

***In the Senate of the United States,***

*May 9, 2024.*

*Resolved*, That the bill from the House of Representatives (H.R. 3935) entitled “An Act to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.”, do pass with the following

**AMENDMENT:**

Strike all after the enacting clause and insert the following:

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

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

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

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

*Sec. 2. Definitions.*

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

*Sec. 102. Facilities and equipment.*

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*Sec. 202. Assistant Administrator for Rulemaking and Regulatory Improvement.*  
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*Sec. 204. Authority of Secretary and Administrator.*  
*Sec. 205. Regulatory materials improvement.*  
*Sec. 206. Future of NextGen.*  
*Sec. 207. Airspace Modernization Office.*  
*Sec. 208. Application dashboard and feedback portal.*  
*Sec. 209. Sense of Congress on FAA engagement during rulemaking activities.*  
*Sec. 210. Civil Aeromedical Institute.*  
*Sec. 211. Management Advisory Council.*  
*Sec. 212. Chief Operating Officer.*  
*Sec. 213. Report on unfunded capital investment needs of air traffic control system.*  
*Sec. 214. Chief Technology Officer.*  
*Sec. 215. Definition of air traffic control system.*  
*Sec. 216. Peer review of Office of Whistleblower Protection and Aviation Safety Investigations.*  
*Sec. 217. Cybersecurity lead.*  
*Sec. 218. Eliminating FAA reporting and unnecessary requirements.*  
*Sec. 219. Authority to use electronic service.*  
*Sec. 220. Safety and efficiency through digitization of FAA systems.*  
*Sec. 221. FAA telework.*  
*Sec. 222. Review of office space.*  
*Sec. 223. Restoration of authority.*  
*Sec. 224. FAA participation in industry standards organizations.*  
*Sec. 225. Sense of Congress on use of voluntary consensus standards.*  
*Sec. 226. Required designation.*  
*Sec. 227. Administrative Services Franchise Fund.*  
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*Sec. 229. Advanced Aviation Technology and Innovation Steering Committee.*  
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**1 SEC. 2. DEFINITIONS.**

**2       *In this Act:***

**3               (1) ADMINISTRATOR.—*Unless otherwise specified,*  
**4               the term “Administrator” means the Administrator of  
**5               the Federal Aviation Administration.******

**6               (2) APPROPRIATE COMMITTEES OF CONGRESS.—  
**7               The term “appropriate committees of Congress”**  
**8               means the Committee on Commerce, Science, and**  
**9               Transportation of the Senate and the Committee on****

1       *Transportation and Infrastructure of the House of*  
2       *Representatives.*

3               (3) *COMPTROLLER GENERAL.*—*The term “Comptroller General” means the Comptroller General of the*  
4       *United States.*

6               (4) *FAA.*—*The term “FAA” means the Federal*  
7       *Aviation Administration.*

8               (5) *NEXTGEN.*—*The term “NextGen” means the*  
9       *Next Generation Air Transportation System.*

10              (6) *SECRETARY.*—*Unless otherwise specified, the*  
11       *term “Secretary” means the Secretary of Transporta-*  
12       *tion.*

## 13       **TITLE I—AUTHORIZATIONS**

### 14       **SEC. 101. AIRPORT PLANNING AND DEVELOPMENT AND** 15               **NOISE COMPATIBILITY PLANNING AND PRO-** 16               **GRAMS.**

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

19                      (1) *in paragraph (6) by striking “and” at the*  
20       *end;*

21                      (2) *by striking paragraph (7) and inserting the*  
22       *following:*

23                               (7) *\$3,350,000,000 for fiscal year 2024;*

24                               (8) *\$4,000,000,000 for fiscal year 2025;*

25                               (9) *\$4,000,000,000 for fiscal year 2026;*

1           “(10) \$4,000,000,000 for fiscal year 2027; and

2           “(11) \$4,000,000,000 for fiscal year 2028.”.

3           (b) *OBLIGATION AUTHORITY*.—Section 47104(c) of  
4 title 49, United States Code, is amended in the matter pre-  
5 ceding paragraph (1) by striking “May 10, 2024” and in-  
6 serting “September 30, 2028”.

7 **SEC. 102. FACILITIES AND EQUIPMENT.**

8           Section 48101(a) of title 49, United States Code, is  
9 amended by striking paragraphs (1) through (7) and insert-  
10 ing the following:

11           “(1) \$3,191,250,000 for fiscal year 2024.

12           “(2) \$3,575,000,000 for fiscal year 2025.

13           “(3) \$3,625,000,000 for fiscal year 2026.

14           “(4) \$3,675,000,000 for fiscal year 2027.

15           “(5) \$3,725,000,000 for fiscal year 2028.”.

16 **SEC. 103. OPERATIONS.**

17           (a) *IN GENERAL*.—Section 106(k)(1) of title 49,  
18 United States Code, is amended by striking subparagraphs  
19 (A) through (G) and inserting the following:

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

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

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

23           “(D) \$13,650,000,000 for fiscal year 2027;

24           and

25           “(E) \$13,954,000,000 for fiscal year 2028.”.

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

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

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

5        and

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

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

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

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

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

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

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

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

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

18                   (2) by striking “in each of fiscal years 2018  
19        through 2023 and for the period beginning on October  
20        1, 2023, and ending on May 10, 2024” and inserting  
21        “in each of fiscal years 2024 through 2028”; and

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

23                               “(B) *PRIORITIZATION.*—In reducing non-  
24        safety-related activities of the Administration  
25        under subparagraph (A), the Secretary shall

1           *prioritize such reductions from amounts other*  
2           *than amounts authorized under this subsection,*  
3           *section 48101, or section 48103.*

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

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

8           (a) *AUTHORITY TO PROVIDE INSURANCE.*—*Section*  
9           *44310(b) of title 49, United States Code, is amended by*  
10           *striking “May 10, 2024” and inserting “September 30,*  
11           *2028”.*

12           (b) *MARSHALL ISLANDS, MICRONESIA, AND PALAU.*—  
13           *Section 47115(i) of title 49, United States Code, is amended*  
14           *by striking “fiscal years 2018 through 2023, and for the*  
15           *period beginning on October 1, 2023, and ending on May*  
16           *10, 2024,” and inserting “fiscal years 2024 through 2028,”.*

17           (c) *WEATHER REPORTING PROGRAMS.*—*Section 48105*  
18           *of title 49, United States Code, is amended by striking*  
19           *paragraph (5) and adding at the end the following:*

20                     “(5) *\$60,000,000 for each of fiscal years 2024*  
21                     *through 2028.*”.

22           (d) *MIDWAY ISLAND AIRPORT.*—*Section 186(d) of the*  
23           *Vision 100—Century of Aviation Reauthorization Act*  
24           *(Public Law 108–176) is amended by striking “fiscal years*  
25           *2018 through 2023 and for the period beginning on October*



1 1, 2023, and ending on May 10, 2024,” and inserting “for  
2 fiscal years 2024 through 2028,”.

3 (e) *EXTENSION OF THE SAFETY OVERSIGHT AND CER-*  
4 *TIFICATION ADVISORY COMMITTEE.*—Section 202(h) of the  
5 *FAA Reauthorization Act of 2018 (Public Law 115–254)*  
6 *is amended by striking “shall terminate” and all that fol-*  
7 *lows through the period at the end and inserting “shall ter-*  
8 *minate on October 1, 2028.”.*

9 **TITLE II—FAA OVERSIGHT AND**  
10 **ORGANIZATIONAL REFORM**

11 **SEC. 201. FAA LEADERSHIP.**

12 Section 106 of title 49, United States Code, is amend-  
13 ed—

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

16 (2) by striking subsection (b) and inserting the  
17 following:

18 “(b) *ADMINISTRATION LEADERSHIP.*—

19 “(1) *ADMINISTRATOR.*—

20 “(A) *IN GENERAL.*—The head of the Admin-  
21 *istration is the Administrator, who shall be ap-*  
22 *pointed by the President, by and with the advice*  
23 *and consent of the Senate.*

24 “(B) *QUALIFICATIONS.*—The Administrator  
25 shall—

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

2           “(ii) not be an active duty member of  
3           the Armed Forces;

4           “(iii) not have retired from the Armed  
5           Forces within the 7 years preceding nomi-  
6           nation; and

7           “(iv) have experience in organizational  
8           management and a field directly related to  
9           aviation.

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

14          “(D) *TERM OF OFFICE.*—The term of office  
15          for any individual appointed as Administrator  
16          shall be 5 years.

17          “(E) *REPORTING CHAIN.*—Except as pro-  
18          vided in subsection (f) or in other provisions of  
19          law, the Administrator reports directly to the  
20          Secretary of Transportation.

21          “(2) *DEPUTY ADMINISTRATOR.*—

22          “(A) *IN GENERAL.*—The Administrator has  
23          a Deputy Administrator, who shall be appointed  
24          by the President.

1           “(B) *QUALIFICATIONS.*—*The Deputy Ad-*  
2           *ministrator 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, the President*  
10           *shall consider the fitness of the individual to*  
11           *carry out efficiently the duties and powers of the*  
12           *office, including the duty to act for the Adminis-*  
13           *trator when the Administrator is absent or un-*  
14           *able to serve, or when the office of Administrator*  
15           *is vacant.*

16           “(D) *REPORTING CHAIN.*—*The Deputy Ad-*  
17           *ministrator reports directly to the Adminis-*  
18           *trator.*

19           “(E) *DUTIES.*—*The Deputy Administrator*  
20           *shall carry out duties and powers prescribed by*  
21           *the Administrator.*

22           “(F) *COMPENSATION.*—

23                   “(i) *ANNUAL RATE OF BASIC PAY.*—  
24                   *The annual rate of basic pay of the Deputy*  
25                   *Administrator shall be set by the Secretary*

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

3                   “(ii) *EXCEPTION.—A retired regular*  
4                   *officer of the Armed Forces serving as the*  
5                   *Deputy Administrator is entitled to hold a*  
6                   *rank and grade not lower than that held*  
7                   *when appointed as the Deputy Adminis-*  
8                   *trator and may elect to receive—*

9                   “(I) *the pay provided for the Dep-*  
10                   *uty Administrator under clause (i); or*

11                   “(II) *the pay and allowances or*  
12                   *the retired pay of the military grade*  
13                   *held.*

14                   “(iii) *REIMBURSEMENT OF EX-*  
15                   *PENSES.—If the Deputy Administrator*  
16                   *elects to receive compensation described in*  
17                   *clause (ii)(II), the Administration shall re-*  
18                   *imburse the appropriate military depart-*  
19                   *ment from funds available for the expenses*  
20                   *of the Administration.*

21                   “(3) *LEADERSHIP OF THE ADMINISTRATION DE-*  
22                   *FINED.—In this section, the term ‘leadership of the*  
23                   *Administration’ means—*

24                   “(A) *the Administrator under paragraph*  
25                   *(1); and*

1                   “(B) the Deputy Administrator under para-  
2                   graph (2).”.

3 **SEC. 202. ASSISTANT ADMINISTRATOR FOR RULEMAKING**  
4                   **AND REGULATORY IMPROVEMENT.**

5           (a) *ASSISTANT ADMINISTRATOR FOR RULEMAKING*  
6 *AND REGULATORY IMPROVEMENT.*—Section 106 of title 49,  
7 *United States Code*, is further amended by striking sub-  
8 *sections (c) and (d) and inserting the following:*

9           “(c) *ASSISTANT ADMINISTRATOR FOR RULEMAKING*  
10 *AND REGULATORY IMPROVEMENT.*—There is an Assistant  
11 *Administrator for Rulemaking and Regulatory Improve-*  
12 *ment who shall be appointed by the Administrator and*  
13 *shall—*

14                   “(1) *be responsible for developing and managing*  
15 *the execution of a regulatory agenda for the Adminis-*  
16 *tration that meets statutory and Administration*  
17 *deadlines, including by—*

18                           “(A) *prioritizing rulemaking projects that*  
19 *are necessary to improve safety;*

20                           “(B) *establishing the regulatory agenda of*  
21 *the Administration; and*

22                           “(C) *coordinating with offices of the Admin-*  
23 *istration, the Department, and other Federal en-*  
24 *tities as appropriate to improve timely feedback*  
25 *generation and approvals when required by law;*

1           “(2) not delegate overall responsibility for meet-  
2           ing internal timelines and final completion of the reg-  
3           ulatory activities of the Administration outside the  
4           Office of the Assistant Administrator for Rulemaking  
5           and Regulatory Improvement;

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

8                   “(A) improve safety;

9                   “(B) reduce undue regulatory burden;

10                   “(C) replace prescriptive regulations with  
11                   performance-based regulations, as appropriate;

12                   “(D) prevent duplicative regulations; and

13                   “(E) increase regulatory clarity and trans-  
14                   parency whenever possible;

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

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

23                   “(A) acknowledging receipt of such petition;

24                   “(B) confirming completeness of such peti-  
25           tion;

1           “(C) providing an initial indication of the  
2           complexity of the request and how such com-  
3           plexity may impact the timeline for adjudica-  
4           tion; and

5           “(D) requesting any additional informa-  
6           tion, as appropriate, that would assist in the  
7           consideration of the petition;

8           “(6) track the issuance of exemptions and waiv-  
9           ers by the Administration to sections of title 14, Code  
10          of Federal Regulations, and establish a methodology  
11          by which to determine if it would be more efficient  
12          and in the interest of the public to amend a rule to  
13          reduce the future need of waivers and exemptions; and

14          “(7) promulgate regulatory updates as deter-  
15          mined more efficient or in the best interest of the pub-  
16          lic under paragraph (6).

