use and management of radio fre-
15 16 17 18 19	<b>DEVELOPMENT.</b> (a) In General.—The Administrator shall conduct research, engineering, and development related to the effective and efficient use and management of radio frequency spectrum in the civil aviation domain, including for
15 16 17 18 19 20	DEVELOPMENT.  (a) IN GENERAL.—The Administrator shall conduct research, engineering, and development related to the effective and efficient use and management of radio frequency spectrum in the civil aviation domain, including for aircraft, unmanned aircraft systems, and advanced air
15 16 17 18 19 20 21	DEVELOPMENT.  (a) IN GENERAL.—The Administrator shall conduct research, engineering, and development related to the effective and efficient use and management of radio frequency spectrum in the civil aviation domain, including for aircraft, unmanned aircraft systems, and advanced air mobility. Such research, engineering, and development
15 16 17 18 19 20 21 22	DEVELOPMENT.  (a) IN GENERAL.—The Administrator shall conduct research, engineering, and development related to the effective and efficient use and management of radio frequency spectrum in the civil aviation domain, including for aircraft, unmanned aircraft systems, and advanced air mobility. Such research, engineering, and development shall, at a minimum, address the following:
15 16 17 18 19 20 21 22 23	DEVELOPMENT.  (a) IN GENERAL.—The Administrator shall conduct research, engineering, and development related to the effective and efficient use and management of radio frequency spectrum in the civil aviation domain, including for aircraft, unmanned aircraft systems, and advanced air mobility. Such research, engineering, and development shall, at a minimum, address the following:  (1) How reallocation or repurposing of radio

1	(2) The effectiveness of measures to identify
2	risks, protect, and mitigate against spectrum inter-
3	ference in frequency bands used in civil and commer-
4	cial aviation operations to ensure public safety.
5	(b) REPORT.—Not later than one year after the date
6	of the enactment of this title, the Administrator shall sub-
7	mit to the appropriate committees of Congress a report
8	containing the results of the research, engineering, and de-
9	velopment conducted under subsection (a).
10	SEC. 1143. AVIATION STRUCTURES, MATERIALS, AND AD-
11	VANCED MANUFACTURING RESEARCH AND
12	DEVELOPMENT.
13	(a) In General.—Using the amounts available
14	under section 48102(a) of title 49, United States Code,
15	the Administrator, in coordination with the Director of the
16	National Institute of Standards and Technology, shall
17	carry out a research and development program for advanc-
18	ing aviation structures, materials, and manufacturing for
19	the safe use in and on aircraft.
20	(b) Inclusion.—The program under subsection (a)
21	shall, to the extent practicable, include research and devel-
22	opment relating to the following:
22	(1) Metallic and non-metallic based additive
23	
	materials and processes, composites, and other ad-

1	(2) Process development for the development of
2	design and manufacturing standards for aviation
3	structures, materials, and additive manufacturing.
4	(3) Improving certification efficiency of aviation
5	structures, materials, and additively manufactured
6	aviation products and components.
7	(4) Evaluating long-term material and struc-
8	tural behavior and associated maintenance, including
9	support for fatigue life determination, structural
10	changes related to fatigue, thermal, corrosive envi-
11	ronments, and expected maintenance of such mate-
12	rials, including recommended repair techniques.
13	(5) Partnering with commercial entities to ma-
14	ture and certify, as appropriate, the following capa-
15	bilities for use in aircraft manufacturing:
16	(A) Additive manufacturing, including
17	large-scale additive manufacturing.
18	(B) Aviation structures.
19	(C) Advanced materials capabilities, in-
20	cluding the development and qualification of
21	new material chemistries.
22	(6) Inspection and quality assurance tech-
23	nologies for use with complex geometries enabled by
24	advanced manufacturing methods.