17          “(d) [Reserved].”

18          (b) **SYSTEMICALLY ADDRESSING NEED FOR EXEMP-**  
19          **TIONS AND WAIVERS.**—Not later than 30 months after the  
20          date of enactment of this Act, the Assistant Administrator  
21          for Rulemaking and Regulatory Improvement of the FAA  
22          shall brief the appropriate committees of Congress and the  
23          Committee on Science, Space, and Technology of the House  
24          of Representatives on the methodology developed pursuant

1 to section 106(c)(6) of title 49, United States Code (as  
2 added by this section).

3 **SEC. 203. PROHIBITION ON CONFLICTING PECUNIARY IN-**  
4 **TERESTS.**

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

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

9 “(1) *IN GENERAL.*—*The leadership of the Admin-*  
10 *istration may not have a pecuniary interest in, or*  
11 *hold a financial interest in, an aeronautical enter-*  
12 *prise or engage in another business, vocation, or em-*  
13 *ployment.*

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

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

20 “(A) means—

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

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



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

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

6 **SEC. 204. AUTHORITY OF SECRETARY AND ADMINIS-**  
7                   **TRATOR.**

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

10                   (1) in paragraph (1)—

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

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

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

21                   “(A) established by executive order; or

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

1           (2) in paragraph (2)—

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

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

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

20          (3) in paragraph (3)—

21                   (A) in subparagraph (A)—

22                           (i) by striking “In the performance”  
23                   and inserting the following:

24                                   “(i) ISSUANCE OF REGULATIONS.—In  
25                   the performance”;

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

3           “(i) *PETITIONS FOR RULEMAKING.—*  
4 *The Administrator shall act*”;

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

7           “(iii) *RULEMAKING TIMELINE.—The*  
8 *Administrator shall issue*”; and

9           (iv) by striking “On February 1” and  
10 inserting the following:

11           “(iv) *REPORTING REQUIREMENT.—On*  
12 *February 1*”; and

13           (B) by striking subparagraphs (B) and (C)  
14 and inserting the following:

15           “(B) *APPROVAL OF SECRETARY OF TRANS-*  
16 *PORTATION.—*

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

22           “(I) *is likely to result in the ex-*  
23 *penditure by State, local, and Tribal*  
24 *governments in the aggregate, or by the*  
25 *private sector, of \$250,000,000 or more*

1           *(adjusted annually for inflation begin-*  
2           *ning with the year following the date*  
3           *of enactment of the FAA Reauthoriza-*  
4           *tion Act of 2024) in any year; or*

5           *“(II) is significant.*

6           *“(ii) SIGNIFICANT REGULATIONS.—For*  
7           *purposes of this paragraph, a regulation is*  
8           *significant if the Administrator, in con-*  
9           *sultation with the Secretary (as appro-*  
10          *priate), determines that the regulation—*

11          *“(I) will have an annual effect on*  
12          *the economy of \$250,000,000 or more*  
13          *(adjusted annually for inflation begin-*  
14          *ning with the year following the date*  
15          *of enactment of the FAA Reauthoriza-*  
16          *tion Act of 2024);*

17          *“(II) raises novel or serious legal*  
18          *or policy issues that will substantially*  
19          *and materially affect other transpor-*  
20          *tation modes; or*

21          *“(III) adversely affects, in a sub-*  
22          *stantial and material way, the econ-*  
23          *omy, a sector of the economy, produc-*  
24          *tivity, competition, jobs, the environ-*  
25          *ment, public health or safety, or a*

1                   *State, local, or Tribal government or*  
2                   *community.*

3                   “(iii) *EMERGENCY REGULATION.*—

4                                 “(I) *IN GENERAL.*—*In an emer-*  
5                                 *gency as determined by the Adminis-*  
6                                 *trator, the Administrator may issue a*  
7                                 *final regulation described in clause (i)*  
8                                 *without prior approval of the Sec-*  
9                                 *retary.*

10                                “(II) *OBJECTION.*—*If the Sec-*  
11                                *retary objects to a regulation issued*  
12                                *under subclause (II) in writing not*  
13                                *later than 5 days (excluding Saturday,*  
14                                *Sundays, and legal public holidays)*  
15                                *after the issuance, the Administrator*  
16                                *shall immediately rescind such regula-*  
17                                *tion.*

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

1           “(I) does not require the approval  
2           of the Secretary under clause (i) (ex-  
3           cluding a regulation issued under  
4           clause (iii)); or

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

7           “(v) *TIMELINE.*—The Administrator  
8           shall submit a copy of any proposed or  
9           final regulation requiring approval by the  
10          Secretary under clause (i) to the Secretary,  
11          who shall either approve the regulation or  
12          return the regulation to the Administrator  
13          with comments not later than 30 days after  
14          receiving the regulation. If the Secretary  
15          fails to approve or return the regulation  
16          with comments to the Administrator not  
17          later than 30 days after receiving such reg-  
18          ulation, the regulation shall be deemed to  
19          have been approved by the Secretary.

20          “(C) *PERIODIC REVIEW.*—

21          “(i) *IN GENERAL.*—For any significant  
22          regulation issued after the date of enactment  
23          of the FAA Reauthorization Act of 2024, in  
24          addition to the review requirements estab-  
25          lished under section 5.13(d) of title 49, Code

1           of *Federal Regulations*, the Administrator  
2           shall review any significant regulation 3  
3           years after the effective date of such regula-  
4           tion.

5           “(ii) *DISCRETIONARY REVIEW*.—The  
6           Administrator may review any regulation  
7           that has been in effect for more than 3  
8           years.

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

12                 “(I) the cost assumptions sup-  
13                 porting the regulation were accurate;

14                 “(II) the intended benefit of the  
15                 regulation is being realized;

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

18                 “(IV) the Administrator rec-  
19                 ommends updates to such regulation  
20                 based on the review criteria specified  
21                 in section 5.13(d) of title 49, Code of  
22                 *Federal Regulations*.

23          “(iv) *REVIEW MANAGEMENT*.—Any  
24          periodic review of a regulation under this  
25          subparagraph shall be managed by the As-

1                    *sistant Administrator for Rulemaking and*  
 2                    *Regulatory Improvement, who may task an*  
 3                    *advisory committee or the Management Ad-*  
 4                    *visory Council established under subsection*  
 5                    *(p) to assist in performing the review.”;*

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

8                    *(5) by inserting after paragraph (2) the fol-*  
 9                    *lowing:*

10                    *“(3) DUTIES AND POWERS OF THE ADMINIS-*  
 11                    *TRATOR.—*

12                    *“(A) IN GENERAL.—The Administrator*  
 13                    *shall carry out—*

14                    *“(i) the duties and powers of the Sec-*  
 15                    *retary under this subsection related to avia-*  
 16                    *tion safety (except duties and powers related*  
 17                    *to transportation, packaging, marking, or*  
 18                    *description of hazardous material) and stat-*  
 19                    *ed in—*

20                    *“(I) subsections (c) and (d) of sec-*  
 21                    *tion 1132;*

22                    *“(II) sections 40101(c), 40103(b),*  
 23                    *40106(a), 40108, 40109(b), 40113(a),*  
 24                    *40113(c),        40113(d),        40113(e),*  
 25                    *40114(a), and 40117;*



1 “(III) chapter 443;

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

4 “(V) chapter 447, except sections  
5 44721(b) and 44723;

6 “(VI) chapter 448;

7 “(VII) chapter 451;

8 “(VIII) chapter 453;

9 “(IX) section 46104;

10 “(X) subsections (d) and (h)(2) of  
11 section 46301, section 46303(c), sec-  
12 tions 46304 through 46308, section  
13 46310, section 46311, and sections  
14 46313 through 46320;

15 “(XI) chapter 465;

16 “(XII) chapter 471;

17 “(XIII) chapter 475; and

18 “(XIV) chapter 509 of title 51;

19 and

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

22 “(B) APPLICABILITY.—Section 40101(d) ap-  
23 plies to the duties and powers specified in sub-  
24 paragraph (A).

1           “(C) *TRANSFER*.—Any of the duties and  
2           powers specified in subparagraph (A) may only  
3           be transferred to another part of the Department  
4           if specifically provided by law or in a reorga-  
5           nization plan submitted under chapter 9 of title  
6           5.

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

11          (b) *CONFORMING AMENDMENT*.—Section 106 of title  
12          49, United States Code, is amended by striking subsection  
13          (g) and inserting the following:

14          “(g) [reserved].”.

15          (c) *PRESERVATION OF EXISTING AUTHORITY*.—Noth-  
16          ing in this section or the amendments made by this section  
17          shall be construed to restrict any authority vested in the  
18          Administrator by statute or by delegation that was in effect  
19          on the day before the date of the enactment of this Act.

20          **SEC. 205. REGULATORY MATERIALS IMPROVEMENT.**

21          (a) *INTERNAL REGULATORY PROCESS REVIEW*.—

22                  (1) *IN GENERAL*.—

23                          (A) *REVIEW TEAM*.—The Administrator  
24                          shall establish a regulatory process review team  
25                          (in this section referred to as the “review team”)

1           *comprising of FAA employees and individuals*  
2           *described in paragraph (2) to develop rec-*  
3           *ommendations to improve the timeliness, per-*  
4           *formance, and accountability of the development*  
5           *and promulgation of regulatory materials.*

6           *(B) REPORT.—The review team shall sub-*  
7           *mit to the Administrator a report with rec-*  
8           *ommendations in accordance with the deadlines*  
9           *specified in paragraph (5).*

10          (2) *OTHER MEMBERS; CONSULTATION.—*

11           *(A) IN GENERAL.—The review team shall*  
12           *include at least 3 outside experts and or aca-*  
13           *demics with relevant experience or expertise in*  
14           *aviation safety and at least 1 outside expert with*  
15           *relevant experience or expertise in improving the*  
16           *performance, accountability, and transparency of*  
17           *the Federal regulatory process, particularly as*  
18           *such process relates to aviation safety.*

19           *(B) CONSULTATION.—The review team*  
20           *may, as appropriate, consult with industry*  
21           *stakeholders.*

22          (3) *CONTENTS OF REVIEW.—In conducting the*  
23          *review required under paragraph (1), the review team*  
24          *shall do the following:*

1           (A) *Develop a proposal for rationalizing*  
2 *processes and eliminating redundant adminis-*  
3 *trative review of regulatory materials within the*  
4 *FAA, particularly when FAA-sponsored rule-*  
5 *making committees and stakeholders have col-*  
6 *laborated on the proposed regulations.*

7           (B) *With respect to each office within the*  
8 *FAA that reviews regulatory materials, assess—*

9                   (i) *the timeline assigned to each such*  
10 *office to complete the review of regulatory*  
11 *materials;*

12                   (ii) *the actual time spent for such re-*  
13 *view;*

14                   (iii) *opportunities to reduce the actual*  
15 *time for such review; and*

16                   (iv) *whether clear roles, responsibil-*  
17 *ities, requirements, and expectations are*  
18 *clearly defined for each office required to re-*  
19 *view the regulatory materials.*

20           (C) *Define and document the roles and re-*  
21 *sponsibilities of each office within the FAA that*  
22 *develops, drafts, or reviews each kind of regu-*  
23 *latory material in order to ensure that hiring re-*  
24 *fects who, where, and how the employees of each*

1           *such office function in the rulemaking frame-*  
2           *work.*

3           *(D) Describe any organizational changes or*  
4           *the need to hire additional FAA employees, if*  
5           *necessary, and take into consideration whether*  
6           *current positions are staffed, to reduce delays in*  
7           *publication of regulatory materials.*

8           *(E) In order to provide the public with de-*  
9           *tailed information on the progress of the develop-*  
10          *ment of regulatory materials, identify reporting*  
11          *mechanisms and develop a template and appro-*  
12          *priate system metrics for making publicly avail-*  
13          *able on a website a progress tracker that updates*  
14          *to show the major stages (as determined by the*  
15          *Administrator) of the development of regulatory*  
16          *materials as such materials are initiated, in*  
17          *progress, and completed.*

18          *(F) Consider changes to the best practices of*  
19          *the FAA under rules governing ex parte commu-*  
20          *nications, including communications with inter-*  
21          *national validating authorities, and with consid-*  
22          *eration of the public interest in transparency, to*  
23          *provide flexibility for FAA employees to discuss*  
24          *regulatory materials, particularly for such regu-*  
25          *latory materials related to enhancing aviation*

1           *safety and the aviation international leadership*  
2           *of the United States.*

3           (G) *Recommend methods by which the FAA*  
4           *can incorporate research funded by the Depart-*  
5           *ment of Transportation, in addition to consensus*  
6           *standards and conformance assessment processes*  
7           *developed by recognized industry standards orga-*  
8           *nizations into regulatory materials, to keep pace*  
9           *with rapid changes in aviation technologies and*  
10          *processes.*

11          (H) *Recommend mechanisms to optimize*  
12          *the roles of the Office of the Secretary of Trans-*  
13          *portation and the Office of Management and*  
14          *Budget, with the objective of improving the effi-*  
15          *ciency of regulatory activity.*

16          (4) *ACTION PLAN.*—*The Administrator shall de-*  
17          *velop and transmit to the appropriate committees of*  
18          *Congress an action plan to implement, as appro-*  
19          *priate, the recommendations developed by the review*  
20          *team.*

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

23                 (A) *Not later than 120 days after the date*  
24                 *of enactment of this section, the review team*  
25                 *shall complete the evaluation required under*

1           *paragraph (1) and submit to the Administrator*  
2           *the report of the review team on such evaluation.*

3           *(B) Not later than 30 days after the date on*  
4           *which the review team submits the report under*  
5           *subparagraph (A), the Administrator shall de-*  
6           *velop and publish the action plan under para-*  
7           *graph (4).*

8           *(6) SUNSET.—The review team shall terminate*  
9           *upon completion of the requirements under paragraph*  
10          *(5).*

11          *(7) ADMINISTRATIVE PROCEDURE REQUIRE-*  
12          *MENTS INAPPLICABLE.—The provisions of subchapter*  
13          *II of chapter 5, and chapter 7, of title 5, United*  
14          *States Code (commonly known as the “Administrative*  
15          *Procedure Act”) shall not apply to any activities of*  
16          *the review team in carrying out the requirements of*  
17          *this section.*

18          *(8) REGULATORY MATERIALS DEFINED.—In this*  
19          *subsection, the term “regulatory materials” means*  
20          *rules, advisory circulars, statements of policy, and*  
21          *other materials related to aviation safety regulations,*  
22          *as well as other materials pertaining to training and*  
23          *operation of aeronautical products.*

24          *(b) REVIEW OF NON-REGULATORY MATERIALS.—*

1           (1) *IN GENERAL.*—Not later than 3 years after  
2           the date of enactment of this Act, the inspector gen-  
3           eral of the Department of Transportation shall review  
4           the coordination and approval processes of non-regu-  
5           latory materials produced by the FAA to improve the  
6           timeliness, transparency, development, and issuance  
7           of such materials.

8           (2) *CONTENTS OF REVIEW.*—In conducting the  
9           review under paragraph (1), the inspector general  
10          shall—

11                 (A) provide recommendations for improving  
12                 processes and eliminating non-value-added re-  
13                 views of non-regulatory materials within the  
14                 FAA and Department of Transportation, in con-  
15                 sideration of the authority of the Administrator  
16                 under section 106 of title 49, United States Code,  
17                 and other applicable laws;

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

22                         (i) the timeline assigned to each such  
23                         office to complete the review of such mate-  
24                         rials;



1                   (ii) the actual time spent for such re-  
2                   view; and

3                   (iii) opportunities to reduce the actual  
4                   time spent for such review;

5                   (C) describe any organizational changes  
6                   and additional resources that the Administrator  
7                   needs, if necessary, to reduce delays in the devel-  
8                   opment and publication of proposed non-regu-  
9                   latory materials;

10                  (D) consider to what extent reporting mech-  
11                  anisms and templates could be used to provide  
12                  the public with more consistent information on  
13                  the development status of non-regulatory mate-  
14                  rials;

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

22                  (F) recommend methods by which the Ad-  
23                  ministrator can incorporate standards set by  
24                  recognized industry standards organizations, as  
25                  such term is defined in section 224(c), into non-

1           *regulatory materials to keep pace with rapid*  
2           *changes in aerospace technology and processes;*  
3           *and*

4                   *(G) evaluate the processes and best practices*  
5           *other civil aviation authorities and other Federal*  
6           *departments and agencies use to produce non-*  
7           *regulatory materials, particularly the processes*  
8           *of entities that produce such materials in an ex-*  
9           *pedited fashion to respond to safety risks, inci-*  
10          *idents, or new technology adoption.*

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

17           *(4) REPORT.—Not later than 1 year after the in-*  
18          *pector general initiates the review under paragraph*  
19          *(1), the inspector general shall submit to the Adminis-*  
20          *trator a report on such review.*

21           *(5) ACTION PLAN.—*

22                   *(A) IN GENERAL.—The Administrator shall*  
23          *develop an action plan to implement, as appro-*  
24          *priate, the recommendations contained in the re-*  
25          *port submitted under paragraph (4).*

1           (B) *BRIEFING.*—Not later than 90 days  
2           after receiving the report under paragraph (4),  
3           the Administrator shall brief the appropriate  
4           committees of Congress on such plan.

5           (6) *NON-REGULATORY MATERIALS DEFINED.*—In  
6           this subsection, the term “non-regulatory materials”  
7           means orders, statements of policy, guidance, tech-  
8           nical standards, and other materials related to avia-  
9           tion safety, training, and operation of aeronautical  
10          products.

11 **SEC. 206. FUTURE OF NEXTGEN.**

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

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

18          (c) *TRANSFER OF RESIDUAL NEXTGEN IMPLEMENTA-*  
19          *TION FUNCTIONS.*—If the Administrator does not complete  
20          the air traffic modernization project known as the NextGen  
21          program by the deadline specified in subsection (a), the Ad-  
22          ministrator shall transfer the residual functions for com-  
23          pleting the NextGen program to the Airspace Modernization  
24          Office of the FAA established under section 207.

1           (d) *TRANSFER OF NEXTGEN ADVISORY COMMITTEE.*—  
2 *Not later than December 31, 2025, management of the*  
3 *NextGen Advisory Committee shall transfer to the Chief Op-*  
4 *erating Officer of the air traffic control system.*

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

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

18           (g) *TECHNICAL CENTER FOR ADVANCED AERO-*  
19 *SPACE.*—*Section 106 of title 49, United States Code, is fur-*  
20 *ther amended by striking subsection (h) and inserting the*  
21 *following:*

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

24                   “(1) *IN GENERAL.*—*There is established within*  
25 *the Administration a technology center to support the*

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

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

10              “(3) *ACTIVITIES.*—*The activities of the Technical*  
11       *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 interested*  
18       *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, services,  
4 and technologies that could improve aviation  
5 safety and the operations and management of the  
6 air traffic control system and working with rel-  
7 evant offices of the Administration to consider  
8 the use and integration of such software, systems,  
9 services, and technologies, as appropriate;

10           “(D) supporting the work of any collocated  
11 facilities and tenants of such facilities, and to  
12 the extent feasible, enter into agreements as nec-  
13 essary to utilize the facilities, systems, and tech-  
14 nologies of such collocated facilities and tenants;

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

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

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

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

25           (2) by striking subsection (b).

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

2 (a) *ESTABLISHMENT.*—

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

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

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

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

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

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

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

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

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

9                   (1) *A description of the demand for services that*  
10            *will be required of the future air transportation sys-*  
11            *tem, and an explanation of how the demand projec-*  
12            *tions were derived, including—*

13                           (A) *the most likely range of average annual*  
14                           *resources required over the duration of the plan*  
15                           *to cost effectively maintain the safety, sustain-*  
16                           *ability, and other characteristics of national air-*  
17                           *space operation and the mission of the FAA; and*

18                           (B) *an estimate of FAA resource require-*  
19                           *ments by user group, including expectations con-*  
20                           *cerning the growth of new entrants and potential*  
21                           *new users.*

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

24                           (A) *the most significant technical, oper-*  
25                           *ational, and personnel obstacles and the activi-*



1            *ties necessary to overcome such obstacles, includ-*  
2            *ing the role of other Federal agencies, corpora-*  
3            *tions, institutions of higher learning, and non-*  
4            *profit organizations in carrying out such activi-*  
5            *ties;*

6            *(B) the annual anticipated cost of carrying*  
7            *out such activities;*

8            *(C) the technical milestones that will be*  
9            *used to evaluate the activities; and*

10           *(D) identifying technology gaps that the Ad-*  
11           *ministrator or industry may need to address to*  
12           *fully implement the integrated plan.*

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

17           *(4) A description of the management of the en-*  
18           *terprise architecture framework for the introduction of*  
19           *any operational improvements and to inform FAA fi-*  
20           *nancial decision-making.*

21           *(5) A justification for the operational improve-*  
22           *ments that the Office determines will need to be devel-*  
23           *oped and deployed by 2040 to meet the needs of na-*  
24           *tional airspace users, including the benefits, costs,*  
25           *and risks of the preferred and alternative options.*

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

4           (1) *the results and recommendations of the inde-*  
5 *pendent report on implementation of the NextGen*  
6 *program under section 603;*

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

10          (3) *the findings of the audit required by section*  
11 *622, and the resulting plan to replace or enhance the*  
12 *identified legacy systems within a reasonable time-*  
13 *frame.*

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

17       (e) *PLAN DEADLINE; BRIEFINGS.*—

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

1 *tives, and the Committee on Appropriations of the*  
2 *House of Representatives an initial integrated plan*  
3 *required under subsection (a)(3)(D).*

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

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

16 (1) *assesses the justification for the integrated*  
17 *plan;*

18 (2) *provides any recommendations for improving*  
19 *the integrated plan; and*

20 (3) *includes any other information that the in-*  
21 *spector general determines appropriate.*

22 **SEC. 208. APPLICATION DASHBOARD AND FEEDBACK POR-**  
23 **TAL.**

24 (a) *IN GENERAL.—The Deputy Administrator of the*  
25 *FAA shall determine whether a publicly facing dashboard*

1 *that provides applicants with the status of an application*  
2 *before the FAA 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 of the FAA to*  
7 *streamline and digitize paperwork and certification*  
8 *processes to provide an applicant with a greater*  
9 *awareness of the status of an application before the*  
10 *FAA.*

11 *(b) RECOMMENDATION.—Not later than 30 months*  
12 *after the date of enactment of this Act, the Deputy Adminis-*  
13 *trator shall provide to the Administrator a recommendation*  
14 *regarding the need for or benefits of a dashboard or other*  
15 *means by which to track an application status.*

16 *(c) BRIEFING.—Not later than 45 days after receiving*  
17 *recommendations under subsection (b), the Administrator*  
18 *shall brief the appropriate Committees of Congress on—*

19 *(1) any recommendation received under sub-*  
20 *section (b); and*

21 *(2) any activities the Administrator is taking in*  
22 *response to such recommendation.*

23 *(d) FAA FEEDBACK PORTAL.—*

24 *(1) IN GENERAL.—The Deputy Administrator*  
25 *shall determine whether a publicly facing portal on*

1        *the website of the FAA through which the public may*  
2        *provide feedback to the Administrator about experi-*  
3        *ences individuals have working with personnel of the*  
4        *FAA would be beneficial.*

5            (2) *REQUIREMENTS.—The Deputy Adminis-*  
6        *trator shall ensure any portal established under this*  
7        *subsection asks questions that seek to gauge any short-*  
8        *comings the FAA has in fulfilling the mission of the*  
9        *FAA or areas where the FAA is succeeding in meeting*  
10       *the mission of the FAA.*

11          (e) *APPLICATION.—This section shall apply to applica-*  
12       *tions relating to—*

13            (1) *an aircraft, aircraft engine, propeller, or ap-*  
14        *pliance certification;*

15            (2) *an airman or pilot certificate;*

16            (3) *a medical certificate;*

17            (4) *an operator certificate;*

18            (5) *when authority under chapter 509 of title 51,*  
19        *United States Code, is explicitly delegated by the Sec-*  
20        *retary to the Administrator, a license or permit*  
21        *issued under such chapter;*

22            (6) *an aircraft registration;*

23            (7) *an operational approval, waiver, or exemp-*  
24        *tion;*

25            (8) *a legal interpretation;*

1           (9) *an outstanding agency determination; and*  
2           (10) *any certificate not otherwise described in*  
3           *this subparagraph that is issued pursuant to chapter*  
4           *447 of title 49, United States Code.*

5 **SEC. 209. SENSE OF CONGRESS ON FAA ENGAGEMENT DUR-**  
6                                   **ING RULEMAKING ACTIVITIES.**

7           *It is the sense of Congress that—*

8           (1) *the Administrator should—*

9                           (A) *engage with aviation stakeholder groups*  
10                          *and the public during pre-drafting stages of rule-*  
11                          *making activities and use, to the greatest extent*  
12                          *practicable, properly docketed ex parte discus-*  
13                          *sions during rulemaking activities in order to—*

14                               (i) *inform the work of the Adminis-*  
15                               *trator;*

16                               (ii) *assist the Administrator in devel-*  
17                               *oping the scope of a rule; and*