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1	(c) Report.—Not later than 180 days after the date
2	of the enactment of this title, the Administrator shall pro-
3	vide to the appropriate committees of Congress a report
4	on the findings of the research under subsection (a).
5	SEC. 1144. RESEARCH PLAN ON THE REMOTE TOWER PRO-
6	GRAM.
7	(a) In General.—Not later than 180 days after the
8	date of the enactment of this title, the Administrator shall
9	submit to the appropriate committees of Congress a com-
10	prehensive plan for research, development, testing, and
11	evaluation needed to mature remote tower technology and
12	provide a strategic roadmap to support standards develop-
13	ment, validation, and operational certification of such
14	technology.
15	(b) Considerations.—As part of the plan required
16	under subsection (a), the Administrator should consider
17	the use of remote tower technologies for advanced air mo-
18	bility operations.
19	SEC. 1145. AIR TRAFFIC CONTROL TRAINING.
20	(a) Research.—Subject to the availability of appro-
21	priations for such purpose, the Administrator shall carry

- out a research program to evaluate opportunities to mod-
- ernize, enhance, and streamline training time to become
- 24 a Certified Professional Controller.

1	(b) REQUIREMENTS.—The research under subsection
2	(a) shall—
3	(1) assess the use of advanced technologies,
4	such as artificial intelligence, machine learning,
5	adaptive computer-based simulation, virtual reality,
6	or augmented reality, to enhance controller knowl-
7	edge retention, improve performance, and improve
8	the effectiveness of training time;
9	(2) develop a timeline to deploy proven ad-
10	vanced technologies and associated processes for ac-
11	creditation in training programs and training facili-
12	ties within the national airspace system; and
13	(3) include collaboration with labor organiza-
14	tions and other stakeholders.
15	(c) Report.—Not later than one year after the date
16	of the enactment of this title, the Administrator shall sub-
17	mit to the appropriate committees of Congress a report
18	on the findings of the research under subsection (a).
19	SEC. 1146. REPORT ON AVIATION CYBERSECURITY DIREC-
20	TIVES.
21	Not later than 180 days after the date of enactment
22	of this title, the Administrator shall submit to the appro-
23	priate committees of Congress a report on the status of
24	the FAA's implementation of section 2111 of the FAA Ex-
25	tension, Safety, and Security Act of 2016 (Public Law

1	114–190; 49 U.S.C. 44903 note; relating to the develop-
2	ment of a comprehensive and strategic aviation cybersecu-
3	rity framework and establishment of a research and devel-
4	opment plan to mitigate cybersecurity risks in the Na-
5	tional Airspace System). The report, at minimum, shall
6	include the following:
7	(1) A description of the FAA's progress in de-
8	veloping, implementing, and updating such frame-
9	work.
10	(2) A description of prioritized research and de-
11	velopment activities for the most needed improve-
12	ments, with target dates, to safeguard the National
13	Airspace System.
14	(3) An explanation for any delays or challenges
15	in so implementing such section.
16	SEC. 1147. RULE OF CONSTRUCTION REGARDING COLLABO-
17	
	RATIONS.
18	RATIONS.  Nothing in this title may be construed as modifying
18 19	
	Nothing in this title may be construed as modifying
19	Nothing in this title may be construed as modifying or limiting existing collaborations, or limiting potential en-
19 20	Nothing in this title may be construed as modifying or limiting existing collaborations, or limiting potential en- gagement on future collaborations, between the Adminis-
<ul><li>19</li><li>20</li><li>21</li></ul>	Nothing in this title may be construed as modifying or limiting existing collaborations, or limiting potential en- gagement on future collaborations, between the Adminis- trator, stakeholders, and labor organizations, including

1	tion research, development, demonstration, and testing ac-
2	tivities.
3	SEC. 1148. TURBULENCE RESEARCH AND DEVELOPMENT.
4	(a) In General.—Subject to the availability of ap-
5	propriations for such purpose, the Administrator, in col-
6	laboration with the Administrator of the National Oceanic
7	and Atmospheric Administration, and in consultation with
8	the Administrator of NASA, shall carry out applied re-
9	search and development to—
10	(1) enhance the monitoring and understanding
11	of severe turbulence, including clear-air turbulence;
12	and
13	(2) inform the development of measures to miti-
14	gate safety impacts on crew and the flying public
15	that may result from severe turbulence.
16	(b) RESEARCH AND DEVELOPMENT ACTIVITIES.—In
17	conducting the research and development on severe turbu-
18	lence in accordance with subsection (a), the Administrator
19	shall—
20	(1) establish processes and procedures for com-
21	prehensive and systematic data collection through
22	both instrumentation and pilot reporting, of severe
23	turbulence, including clear-air turbulence;
24	(2) establish measures for storing and man-
25	aging such data collection;

1	(3) support measures for monitoring and char-
2	acterizing incidents of severe turbulence;
3	(4) consider relevant existing research and de-
4	velopment from other entities, including Federal de-
5	partments and agencies, academia, and the private
6	sector; and
7	(5) carry out research and development—
8	(A) to understand the impacts of climate
9	change and other factors on the nature of tur-
10	bulence, including severe turbulence and clear-
11	air turbulence;
12	(B) to enhance turbulence forecasts for
13	flight planning and execution, seasonal pre-
14	dictions for schedule and route-planning, and
15	long-term projections of severe turbulence, in-
16	cluding clear-air turbulence; and
17	(C) on other subject matters areas related
18	to severe turbulence, as determined by the Ad-
19	ministrator; and
20	(6) support the effective transition of the re-
21	sults of research and development to operations,
22	where appropriate.
23	(c) No Duplication.—The Administrator shall en-
24	sure that research and development activities under this

1	section do not duplicate other Federal programs relating
2	to turbulence.
3	(d) Turbulence Data.—
4	(1) Commercial providers.—In conducting
5	research and development activities under subsection
6	(b), the Administrator may enter into agreements
7	with commercial providers for the following:
8	(A) The purchase of turbulence data.
9	(B) The placement on aircraft of instru-
10	ments relevant to understanding and moni-
11	toring turbulence.
12	(2) Data access.—The Administrator shall
13	make the data collected pursuant to subsection (b)
14	widely available and accessible to the scientific re-
15	search, user, and stakeholder communities, including
16	the Administrator of the National Oceanic and At-
17	mospheric Administration, to the greatest extent
18	practicable and in accordance with Federal Aviation
19	Administration data management policies.
20	(e) REPORT ON TURBULENCE RESEARCH.—Not later
21	than 15 months after the date of the enactment of this
22	title, the Administrator, in collaboration with the Adminis-
23	trator of the National Oceanic and Atmospheric Adminis-
24	tration, shall submit to the appropriate committees of
25	Congress a report that—

1	(1) details the activities conducted under this
2	section, including how the research and development
3	activities under subsection (b) have contributed to
4	the goals specified in subsection (a);
5	(2) assesses the current state of scientific un-
6	derstanding of the causes, occurrence rates, and past
7	and projected future trends in occurrence rates of
8	severe turbulence, including clear-air turbulence;
9	(3) describes the processes and procedures for
10	collecting, storing, and managing, data in pursuant
11	to subsection (b);
12	(4) assesses—
13	(A) the use of commercial providers pursu-
14	ant to subsection (d)(1); and
15	(B) the need for any future Federal Gov-
16	ernment collection or procurement of data and
17	instruments related to turbulence, including an
18	assessment of costs;
19	(5) describes how such data will be made avail-
20	able to the scientific research, user, and stakeholder
21	communities; and
22	(6) identifies future research and development
23	needed to inform the development of measures to
24	predict and mitigate the safety impacts that may re-

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1	sult from severe turbulence, including clear-air tur-
2	bulence.
3	SEC. 1149. RESEARCH, DEVELOPMENT, AND DEMONSTRA-
4	TION PROGRAMS.
5	(a) In General.—The Administrator shall carry out
6	research, development, testing, evaluation, and demonstra-
7	tion programs for low-carbon alternative aviation fuels,
8	which may include next-generation feedstocks, biofuels,
9	and bioderived chemicals.
10	(b) Collaboration.—The Administrator shall col-
11	laborate with Federal agencies, industry stakeholders, re-
12	search institutions, and other relevant stakeholders, to ac-
13	celerate the research, development, testing, evaluation,
14	and demonstrations programs described in subsection (a)
15	and facilitate United States sustainability and competi-
16	tiveness in aviation.
17	SEC. 1150. LIMITATION.
18	None of the funds authorized in this title may be used
19	to conduct research, develop, design, plan, promulgate, im-
20	plement, or execute a policy, program, order, or contract
21	of any kind with the Chinese Communist Party or any
22	Chinese-owned entity unless such activities are specifically

authorized by a law enacted after the date of enactment

24 of this title.