18                               (iii) *reduce the timeline for issuance of*  
19                               *proposed and final rules;*

20                           (B) *rely on documented data and safety*  
21                           *trends when determining whether or not to pro-*  
22                           *ceed with a rulemaking activity; and*

23                           (C) *not consider a rulemaking activity re-*  
24                           *quired in statute, for the purposes of ex parte*  
25                           *communications, as having been established on*

1           *the date of enactment of the related public law,*  
2           *but rather upon obtainment of a regulation iden-*  
3           *tifier number; and*

4           *(2) when it would reduce the time required for*  
5           *the Administrator to adjudicate public comments, the*  
6           *Administrator should publicly provide information*  
7           *describing the rationale behind a regulatory decision*  
8           *included in proposed regulations in order to better*  
9           *allow for the public to provide clear and informed*  
10          *comments on such regulations.*

11 **SEC. 210. CIVIL AEROMEDICAL INSTITUTE.**

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

15 **SEC. 211. MANAGEMENT ADVISORY COUNCIL.**

16          *Section 106 of title 49, United States Code, is further*  
17 *amended—*

18           *(1) by transferring paragraph (8) of subsection*  
19           *(p) to subsection (r) and redesignating such para-*  
20           *graph as paragraph (7); and*

21           *(2) by striking subsection (p) and inserting the*  
22 *following:*

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

24           “*(1) ESTABLISHMENT.—The Administrator shall*  
25           *establish an advisory council which shall be known as*

1 *the Federal Aerospace Management Advisory Council*  
2 *(in this subsection referred to as the ‘Council’).*

3 “(2) *MEMBERSHIP.*—*The Council shall consist of*  
4 *13 members, who shall consist of—*

5 “(A) *a designee of the Secretary of Trans-*  
6 *portation;*

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

8 “(C) *5 members representing aerospace and*  
9 *technology interests, appointed by the Adminis-*  
10 *trator;*

11 “(D) *5 members representing aerospace and*  
12 *technology interests, appointed by the Secretary*  
13 *of Transportation; and*

14 “(E) *1 member, appointed by the Secretary*  
15 *of Transportation, who is the head of a union*  
16 *representing air traffic control system employees.*

17 “(3) *QUALIFICATIONS.*—*No officer or employee of*  
18 *the Federal Government may be appointed to the*  
19 *Council under subparagraph (C) or (D) of paragraph*  
20 *(2).*

21 “(4) *FUNCTIONS.*—

22 “(A) *IN GENERAL.*—

23 “(i) *ADVISE; COUNSEL.*—*The Council*  
24 *shall provide advice and counsel to the Ad-*



1 *ministrator on issues which affect or are af-*  
2 *ected by the activities of the Administrator.*

3 “(ii) *RESOURCE.*—*The Council shall*  
4 *function as an oversight resource for man-*  
5 *agement, policy, spending, and regulatory*  
6 *matters under the jurisdiction of the Ad-*  
7 *ministrator.*

8 “(iii) *SUBMISSIONS TO ADMINISTRA-*  
9 *TION.*—*With respect to Administration*  
10 *management, policy, spending, funding,*  
11 *data management and analysis, safety ini-*  
12 *tiatives, international agreements, activities*  
13 *of the International Civil Aviation Organi-*  
14 *zation, and regulatory matters affecting the*  
15 *aerospace industry and the national air-*  
16 *space system, the Council may—*

17 “(I) *regardless of whether solicited*  
18 *by the Administrator, submit com-*  
19 *ments, recommended modifications,*  
20 *proposals, and supporting or dis-*  
21 *senting views to the Administrator;*  
22 *and*

23 “(II) *request the Administrator*  
24 *include in any submission to Congress,*  
25 *the Secretary, or the general public,*

1                    *and in any submission for publication*  
2                    *in the Federal Register, a description*  
3                    *of the comments, recommended modi-*  
4                    *fications, and dissenting or supporting*  
5                    *views received from the Council under*  
6                    *subclause (I).*

7                    “(iv) *REASONING.*—*Together with a*  
8                    *Council submission that is published or de-*  
9                    *scribed under clause (iii)(II), the Adminis-*  
10                    *trator may provide the reasons for any dif-*  
11                    *ferences between the views of the Council*  
12                    *and the views or actions of the Adminis-*  
13                    *trator.*

14                    “(v) *COST-BENEFIT ANALYSIS.*—*The*  
15                    *Council shall review the rulemaking cost-*  
16                    *benefit analysis process and develop rec-*  
17                    *ommendations to improve the analysis and*  
18                    *ensure that the public interest is fully pro-*  
19                    *tected.*

20                    “(vi) *PROCESS REVIEW.*—*The Council*  
21                    *shall review the process through which the*  
22                    *Administration determines to use advisory*  
23                    *circulars, service bulletins, and other exter-*  
24                    *nally facing guidance and regulatory mate-*  
25                    *rial.*

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

4           “(C) *ACCESS TO DOCUMENTS AND STAFF.*—  
5           *The Administrator may give the Council appro-*  
6           *priate access to relevant documents and per-*  
7           *sonnel of the Administration, and the Adminis-*  
8           *trator shall make available, consistent with the*  
9           *authority to withhold commercial and other pro-*  
10          *prietary information under section 552 of title 5*  
11          *(commonly known as the ‘Freedom of Informa-*  
12          *tion Act’), cost data associated with the acquisi-*  
13          *tion and operation of air traffic service systems.*

14          “(D) *DISCLOSURE OF COMMERCIAL OR PRO-*  
15          *PRIETARY DATA.*—*Any member of the Council*  
16          *who receives commercial or other proprietary*  
17          *data as provided for in this paragraph from the*  
18          *Administrator shall be subject to the provisions*  
19          *of section 1905 of title 18, pertaining to unau-*  
20          *thorized disclosure of such information.*

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

23                 “(A) *the Council;*

24                 “(B) *such aviation rulemaking committees*  
25                 *as the Administrator shall designate; or*

1           “(C) *such aerospace rulemaking committees*  
2           *as the Secretary shall designate.*

3           “(6) *ADMINISTRATIVE MATTERS.—*

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

7           “(B) *TERM FOR AIR TRAFFIC CONTROL REP-*  
8           *RESENTATIVE.—The member appointed under*  
9           *paragraph (2)(E) shall be appointed for a term*  
10          *of 3 years, except that the term of such indi-*  
11          *vidual shall end whenever the individual no*  
12          *longer meets the requirements of paragraph*  
13          *(2)(E).*

14          “(C) *VACANCY.—Any vacancy on the Coun-*  
15          *cil shall be filled in the same manner as the*  
16          *original appointment, except that any member*  
17          *appointed to fill a vacancy occurring before the*  
18          *expiration of the term for which the predecessor*  
19          *of the member was appointed shall be appointed*  
20          *for the remainder of that term.*

21          “(D) *CONTINUATION IN OFFICE.—A member*  
22          *of the Council whose term expires shall continue*  
23          *to serve until the date on which the successor of*  
24          *the member takes office.*

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

5           “(F) *CHAIR; VICE CHAIR.*—The Council  
6           shall elect a chair and a vice chair from among  
7           the members appointed under subparagraphs (C)  
8           and (D) of paragraph (2), each of whom shall  
9           serve for a term of 1 year. The vice chair shall  
10          perform the duties of the chair in the absence of  
11          the chair.

12          “(G) *TRAVEL AND PER DIEM.*—Each mem-  
13          ber of the Council shall be paid actual travel ex-  
14          penses, and per diem in lieu of subsistence ex-  
15          penses when away from the usual place of resi-  
16          dence of the member, in accordance with section  
17          5703 of title 5.

18          “(H) *DETAIL OF PERSONNEL FROM THE*  
19          *ADMINISTRATION.*—The Administrator shall  
20          make available to the Council such staff, infor-  
21          mation, and administrative services and assist-  
22          ance as may reasonably be required to enable the  
23          Council to carry out the responsibilities of the  
24          Council under this subsection.”.

1 **SEC. 212. CHIEF OPERATING OFFICER.**

2 *Section 106(r) of title 49, United States Code, is*  
3 *amended—*

4 *(1) in paragraph (1)—*

5 *(A) by striking subparagraph (A) and in-*  
6 *serting the following:*

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

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

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

18 *(3) in paragraph (3)—*

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

21 *(B) by striking “annual basis.” and insert-*  
22 *ing— “annual basis and shall include responsi-*  
23 *bility for—*

24 *“(A) the state of good repair of the air traf-*  
25 *fic control system;*

1           “(B) the continuous improvement of the  
2 safety and efficiency of the air traffic control  
3 system; and

4           “(C) identifying services and solutions to  
5 increase the safety and efficiency of airspace use  
6 and to support the safe integration of all air-  
7 space users.”;

8           (4) in paragraph (4) by striking “such informa-  
9 tion as may be prescribed by the Secretary” and in-  
10 sserting “the annual performance agreement required  
11 under paragraph (3), an assessment of the perform-  
12 ance of the Chief Operating Officer in relation to the  
13 performance goals in the performance agreement for  
14 the previous year, and such other information as may  
15 be prescribed by the Administrator”; and

16           (5) in paragraph (5)—

17           (A) by striking “Chief Operating Officer, or  
18 any other authority within the Administration  
19 responsibilities, including” and inserting “Chief  
20 Operating Officer any authority of the Adminis-  
21 trator and shall delegate, at a minimum”;

22           (B) in subparagraph (A)—

23           (i) in clause (iii) by striking “and” at  
24 the end;

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

3                   (iii) by adding at the end the fol-  
4                   lowing:

5                   “(v) plans to integrate new entrant op-  
6                   erations into the national airspace system  
7                   and associated action items.”; and

8                   (C) in subparagraph (C)(ii) by striking  
9                   “and the Committee”.

10 **SEC. 213. REPORT ON UNFUNDED CAPITAL INVESTMENT**

11 **NEEDS OF AIR TRAFFIC CONTROL SYSTEM.**

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

14                   “(6) UNFUNDED CAPITAL INVESTMENT NEEDS  
15           REPORT.—

16                   “(A) IN GENERAL.—Not later than 10 days  
17                   after the date on which the budget of the Presi-  
18                   dent for a fiscal year is submitted to Congress  
19                   pursuant to section 1150 of title 31, the Admin-  
20                   istrator shall submit to the Secretary, the Com-  
21                   mittee on Transportation and Infrastructure of  
22                   the House of Representatives, and the Committee  
23                   on Commerce, Science, and Transportation of  
24                   the Senate a report on any unfunded capital in-  
25                   vestment needs of the air traffic control system.



1           “(B) *CONTENTS OF BRIEFING.*—*In pro-*  
2 *viding the report under subparagraph (A), the*  
3 *Administrator shall include, for each unfunded*  
4 *capital investment need, the following:*

5                   “(i) *A summary description of such*  
6 *unfunded capital investment need.*

7                   “(ii) *The objective to be achieved if*  
8 *such unfunded capital investment need is*  
9 *funded in whole or in part.*

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

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

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

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

24           “(D) *UNFUNDED CAPITAL INVESTMENT*  
25 *NEED DEFINED.*—*In this paragraph, the term*

1           *‘unfunded capital investment need’ means a pro-*  
2           *gram that—*

3                     *“(i) is not funded in the budget of the*  
4                     *President for the fiscal year as submitted to*  
5                     *Congress pursuant to section 1105 of title*  
6                     *31;*

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

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

14                    *“(iv) would have been recommended for*  
15                    *funding through the budget referred to in*  
16                    *subparagraph (A) by the Administrator*  
17                    *if—*

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

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

1 **SEC. 214. CHIEF TECHNOLOGY OFFICER.**

2 *Section 106(s) of title 49, United States Code, is*  
3 *amended—*

4 *(1) in paragraph (1)—*

5 *(A) in subparagraph (A) by striking “There*  
6 *shall be” and all that follows through the period*  
7 *at the end and inserting “The Chief Technology*  
8 *Officer shall be appointed by the Adminis-*  
9 *trator.”;*

10 *(B) in subparagraph (B) by striking “man-*  
11 *agement” and inserting “management, systems*  
12 *management,”;*

13 *(C) by striking subparagraphs (C) and (D);*

14 *(D) by redesignating subparagraphs (A)*  
15 *and (B) as subparagraphs (B) and (C), respec-*  
16 *tively; and*

17 *(E) by inserting before subparagraph (B),*  
18 *as so redesignated, the following:*

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

24 *(2) in paragraph (2)—*

25 *(A) in subparagraph (A) by striking “pro-*  
26 *gram”;* and

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

6           (3) in paragraph (3)—

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

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

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

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

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

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

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

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

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

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

11 **SEC. 216. PEER REVIEW OF OFFICE OF WHISTLEBLOWER**  
12 **PROTECTION AND AVIATION SAFETY INVES-**  
13 **TIGATIONS.**

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

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

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

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

21                           “(A) *IN GENERAL.—Not later than 2 years*  
22 *after the date of enactment of the FAA Reauthor-*  
23 *ization Act of 2024, and every 5 years thereafter,*  
24 *the inspector general of the Department of*  
25 *Transportation shall perform a peer review of*

1           *the Office of Whistleblower Protection and Avia-*  
2           *tion Safety Investigations.*

3           “(B) *PEER REVIEW SCOPE.*—*In completing*  
4           *the peer reviews required under this paragraph,*  
5           *the inspector general shall, to the extent appro-*  
6           *priate, use the most recent peer review guides*  
7           *published by the Council of the Inspectors Gen-*  
8           *eral on Integrity and Efficiency Audit Com-*  
9           *mittee and Investigations 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 Senate*  
17          *a description of any actions taken or to be taken*  
18          *to address the results of the peer review.”; and*

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

20   **SEC. 217. CYBERSECURITY LEAD.**

21          (a) *IN GENERAL.*—*The Administrator shall designate*  
22          *an executive of the FAA to serve as the lead for the cyberse-*  
23          *curity of FAA systems and hardware (in this section re-*  
24          *ferred to as the “Cybersecurity Lead”).*

1           (b) *DUTIES.*—*The Cybersecurity Lead shall carry out*  
2 *duties and powers prescribed by the Administrator, includ-*  
3 *ing the management of activities required under subtitle B*  
4 *of title III.*

5           (c) *BRIEFING.*—*Not later than 1 and 3 years after the*  
6 *date of enactment of this Act, the Cybersecurity Lead shall*  
7 *brief the appropriate committees of Congress on the imple-*  
8 *mentation of subtitle B of title III.*

9   **SEC. 218. ELIMINATING FAA REPORTING AND UNNECES-**  
10                                   **SARY REQUIREMENTS.**

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

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

14                               (2) *by redesignating subsection (c) as subsection*  
15 *(b); and*

16                               (3) *by redesignating subsection (e) as subsection*  
17 *(c).*

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

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

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

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

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

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

9           (1) *by redesignating subsection (d) as subsection*  
10          *(e); and*

11          (2) *by inserting after subsection (c) the fol-*  
12          *lowing:*

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

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

19                       “(A) *the circumstances of noncompliance;*

20                       “(B) *the timeline for corrective action with*  
21                       *respect to such noncompliance; and*

22                       “(C) *any corrective action the Secretary in-*  
23                       *tends to require to bring the airport sponsor into*  
24                       *compliance.*



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

5           *(f) NOTICE TO AIRPORT SPONSORS REGARDING PUR-*  
6           *CHASE OF AMERICAN MADE EQUIPMENT AND PRODUCTS.*—  
7           *Section 306 of the Federal Aviation Administration Au-*  
8           *thorization Act of 1994 (49 U.S.C. 50101 note) is amend-*  
9           *ed—*

10           (1) *in subsection (a) by striking “(a)” and all*  
11           *that follows through “It is the sense” and inserting*  
12           *“It is the sense”; and*

13           (2) *by striking subsection (b).*

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

19           *(h) REGULATION OF ALASKA GUIDE PILOTS.*—*Section*  
20           *732 of the Wendell H. Ford Aviation Investment and Re-*  
21           *form Act for the 21st Century (49 U.S.C. 44701 note) is*  
22           *amended—*

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

24           (2) *by redesignating subsection (c) as subsection*  
25           *(b); and*

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

2                   (A) *in the subsection heading by striking*  
3           *“DEFINITIONS” and inserting “DEFINITION OF*  
4           *ALASKA GUIDE PILOT”;*

5                   (B) *by striking “, the following definitions*  
6           *apply” and all that follows through “The term*  
7           *‘Alaska guide pilot’” and inserting “the term*  
8           *‘Alaska guide pilot’”;* and

9                   (C) *by redesignating subparagraphs (A)*  
10           *through (C) as paragraphs (1) through (3) (and*  
11           *adjusting the margins accordingly).*

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

17           (j) *IMPROVED PILOT LICENSES AND PILOT LICENSE*  
18           *RULEMAKING.—*

19                   (1) *INTELLIGENCE REFORM AND TERRORISM*  
20           *PREVENTION ACT.—Section 4022 of the Intelligence*  
21           *Reform and Terrorism Prevention Act of 2004 (49*  
22           *U.S.C. 44703 note), and the item relating to such sec-*  
23           *tion in the table of contents in section 1(b) of such*  
24           *Act, are repealed.*

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

6           (k) *TECHNICAL TRAINING AND STAFFING STUDY.—*  
7           *Section 605 of the FAA Modernization and Reform Act of*  
8           *2012 (Public Law 112–95) is amended—*

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

10          (2) *in subsection (b)—*

11           (A) *by striking “(b) WORKLOAD OF SYS-*  
12           *TEMS SPECIALISTS.—”; and*

13           (B) *by redesignating paragraphs (1)*  
14           *through (3) as subsections (a) through (c) (and*  
15           *adjust the margins and header casing appro-*  
16           *priately); and*

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

20          (l) *FERRY FLIGHT DUTY PERIOD AND FLIGHT TIME*  
21           *RULEMAKINGS.—Section 345 of the FAA Modernization*  
22           *and Reform Act of 2012 (49 U.S.C. 44701 note), and the*  
23           *item relating to such section in the table of contents in sec-*  
24           *tion 1(b) of such Act, are repealed.*

1           (m) *LASER POINTER INCIDENT REPORTS*.—Section  
2 *2104 of FAA Extension, Safety, and Security Act of 2016*  
3 *(49 U.S.C. 46301 note) is amended—*

4           (1) *in subsection (a) by striking “quarterly up-*  
5 *dates” and inserting “annually an annual briefing”;*  
6 *and*

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

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

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

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

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

16          (o) *BIANNUAL GAO AUDIT*.—Any provision of the  
17 *FAA Modernization and Reform Act of 2012 (Public Law*  
18 *112–95), including any amendment made by such Act, that*  
19 *requires the Comptroller General to conduct an audit (in-*  
20 *cluding a recurring audit) shall have no force or effect.*

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

22          Section 46103 of title 49, United States Code, is  
23 *amended—*

24           (1) *in subsection (b)—*

25           (A) *in paragraph (1)—*

1                   (i) in subparagraph (B) by striking  
2                   “or” after the semicolon;

3                   (ii) in subparagraph (C) by striking  
4                   the period at the end and inserting a semi-  
5                   colon; and

6                   (iii) by adding at the end the fol-  
7                   lowing:

8                   “(D) by electronic or facsimile transmission to  
9                   the person to be served or the designated agent of the  
10                  person; or

11                  “(E) as designated by regulation or guidance  
12                  published in the *Federal Register*.”; and

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

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

16                         “(A) the date an electronic or facsimile  
17                         transmission is sent; or

18                         “(B) the date a notification is sent by an  
19                         electronic or facsimile method that a notice,  
20                         process, or action is immediately available and  
21                         accessible in an electronic database.”; and

22                  (2) in subsection (c) by striking the first sentence  
23                  and inserting “Service on an agent designated under  
24                  this section shall be made at the office or usual place

1       of residence of the agent or at the electronic or fac-  
2       simile address designated by the agent.”.

3 **SEC. 220. SAFETY AND EFFICIENCY THROUGH**  
4       ***DIGITIZATION OF FAA SYSTEMS.***

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

7           (1) identify, at the discretion of the Adminis-  
8 trator, not less than 3 processes of the FAA that result  
9 in a certification and require paper-based informa-  
10 tion exchange between external entities and the FAA  
11 or offices within the FAA (such as an aircraft certifi-  
12 cation, aircraft registration, or airmen certification)  
13 or authorization, an exemption, or a letter of author-  
14 ization; and

15           (2) initiate the digitization of such processes.

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

19           (1) an applicant to track the application of such  
20 applicant throughout the period of submission and re-  
21 view of such application; and

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

1       (c) *BRIEFING TO CONGRESS.*—Not later than 2 years  
2 after the date on which the Administrator initiates the  
3 digitization under subsection (a)(2), the Administrator  
4 shall brief the appropriate committees of Congress on the  
5 progress of such digitization.

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

10 **SEC. 221. FAA TELEWORK.**

11       (a) *IN GENERAL.*—The Administrator—

12               (1) may establish telework policies for employees  
13 of the FAA that allow for the Administrator to reduce  
14 the office footprint and associated expenses of the  
15 FAA, if appropriate, increase workforce retention,  
16 and provide flexibilities that the Administrator dem-  
17 onstrates increases efficiency and effectiveness of the  
18 Administration, while requiring that any such pol-  
19 icy—

20                       (A) does not adversely impact the mission of  
21 the FAA;

22                       (B) does not reduce the safety or efficiency  
23 of the national airspace system;

24                       (C) for any employee that is designated as  
25 an officer or executive in the FAA Executive

1           *System or a political appointee (as such term is*  
2           *defined in section 106 of title 49, United States*  
3           *Code)—*

4                     *(i) maximizes time at a duty station*  
5                     *for such employee, excluding official travel;*  
6                     *and*

7                     *(ii) may include telework provisions as*  
8                     *determined appropriate by the Adminis-*  
9                     *trator, commensurate with official duties for*  
10                    *such employee;*

11                    *(D) provides for on-the-job training oppor-*  
12                    *tunities for FAA personnel that are not less than*  
13                    *such opportunities available in 2019;*

14                    *(E) reflects the appropriate work status of*  
15                    *employees based on the job functions of such em-*  
16                    *ployee;*

17                    *(F) optimizes the work status of inspectors,*  
18                    *investigators, and other personnel performing*  
19                    *safety-related functions to ensure timely comple-*  
20                    *tion of safety oversight activities;*

21                    *(G) provides for personnel, including such*  
22                    *personnel performing work related to aircraft*  
23                    *certification and flight standards, who are re-*  
24                    *sponsible for actively working with regulated en-*



1            *tities, external stakeholders, or other members of*  
2            *the public to be—*

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

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

10                  *(H) provides opportunities for in-person*  
11                  *dialogue, collaboration, and ideation for all em-*  
12                  *ployees;*

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

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

23                  *(4) not later than 2 years after the date of enact-*  
24                  *ment of this Act, shall evaluate and address any*  
25                  *telework policies in effect on the day before such date*

1       of enactment to ensure that such policies meet the re-  
2       quirements of paragraph (1).

3       (b) *CONGRESSIONAL UPDATE.*—Not later than 1 year  
4 after the date of enactment of this Act, and 1 year there-  
5 after, the Administrator shall brief the appropriate commit-  
6 tees of Congress on any telework policies currently in place,  
7 the implementation of such policies, and the benefits of such  
8 policies.

9       (c) *CONSULTATION.*—If the Administrator determines  
10 that telework agreements need to be updated to implement  
11 the requirements of subsection (a), the Administrator shall,  
12 prior to updating such agreements, consult with—

13           (1) exclusive bargaining representatives of air  
14 traffic controllers certified under section 7111 of title  
15 5, United States Code; and

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

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

21       (a) *FAA REVIEW.*—

22           (1) *INITIATION OF REVIEW.*—Not later than 12  
23 months after the date of enactment of this Act, the  
24 Secretary shall initiate an inventory review of the do-

1        *mestic office footprint of the Department of Transpor-*  
2        *tation.*

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

7            (b) *CONTENTS OF REVIEW.*—*In completing the review*  
8        *under subsection (a), the Secretary shall—*

9            (1) *delineate the domestic office footprint, as de-*  
10        *termined appropriate by the Secretary;*

11            (2) *determine space adequacy related to—*

12            (A) *the Architectural Barriers Act of 1968*  
13        *(42 U.S.C. 4151 et seq.) and the corresponding*  
14        *accessibility guidelines established under part*  
15        *1191 of title 36, Code of Federal Regulations;*  
16        *and*

17            (B) *the Americans with Disabilities Act of*  
18        *1990 (42 U.S.C. 12101 et seq.);*

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

22            (4) *determine the number of individuals who are*  
23        *full-time equivalent employees, other support per-*  
24        *sonnel, or contractors that have each such unit as a*

1       *duty station and determine how telework policies will*  
2       *impact the usage of such space;*

3             (5) *calculate the amount of available, unused, or*  
4       *underutilized space in each such space;*

5             (6) *consider any lease terms for leased space con-*  
6       *tained in the domestic office footprint, including cost*  
7       *and effective dates for each such lease; and*

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

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

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

1           (2) *the collocation of regional or satellite offices*  
2 *of separate modes of the Department, including the*  
3 *costs and benefits of shared amenities; and*

4           (3) *the use of coworking spaces instead of perma-*  
5 *nent offices.*

6           (d) *DOMESTIC OFFICE FOOTPRINT DEFINED.—In this*  
7 *section, the term “domestic office footprint” means build-*  
8 *ings, offices, facilities, and other real property rented,*  
9 *owned, or occupied by the FAA or Department—*

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

15           (2) *which are located within the United States.*

16 **SEC. 223. RESTORATION OF AUTHORITY.**

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

20 **“§ 40119. Sensitive security information**

21           “(a) *DISCLOSURE.—*

22           “(1) *REGULATIONS PROHIBITING DISCLOSURE.—*  
23 *Notwithstanding the establishment of a Department of*  
24 *Homeland Security, the Secretary of Transportation,*  
25 *in accordance with section 552(b)(3)(B) of title 5,*

1 *shall prescribe regulations prohibiting disclosure of*  
2 *information obtained or developed in ensuring secu-*  
3 *rity under this title if the Secretary of Transpor-*  
4 *tation decides disclosing the information would—*

5 “(A) *be an unwarranted invasion of per-*  
6 *sonal privacy;*

7 “(B) *reveal a trade secret or privileged or*  
8 *confidential commercial or financial informa-*  
9 *tion; or*

10 “(C) *be detrimental to transportation safe-*  
11 *ty.*

12 “(2) *DISCLOSURE TO CONGRESS.—Paragraph*  
13 *(1) shall not be construed to authorize information to*  
14 *be withheld from a committee of Congress authorized*  
15 *to have such information.*

16 “(3) *RULE OF CONSTRUCTION.—Nothing in*  
17 *paragraph (1) shall be construed to authorize the des-*  
18 *ignation of information as sensitive security informa-*  
19 *tion (as such term is defined in section 15.5 of title*  
20 *49, Code of Federal Regulations) to—*

21 “(A) *conceal a violation of law, inefficiency,*  
22 *or administrative error;*

23 “(B) *prevent embarrassment to a person,*  
24 *organization, or agency;*

25 “(C) *restrain competition; or*

1           “(D) prevent or delay the release of infor-  
2           mation that does not require protection in the  
3           interest of transportation security, including  
4           basic scientific research information not clearly  
5           related to transportation security.