## TITLE XII—AVIATION REVENUE 1

2	PROVISIONS
3	SEC. 1201. AIRPORT AND AIRWAY TRUST FUND EXPENDI-
4	TURE AUTHORITY.
5	(a) In General.—Section 9502(d)(1) of the Inter-
6	nal Revenue Code of 1986 is amended—
7	(1) in the matter preceding subparagraph (A)
8	by striking "October 1, 2023" and inserting "Octo-
9	ber 1, 2028"; and
10	(2) in subparagraph (A) by striking the semi-
11	colon at the end and inserting "or the Securing
12	Growth and Robust Leadership in American Avia-
13	tion Act;".
14	(b) Conforming Amendment.—Section 9502(e)(2)
15	of such Code is amended by striking "October 1, 2023"
16	and inserting "October 1, 2028".
17	SEC. 1202. EXTENSION OF TAXES FUNDING AIRPORT AND
18	AIRWAY TRUST FUND.
19	(a) Fuel Taxes.—Section 4081(d)(2)(B) of the In-
20	ternal Revenue Code of 1986 is amended by striking "Sep-
21	tember 30, 2023" and inserting "September 30, 2028".
22	(b) Ticket Taxes.—
23	(1) Persons.—Section $4261(k)(1)(A)(ii)$ of
24	such Code is amended by striking "September 30,
25	2023" and inserting "September 30, 2028".

1	(2) Property.—Section 4271(d)(1)(A)(ii) of
2	such Code is amended by striking "September 30,
3	2023" and inserting "September 30, 2028".
4	(c) Fractional Ownership Programs.—
5	(1) Fuel Tax.—Section 4043(d) of such Code
6	is amended by striking "September 30, 2023" and
7	inserting "September 30, 2028".
8	(2) Treatment as noncommercial avia-
9	TION.—Section 4083(b) of such Code is amended by
10	striking "October 1, 2023" and inserting "October
11	1, 2028".
12	(3) Exemption from ticket tax.—Section
13	4261(j) of such Code is amended by striking "Sep-
14	tember 30, 2023" and inserting "September 30,
15	2028".
16	SEC. 1203. DESIGNATION OF CERTAIN AIRPORTS AS PORTS
17	OF ENTRY.
18	(a) In General.—The President shall—
19	(1) pursuant to the Act of August 1, 1914 (38
20	Stat. 623, chapter 223; 19 U.S.C. 2), designate each
21	airport described in subsection (b) as a port of
22	entry; and
23	(2) terminate the application of the user fee re-
24	quirement under section 236 of the Trade and Tar-

1	iff Act of 1984 (19 U.S.C. 58b) with respect to the
2	airport.
3	(b) AIRPORTS DESCRIBED.—An airport described in
4	this subsection is an airport that—
5	(1) is a primary airport (as defined in section
6	47102 of title 49, United States Code);
7	(2) is located not more than 30 miles from the
8	northern or southern international land border of
9	the United States;
10	(3) is associated, through a formal, legal instru-
11	ment, including a valid contract or governmental or-
12	dinance, with a land border crossing or a seaport not
13	more than 30 miles from the airport; and
14	(4) through such association, meets the numer-
15	ical criteria considered by U.S. Customs and Border
16	Protection for establishing a port of entry, as set
17	forth in—
18	(A) Treasury Decision 82–37 (47 Fed.
19	Reg. 10137; relating to revision of customs cri-
20	teria for establishing ports of entry and sta-
21	tions), as revised by Treasury Decisions 86–14
22	(51 Fed. Reg. 4559) and 87–65 (52 Fed. Reg.
23	16328); or
24	(B) any successor guidance or regulation.