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

14          “(b) *TRANSFERS OF DUTIES AND POWERS PROHIB-*  
15          *ITED.*—Except as otherwise provided by law, a duty or  
16          power under this section may not be transferred to another  
17          department, agency, or instrumentality of the Federal Gov-  
18          ernment.”.

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

1       (c) *CONFORMING AMENDMENT.*—*The analysis for*  
 2 *chapter 401 of title 49, United States Code, is amended by*  
 3 *inserting after the item relating to section 40118 the fol-*  
 4 *lowing:*

“40119. *Sensitive security information.*”.

5 **SEC. 224. FAA PARTICIPATION IN INDUSTRY STANDARDS**  
 6 **ORGANIZATIONS.**

7       (a) *IN GENERAL.*—*The Administrator shall encourage*  
 8 *the participation of employees of the FAA, as appropriate,*  
 9 *in the activities of recognized industry standards organiza-*  
 10 *tions to advance the adoption, reference, and acceptance*  
 11 *rate of standards and means of compliance developed by*  
 12 *such organizations by the Administrator.*

13       (b) *PARTICIPATION.*—*An employee of the FAA directed*  
 14 *by the Administrator to participate in a working group,*  
 15 *task group, committee, or similar body of a recognized in-*  
 16 *dustry standards organization shall—*

17               (1) *actively participate in the discussions and*  
 18 *work of such organization;*

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

22               (3) *contribute to the development of work prod-*  
 23 *ucts of such organization, unless determined to be in-*  
 24 *appropriate by such organization;*



1           (4) *make reasonable efforts to identify and make*  
2           *any concerns of the Administrator relating to such*  
3           *work products known to such organization, including*  
4           *through providing formal comments, as may be al-*  
5           *lowed for under the procedures of such organization;*

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

9           (6) *seek advice and input from other FAA em-*  
10          *ployees and management, as needed.*

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

15               (1) *uses agreed upon procedures to develop avia-*  
16               *tion-related industry standards or means of compli-*  
17               *ance, including standards or means of compliance*  
18               *that satisfy FAA requirements or guidance;*

19               (2) *is comprised of members of the public, in-*  
20               *cluding subject matter experts, industry representa-*  
21               *tives, academics and researchers, and government em-*  
22               *ployees; and*

23               (3) *has had at least 1 standard or means of com-*  
24               *pliance accepted by the Administrator or referenced*  
25               *in guidance material or a regulation issued by the*

1 *FAA after the date of enactment of the Vision 100—*  
2 *Century of Aviation Reauthorization Act (Public Law*  
3 *108–176).*

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

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

12 **SEC. 226. REQUIRED DESIGNATION.**

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

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

17 *Title I of the Department of Transportation and Re-*  
18 *lated Agencies Appropriations Act, 1997 (49 U.S.C. 40113*  
19 *note) is amended under the heading “Administrative Serv-*  
20 *ices Franchise Fund” by striking “shall be paid in ad-*  
21 *vance” and inserting “may be reimbursed after perform-*  
22 *ance or paid in advance”.*

23 **SEC. 228. COMMERCIAL PREFERENCE.**

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

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

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

9           (3) in paragraph (3)—

10           (A) in the matter preceding subparagraph

11           (A)—

12                   (i) by striking “new”; and

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

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

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

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

23                   “(4) *COMMERCIAL PRODUCTS AND SERVICES.*—

24           *In implementing and updating the acquisition man-*

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

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

6                        *“(i) functions to be performed;*

7                        *“(ii) performance required; or*

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

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

18                *“(C) provide offerors of commercial services,*  
19                *commercial products, and nondevelopmental*  
20                *items other than commercial products an oppor-*  
21                *tunity to compete in any solicitation for the pro-*  
22                *curement of supplies or services;*

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

1           *duce any impediments to the acquisition of com-*  
2           *mercial products and commercial services;*

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

9           “(F) ensure that procurement officials—

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

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

24           “(iii) require that prime contractors  
25           and subcontractors at all levels under con-

1            *tracts with the Administration incorporate*  
2            *commercial services, commercial products,*  
3            *or nondevelopmental items other than com-*  
4            *mmercial products as components of items*  
5            *supplied to the Administration;*

6            *“(iv) modify procurement requirements*  
7            *in appropriate circumstances to ensure that*  
8            *such requirements can be met by commer-*  
9            *cial services or commercial products, or to*  
10           *the extent that commercial products suitable*  
11           *to meet the needs of the Administration are*  
12           *not available, nondevelopmental items other*  
13           *than commercial products; and*

14           *“(v) require training of appropriate*  
15           *personnel in the acquisition of commercial*  
16           *products and commercial services.”.*

17 **SEC. 229. ADVANCED AVIATION TECHNOLOGY AND INNOVA-**  
18 **TION STEERING COMMITTEE.**

19           *(a) ESTABLISHMENT.—Not later than 180 days after*  
20 *the date of enactment of this Act, the Administrator shall*  
21 *establish an Advanced Aviation Technology and Innovation*  
22 *Steering Committee (in this section referred to as the*  
23 *“Steering Committee”) to assist the FAA in planning for*  
24 *and integrating advanced aviation technologies.*

25           *(b) PURPOSE.—The Steering Committee shall—*

1           (1) *create and regularly update a comprehensive*  
2           *strategy and action plan for integrating advanced*  
3           *aviation technologies into the national airspace sys-*  
4           *tem and aviation ecosystem; and*

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

9           (c) *CHAIR.—The Deputy Administrator of the FAA*  
10          *shall serve as the Chair of the Steering Committee.*

11          (d) *COMPOSITION.—In addition to the Chair, the*  
12          *Steering Committee shall consist of the Assistant or Asso-*  
13          *ciate Administrator, or the designee of such Administrator,*  
14          *of each of the following FAA offices:*

15               (1) *Office of Aviation Safety.*

16               (2) *Air Traffic Organization.*

17               (3) *Office of Airports.*

18               (4) *Office of Commercial Space Transportation.*

19               (5) *Office of Finance and Management.*

20               (6) *Office of the Chief Counsel.*

21               (7) *Office of Rulemaking and Regulatory Im-*  
22          *provement.*

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





1 **SEC. 231. IMPLEMENTATION OF ANTI-TERRORIST AND NAR-**  
2 **COTIC AIR EVENTS PROGRAMS.**

3 (a) *IMPLEMENTATION.*—

4 (1) *PRIORITY RECOMMENDATIONS.*—*Not later*  
5 *than 180 days after the date of enactment of this sec-*  
6 *tion, the Administrator shall—*

7 (A) *implement recommendations 6, 13, 14,*  
8 *and 15 as set forth in the Government Account-*  
9 *ability Office report entitled “Aviation: FAA*  
10 *Needs to Better Prevent, Detect, and Respond to*  
11 *Fraud and Abuse Risks in Aircraft Registra-*  
12 *tion,” (dated March 25, 2020); and*

13 (B) *to the extent that rulemaking is nec-*  
14 *essary to implement such recommendations, issue*  
15 *a notice of proposed rulemaking pursuant to the*  
16 *rulemaking authority of the FAA.*

17 (2) *REMAINING RECOMMENDATIONS.*—*The Ad-*  
18 *ministrator shall implement recommendations 1*  
19 *through 5 and 8 through 12 as set forth in the Gov-*  
20 *ernment Accountability Office report described in*  
21 *paragraph (1) and, to the extent that rulemaking is*  
22 *necessary to implement such recommendations, issue*  
23 *a notice of proposed rulemaking pursuant to the rule-*  
24 *making authority of the FAA, on the earlier of—*

1           (A) *the date that is 90 days after the date*  
2           *on which the FAA implements the Civil Aviation*  
3           *Registry Electronic Services system; or*

4           (B) *January 1, 2026.*

5       (b) *REPORTS.—*

6           (1) *PRIORITY RECOMMENDATIONS.—Not later*  
7           *than 60 days after the date on which the Adminis-*  
8           *trator implements the recommendations under sub-*  
9           *section (a)(1), the Administrator shall submit to the*  
10          *Committees on the Judiciary and Commerce, Science,*  
11          *and Transportation of the Senate, the Committees on*  
12          *the Judiciary and Energy and Commerce of the*  
13          *House of Representatives, and the Caucus on Inter-*  
14          *national Narcotics Control of the Senate a report on*  
15          *such implementation, including a description of any*  
16          *steps taken by the Administrator to complete such im-*  
17          *plementation.*

18          (2) *REMAINING RECOMMENDATIONS.—Not later*  
19          *than 60 days after the date on which the Adminis-*  
20          *trator implements the recommendations under sub-*  
21          *section (a)(2), the Administrator shall submit to the*  
22          *Committees on the Judiciary and Commerce, Science,*  
23          *and Transportation of the Senate, the Committees on*  
24          *the Judiciary and Energy and Commerce of the*  
25          *House of Representatives, and the Caucus on Inter-*

1        *national Narcotics Control of the Senate a report on*  
 2        *such implementation, including a description of any*  
 3        *steps taken by the Administrator to complete such im-*  
 4        *plementation.*

5        **TITLE III—AVIATION SAFETY**  
 6                                    **IMPROVEMENTS**

7        **Subtitle A—General Provisions**

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

9            (a) *OUTDATED AIR AMBULANCE RULEMAKING RE-*  
 10        *QUIREMENT.*—Section 44730 of title 49, United States  
 11        *Code, is amended—*

12                    (1) *in subsection (a)(1) by striking “not later*  
 13        *than 180 days after the date of enactment of this sec-*  
 14        *tion,”;*

15                    (2) *in subsection (c) by striking “address the fol-*  
 16        *lowing” and inserting “consider, or address through*  
 17        *other means, the following”;*

18                    (3) *in subsection (d) by striking “provide for the*  
 19        *following” and inserting “consider, or address*  
 20        *through other means, the following”; and*

21                    (4) *in subsection (e)—*

22                                    (A) *in the heading by striking “SUBSE-*  
 23        *QUENT RULEMAKING” and inserting “SUBSE-*  
 24        *QUENT ACTIONS”;*

1           (B) in paragraph (1) by striking “shall  
2           conduct a follow-on rulemaking to address the  
3           following:” and inserting “shall address through  
4           a follow-on rulemaking, or through such other  
5           means that the Administrator considers appro-  
6           priate, the following:”;

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

8           (D) by redesignating paragraph (3) as  
9           paragraph (2).

10       (b) *SAFETY MANAGEMENT SYSTEMS BRIEFING*.—Not  
11       later than 180 days after the date of enactment of this Act,  
12       the Administrator shall brief the appropriate committees of  
13       Congress on how the final rule titled “Safety Management  
14       System”, published on April 26, 2024, (89 Fed. Reg.  
15       33068), will—

16           (1) improve helicopter air ambulance operations  
17           and piloting; and

18           (2) consider the use of safety equipment by flight  
19           crew and medical personnel on a helicopter con-  
20           ducting an air ambulance operation.

21       (c) *IMPROVEMENT OF PUBLICATION OF HELICOPTER*  
22       *AIR AMBULANCE OPERATIONS DATA*.—Section 44731 of  
23       title 49, United States Code, is amended—

24           (1) by striking subsection (d);

25           (2) in subsection (e)—

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

3           (B) by striking paragraph (2) and inserting  
4           the following:

5           “(2) make publicly available, in part or in  
6           whole, on a website of the Federal Aviation Adminis-  
7           tration, the database developed pursuant to subsection  
8           (c); and

9           “(3) analyze the data submitted under subsection  
10          (a) periodically and use such data to inform efforts  
11          to improve the safety of helicopter air ambulance op-  
12          erations.”; and

13          (3) by redesignating subsections (e) and (f) as  
14          subsections (d) and (e), respectively.

15 **SEC. 302. GLOBAL AIRCRAFT MAINTENANCE SAFETY IM-**  
16 **PROVEMENTS.**

17          (a) **FAA OVERSIGHT OF REPAIR STATIONS LOCATED**  
18 **OUTSIDE THE UNITED STATES.**—

19           (1) **IN GENERAL.**—Section 44733 of title 49,  
20 **United States Code, is amended—**

21           (A) in the heading by striking “**Inspec-**  
22 **tion**” and inserting “**Oversight**”;

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

1           (C) in subsection (e)—

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

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

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

18           (D) by redesignating subsection (g) as sub-  
19           section (j); and

20           (E) by inserting after subsection (f) the fol-  
21           lowing:

22           “(g) DATA ANALYSIS.—

23                 “(1) IN GENERAL.—Each fiscal year in which a  
24                 part 121 air carrier has had heavy maintenance work  
25                 performed on an aircraft owned or operated by such

1        *carrier, such carrier shall provide to the Adminis-*  
2        *trator, not later than the end of the following fiscal*  
3        *year, a report containing the information described*  
4        *in paragraph (2).*

5                *“(2) INFORMATION REQUIRED.—A report under*  
6        *paragraph (1) shall contain the following:*

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

10                      *“(B) A description of the work performed at*  
11                      *each such location.*

12                      *“(C) The date of completion of the work*  
13                      *performed at each such location.*

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

20                                *“(i) requires corrective action after the*  
21                                *aircraft is approved for return to service;*  
22                                *and*

23                                *“(ii) results from such work performed*  
24                                *on such aircraft.*

1           “(E) *The certificate number of the person*  
2           *approving such aircraft or on-wing aircraft en-*  
3           *gine for return to service following completion of*  
4           *the work performed at each such location.*

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

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

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

17          “(4) *CONFIDENTIALITY.—Information provided*  
18          *under this subsection shall be subject to the same pro-*  
19          *tections given to voluntarily provided safety or secu-*  
20          *rity related information under section 40123.*

21          “(h) *APPLICATIONS AND PROHIBITION.—*

22          “(1) *IN GENERAL.—The Administrator may not*  
23          *approve any new application under part 145 of title*  
24          *14, Code of Federal Regulations, from a person lo-*  
25          *cated or headquartered in a country that the Admin-*



1        *istration, through the International Aviation Safety*  
2        *Assessment program, has classified as Category 2.*

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

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

13           “(4) *PROHIBITION ON CONTINUED HEAVY MAIN-*  
14       *TENANCE WORK.—No part 121 air carrier may enter*  
15       *into a new contract for heavy maintenance work with*  
16       *a person located or headquartered in a country that*  
17       *the Administrator, through the International Aviation*  
18       *Safety Assessment program, has classified as Category*  
19       *2, for as long as such country remains classified as*  
20       *Category 2.*

21           “(i) *MINIMUM QUALIFICATIONS FOR MECHANICS AND*  
22       *OTHERS WORKING ON U.S. REGISTERED AIRCRAFT.—*

23           “(1) *IN GENERAL.—Not later than 18 months*  
24       *after the date of enactment of this subsection, the Ad-*

1        *administrator shall require that, at each covered repair*  
2        *station—*

3                *“(A) all supervisory personnel of such sta-*  
4                *tion are appropriately certificated as a mechanic*  
5                *or repairman under part 65 of title 14, Code of*  
6                *Federal Regulations, or under an equivalent cer-*  
7                *tification or licensing regime, as determined by*  
8                *the Administrator; and*

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

15                *“(2) AVAILABLE FOR CONSULTATION.—Not later*  
16                *than 18 months after the date of enactment of this*  
17                *subsection, the Administrator shall require any indi-*  
18                *vidual who is responsible for approving an article for*  
19                *return to service or who is directly in charge of heavy*  
20                *maintenance work performed on aircraft operated by*  
21                *a part 121 air carrier be available for consultation*  
22                *while work is being performed at a covered repair sta-*  
23                *tion.”.*

24                *(2) DEFINITIONS.—*

1           (A) *IN GENERAL.*—Section 44733(j) of title  
2           49, United States Code (as redesignated by this  
3           section), is amended—

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

7                   (ii) by redesignating paragraphs (1)  
8                   through (3) as paragraphs (2) through (4),  
9                   respectively; and

10                   (iii) by inserting before paragraph (2),  
11                   as so redesignated, the following:

12                   “(1) *COVERED REPAIR STATION.*—The term ‘cov-  
13                   ered repair station’ means a facility that—

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

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

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

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

23           (3) *CONFORMING AMENDMENTS.*—The analysis  
24           for chapter 447 of title 49, United States Code, is

1        *amended by striking the item relating to section*  
2        *44733 and inserting the following:*

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

3        *(b) ALCOHOL AND DRUG TESTING AND BACKGROUND*  
4        *CHECKS.—*

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

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

21            *(3) DEFINITION OF COVERED REPAIR STATION.—*  
22        *For purposes of this subsection, the term “covered re-*  
23        *pair station” means a facility that—*

24            *(A) is located outside the United States;*

1           (B) is certificated under part 145 of title  
2           14, Code of Federal Regulations; and

3           (C) performs heavy maintenance work on  
4           aircraft (including on-wing aircraft engines),  
5           operated under part 121 of title 14, Code of Fed-  
6           eral Regulations.

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

8           Section 44736(b) of title 49, United States Code, is  
9   amended—

10           (1) in paragraph (1) by striking “Not later than  
11           120 days after the date of enactment of this section,  
12           the” and insert “The”; and

13           (2) in paragraph (3)—

14                   (A) in subparagraph (E) by striking “and”  
15                   at the end;

16                   (B) in subparagraph (F) by striking the pe-  
17                   riod and inserting “; and”; and

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

19                           “(G) convene a forum not less than every 2  
20                           years between ODA holders, unit members, and  
21                           other organizational representatives and relevant  
22                           experts, in order to—

23                                   “(i) share best practices;

1                   “(ii) instill professionalism, ethics, and  
2                   personal responsibilities in unit members;  
3                   and

4                   “(iii) foster open and transparent com-  
5                   munication between Administration safety  
6                   specialists, ODA holders, and unit mem-  
7                   bers.”.

8 **SEC. 304. TRAINING OF ORGANIZATION DELEGATION AU-**  
9 **THORIZATION UNIT MEMBERS.**

10           (a) *UNIT MEMBER ANNUAL ETHICS TRAINING.*—Sec-  
11 *tion 44736 of title 49, United States Code, is further*  
12 *amended by adding at the end the following:*

13           “(g) *ETHICS TRAINING REQUIREMENT FOR ODA*  
14 *HOLDERS.*—

15                   “(1) *IN GENERAL.*—Not later than 1 year after  
16 *the date of enactment of this subsection, the Adminis-*  
17 *trator of the Federal Aviation Administration shall*  
18 *review and ensure each ODA holder authorized by the*  
19 *Administrator under section 44702(d) has in effect a*  
20 *recurrent training program for all ODA unit mem-*  
21 *bers that covers—*

22                           “(A) *unit member professional obligations*  
23 *and responsibilities;*

24                           “(B) *the ODA holder’s code of ethics as re-*  
25 *quired to be established under section 102(f) of*

1           *the Aircraft Certification, Safety, and Account-*  
2           *ability Act (49 U.S.C. 44701 note);*

3           “(C) *procedures for reporting safety con-*  
4           *cerns, as described in the respective approved*  
5           *procedures manual for the delegation;*

6           “(D) *the prohibition against and reporting*  
7           *procedures for interference from a supervisor or*  
8           *other ODA member described in section 44742;*  
9           *and*

10          “(E) *any additional information the Ad-*  
11          *ministrator considers relevant to maintaining*  
12          *ethical and professional standards across all*  
13          *ODA holders and unit members.*

14          “(2) *FAA REVIEW.—*

15          “(A) *REVIEW OF TRAINING PROGRAM.—The*  
16          *Organization Designation Authorization Office*  
17          *of the Administration established under sub-*  
18          *section (b) shall review each ODA holders’ recur-*  
19          *rent training program to ensure such program*  
20          *includes—*

21                  “(i) *all elements described in para-*  
22                  *graph (1); and*

23                  “(ii) *training to instill professionalism*  
24                  *and clear understanding among ODA unit*  
25                  *members about the purpose of and proce-*

1           *dures associated with safety management*  
2           *systems, including the provisions of the*  
3           *third edition of the Safety Management*  
4           *Manual issued by the International Civil*  
5           *Aviation Organization (Doc 9859) (or any*  
6           *successor edition).*

7           “(B) *CHANGES TO PROGRAM.*—*Such Office*  
8           *may require changes to the training program*  
9           *considered necessary to maintain ethical and*  
10          *professional standards across all ODA holders*  
11          *and unit members.*

12          “(3) *TRAINING.*—*As part of the recurrent train-*  
13          *ing program required under paragraph (1), not later*  
14          *than 60 business days after being designated as an*  
15          *ODA unit member, and annually thereafter, each*  
16          *ODA unit member shall complete the ethics training*  
17          *required by the ODA holder of the respective ODA*  
18          *unit member in order to exercise the functions dele-*  
19          *gated under the ODA.*

20          “(4) *ACCOUNTABILITY.*—*The Administrator shall*  
21          *establish such processes or requirements as are nec-*  
22          *essary to ensure compliance with paragraph (3).”.*

23          “(b) *DEADLINE.*—*An ODA unit member authorized to*  
24          *perform delegated functions under an ODA prior to the date*  
25          *of completion of an ethics training required under section*



1 44736(g) of title 49, United States Code, shall complete such  
2 training not later than 60 days after the training program  
3 is approved by the Administrator pursuant to such section.

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

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

8 (1) in subsection (a)—

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

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

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

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

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

19 “(d) OTHER AGENCIES.—

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

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

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

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

13                   (1) *in subsection (f)(2)—*

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

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

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

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

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

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

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

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

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

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

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

7       Section 122 of the *Aircraft Certification, Safety, and*  
8 *Accountability Act (Public Law 116–260)* is amended—

9           (1) in subsection (b) by striking paragraph (2)  
10 and inserting the following:

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

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

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

21           “(C) if the program has met its stated safe-  
22 ty goals and purpose; and

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

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

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

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

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

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

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

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

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

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

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

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

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

22          (c) *DETERMINATION.*—*If the Administrator deter-*  
23          *mines the final rule does not apply the safety management*  
24          *system requirement in the manner described in subsection*  
25          *(b), the Administrator shall issue such regulation, guidance,*

1 *or policy as may be necessary to ensure such safety manage-*  
2 *ment system requirement is applied in such manner.*

3 **SEC. 310. INDEPENDENT STUDY ON FUTURE STATE OF**  
4 **TYPE CERTIFICATION PROCESSES.**

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

13 (b) *ELEMENTS.*—The entity carrying out the review  
14 and study pursuant to subsection (a) shall provide analyses,  
15 assessments, and recommendations that address the fol-  
16 lowing elements:

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

21 (2) *An assessment of digital tools, techniques,*  
22 *and software systems that allow for efficient and vir-*  
23 *tual evaluation of an applicant design, associated*  
24 *documentation, and software or systems engineering*  
25 *products, including in digital 3-dimensional formats*

1       or using model-based systems engineering design tech-  
2       niques.

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

6               (4) *What changes are needed to ensure that cor-*  
7       *rective actions for continued operational safety issues,*  
8       *including software modifications, can be approved*  
9       *and implemented in a timely manner while main-*  
10       *taining the integrity of the type certification process.*

11              (5) *What efficiencies and safety process improve-*  
12       *ments are needed in the type certification processes of*  
13       *the FAA to facilitate the assessment and integration*  
14       *of innovative technologies and advance aviation safe-*  
15       *ty, such as conducting product familiarization, devel-*  
16       *oping certification requirements, and demonstrating*  
17       *flight test safety readiness.*

18              (6) *Best practices and tools used by other certifi-*  
19       *cation authorities outside of the United States that*  
20       *could be adopted by the FAA, as well as the best prac-*  
21       *tices and tools used by the FAA which can be shared*  
22       *with certification authorities outside of the United*  
23       *States.*

24       (c) *PARTIES TO REVIEW.*—*In conducting the review*  
25       *and study pursuant to subsection (a), the Administrator*



1 *shall ensure that the entity entering into an agreement*  
2 *under this section shall, throughout the review and study,*  
3 *consult with—*

4           (1) *the aircraft certification and flight standards*  
5 *offices or services of the Administration; and*

6           (2) *at least 3 industry members representing air-*  
7 *craft and aircraft part manufacturing interests.*

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

16           (e) *REPORT.—Not later than 18 months after the date*  
17 *of enactment of this Act, the entity conducting the review*  
18 *and study pursuant to subsection (a) shall submit to the*  
19 *Administrator and the appropriate committees of Congress*  
20 *a report on the results of the review and study that in-*  
21 *cludes—*

22           (1) *the findings and recommendations of the en-*  
23 *tity; and*

24           (2) *an assessment of whether digital tools, tech-*  
25 *niques, and software systems could improve the co-*

1        *ordination, oversight, or safety of the certification and*  
2        *validation activities of the FAA.*

3        *(f) CONGRESSIONAL BRIEFING.—Not later than 270*  
4        *days after the report required under subsection (e) is re-*  
5        *ceived by the Administrator, the Administrator shall brief*  
6        *the appropriate committees of Congress on—*

7                *(1) any actions the FAA proposes to take as a*  
8                *result of such findings and recommendations; and*

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

11 **SEC. 311. USE OF ADVANCED TOOLS AND HIGH-RISK**  
12                      **FLIGHT TESTING IN CERTIFYING AEROSPACE**  
13                      **PRODUCTS.**

14        *(a) ASSESSMENT.—Not later than 18 months after the*  
15        *date of enactment of this Act, the Administrator shall com-*  
16        *plete an assessment of the use of advanced tools during the*  
17        *testing, analysis, and verification stages of aerospace cer-*  
18        *tification projects to reduce the risks associated with high-*  
19        *risk flight profiles and performing limit testing.*

20        *(b) CONSIDERATIONS.—In carrying out the assessment*  
21        *under subsection (a), the Administrator shall consider—*

22                *(1) instances in which high-risk flight profiles*  
23                *and limit testing have occurred in the certification*  
24                *process and the applicability of the data produced by*  
25                *such testing for use in other aspects of flight testing;*

- 1           (2) *the safety of pilots during such testing;*
- 2           (3) *the value and accuracy of data collected*  
3 *using the advanced tools described in subsection (a);*
- 4           (4) *the ability to produce more extensive data*  
5 *sets using such advanced tools;*
- 6           (5) *any aspects of such testing for which the use*  
7 *of such advanced tools would not be valuable or appli-*  
8 *cable;*
- 9           (6) *the cost of using such advanced tools; and*
- 10          (7) *the best practices of other international civil*  
11 *aviation authorities that permit the use of advanced*  
12 *tools during aerospace certification projects.*

13          (c) *CONSULTATION.*—*In carrying out the assessment*  
14 *under subsection (a), the Administrator shall consult*  
15 *with—*

16           (1) *aircraft manufacturers, including manufac-*  
17 *turers that have designed and certified aircraft*  
18 *under—*

19                   (A) *part 23 of title 14, Code of Federal Reg-*  
20 *ulations;*

21                   (B) *part 25 of such title; or*

22                   (C) *part 27 of such title;*

23           (2) *aircraft manufacturers that have designed*  
24 *and certified, or are in the process of certifying, air-*

1       *craft with a novel design under part 21.17(b) of such*  
2       *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 days*  
9       *after the completion of the assessment under subsection (a),*  
10       *the Administrator shall brief the appropriate committees of*  
11       *Congress on the results of the assessment conducted under*  
12       *subsection (a).*

13       (e) *REQUIRED UPDATES.*—

14             (1) *IN GENERAL.*—*Not later than 2 years after*  
15       *the date of enactment of this Act, the Administrator*  
16       *shall take necessary actions based on the results of the*  
17       *assessment under subsection (a), including, as appro-*  
18       *priate—*

19                 (A) *amending part 21 of title 14, Code of*  
20       *Federal Regulations; and*

21                 (B) *modifying any associated advisory cir-*  
22       *culars, guidance, or policy of the FAA.*

23             (2) *REQUIREMENTS.*—*In taking actions under*  
24       *paragraph (1), the Administrator shall consider—*

1           (A) *developing validation criteria and pro-*  
2           *cedures whereby data produced in high-fidelity*  
3           *engineering laboratories and facilities may be al-*  
4           *lowed (in conjunction with, or in lieu of) data*  
5           *produced on a flying test article to support an*  
6           *applicant's showing of compliance required*  
7           *under section 21.35(a)(1) of title 14, Code of*  
8           *Federal Regulations;*

9           (B) *developing criteria and procedures*  
10          *whereby an Organization Designation Author-*  
11          *ization (as defined in section 44736(c)(5) of title*  
12          *49, United States Code) may recommend that*  
13          *certain data produced during an applicant's*  
14          *flight test program may be accepted by the FAA*  
15          *as final compliance data in accordance with sec-*  
16          *tion 21.35(b) of title 14, Code of Federal Regula-*  
17          *tions, at the sole discretion of the FAA; and*

18          (C) *working with other international civil*  
19          *aviation authorities representing States of De-*  
20          *sign to—*

21                 (i) *identify their best practices relative*  
22                 *to high risk-flight testing; and*

23                 (ii) *adopt such practices into the*  
24                 *flight-testing requirements of the FAA to the*  
25                 *maximum extent practicable.*

1 **SEC. 312. TRANSPORT AIRPLANE AND PROPULSION CER-**  
2 **TIFICATION MODERNIZATION.**

3 *Not later than 2 years after the date of enactment of*  
4 *this Act, the Administrator shall publish a notice of pro-*  
5 *posed rulemaking for the item titled “Transport Airplane*  
6 *and Propulsion Certification Modernization”, published in*  
7 *Fall 2022 in the Unified Agenda of Federal Regulatory and*  
8 *Deregulatory Actions (RIN 2120–AL42).*

9 **SEC. 313. FIRE PROTECTION STANDARDS.**

10 *(a) INTERNAL REGULATORY REVIEW TEAM.—*

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

15 *(2) REVIEW.—*

16 *(A) IN GENERAL.—The Team shall conduct*  
17 *a review comparing foreign and domestic air-*  
18 *worthiness standards and guidance for aircraft*  
19 *engine firewalls.*

20 *(B) REQUIREMENTS.—In conducting the re-*  
21 *view, the Team shall—*

22 *(i) identify any significant differences*  
23 *in standards or guidance with respect to*  
24 *test article selection and fire test boundaries*  
25 *and evaluation criteria for burn tests, in-*  
26 *cluding the use of certification by analysis*

1                   *for cases in which substantially similar de-*  
2                   *signs have passed burn tests;*

3                   *(ii) assess the safety implications for*  
4                   *any products imported into the United*  
5                   *States that do not comply with the firewall*  
6                   *requirements of the FAA; and*

7                   *(iii) consult with industry stakeholders*  
8                   *to the maximum extent practicable.*

9           **(b) DUTIES OF THE ADMINISTRATOR.**—*The Adminis-*  
10 *trator shall—*

11                   *(1) not later than 60 days after the date on*  
12                   *which the Team reports the findings of the review to*  
13                   *the Administrator, update the Significant Standards*  
14                   *List of the FAA based on such findings, as appro-*  
15                   *priate; and*

16                   *(2) not later than 90 days after such date, sub-*  
17                   *mit to the appropriate committees of Congress a re-*  
18                   *port on such findings and any recommendations for*  
19                   *such legislative or administrative action as the Ad-*  
20                   *ministrator determines appropriate.*

21 **SEC. 314. RISK MODEL FOR PRODUCTION FACILITY INSPEC-**  
22 **TIONS.**

23                   **(a) IN GENERAL.**—*Not later than 12 months after the*  
24 *date of enactment of this Act, and periodically thereafter,*  
25 *the Administrator shall—*

1           (1) *conduct a review of the risk-based model used*  
2           *by certification management offices of the FAA to in-*  
3           *form the frequency of aircraft manufacturing or pro-*  
4           *duction facility inspections; and*

5           (2) *update the model to ensure such model ade-*  
6           *quately accounts for risk at facilities during periods*  
7           *of increased production.*

8           (b) *BRIEFINGS.*—*Not later than 60 days after the date*  
9           *on which the review is completed under subsection (a), the*  
10          *Administrator shall brief the appropriate committees of*  
11          *Congress on—*

12           (1) *the results of the review;*

13           (2) *any changes made to the risk-based model de-*  
14          *scribed in subsection (a); and*

15           (3) *how such changes would help improve the in-*  
16          *plant inspection process.*

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

18          (a) *IN GENERAL.*—*Not later than 2 years after the*  
19          *date of enactment of this Act, the Administrator shall seek*  
20          *to enter into an appropriate arrangement with a qualified*  
21          *third-party organization or consortium to evaluate the col-*  
22          *lection, collation, analysis, and use of aviation data across*  
23          *the FAA.*



1       (b) *CONSULTATION.*—*In completing the evaluation*  
2 *under subsection (a), the qualified third-party organization*  
3 *or consortium shall—*

4           (1) *seek the input of experts in data analytics,*  
5 *including at least 1 expert in the commercial data*  
6 *services or analytics solutions sector;*

7           (2) *consult with the National Transportation*  
8 *Safety Board and the Transportation Research*  
9 *Board; and*

10          (3) *consult with appropriate federally funded re-*  
11 *search and development centers, to the extent that*  
12 *such centers are not already involved in the evalua-*  
13 *tion.*

14       (c) *SUBSTANCE OF EVALUATION.*—*In completing the*  
15 *evaluation under subsection (a), the qualified third-party*  
16 *organization or consortium shall—*

17           (1) *compile a list of internal and external*  
18 *sources, databases, and streams of information the*  
19 *FAA receives or has access to that provide the FAA*  
20 *with operational or safety information and data*  
21 *about the national airspace system, its users, and*  
22 *other regulated entities of the FAA;*

23           (2) *review data sets to determine completeness*  
24 *and accuracy of relevant information;*

1           (3) *identify gaps in information that the FAA*  
2 *could fill through sharing agreements, partnerships,*  
3 *or other means that would add value during safety*  
4 *trend analysis;*

5           (4) *assess the capabilities of the FAA, including*  
6 *analysis systems and workforce skillsets, to analyze*  
7 *relevant data and information to make informed deci-*  
8 *sions;*

9           (5) *review data and information for proper stor-*  
10 *age, identification controls, and data privacy—*

11                   (A) *as required by law; and*

12                   (B) *consistent with best practices for data*  
13 *collection, storage, and use;*

14           (6) *review the format of such data and identify*  
15 *methods to improve the usefulness of such data;*

16           (7) *assess internal and external access to data*  
17 *for—*

18                   (A) *appropriateness based on data type and*  
19 *level of detail;*

20                   (B) *proper data access protocols and pre-*  
21 *cautions; and*

22                   (C) *maximizing availability of safety-re-*  
23 *lated data that could support the improvement of*  
24 *safety management systems of and trend identi-*  
25 *fication by regulated entities and the FAA;*

1           (8) *examine the collation and dissemination of*  
2           *data within offices and between offices of the FAA;*

3           (9) *review and recommend improvements to the*  
4           *data analysis techniques of the FAA; and*

5           (10) *recommend investments the Administrator*  
6           *should consider to better collect, manage, and analyze*  
7           *data sets, including within and between offices of the*  
8           *FAA.*

9           (d) *ACCESS TO INFORMATION.—The Administrator*  
10          *shall provide the qualified third-party organization or con-*  
11          *sortium and the experts described in subsection (b) with*  
12          *adequate access to safety and operational data collected by*  
13          *and held by the agency across all offices of the FAA, except*  
14          *if specific access is otherwise prohibited by law.*

15          (e) *NONDISCLOSURE.—Prior to participating in the*  
16          *review, the Administrator shall ensure that each person*  
17          *participating in the evaluation under this section enters*  
18          *into an agreement with the Administrator in which the per-*  
19          *son shall be prohibited from disclosing at any time, except*  
20          *as required by law, to any person, foreign or domestic, any*  
21          *non-public information made accessible to the federally*  
22          *funded research and development center under this section.*

23          (f) *REPORT.—The qualified third-party organization*  
24          *or consortium carrying out the evaluation under this sec-*  
25          *tion shall provide a report of the findings of the center to*

1 *the Administrator and include recommendations to improve*  
2 *the FAA's collection, collation, analysis, and use of aviation*  
3 *data, including recommendations to—*

4           (1) *improve data access across offices within the*  
5 *FAA, as necessary, to support efficient execution of*  
6 *safety analysis and programs across such offices;*

7           (2) *improve data storage best practices;*

8           (3) *develop or refine methods for collating data*  
9 *from multiple FAA and industry sources; and*

10           (4) *procure or use available analytics tools to*  
11 *draw conclusions and identify previously unrecog-*  
12 *nized trends or miscategorized risks in the aviation*  
13 *system, particularly when identification of such infor-*  
14 *mation requires the analysis of multiple sets of data*  
15 *from multiple sources.*

16           (g) *IMPLEMENTATION OF RECOMMENDATIONS.—Not*  
17 *later than 6 months after the receipt of the report under*  
18 *subsection (f), the Administrator shall review, develop an*  
19 *implementation plan, and, if appropriate, begin the imple-*  
20 *mentation of the recommendations received in such report.*

21           (h) *REVIEW OF IMPLEMENTATION.—The qualified*  
22 *third-party organization or consortium that conducted the*  
23 *initial evaluation, and any experts who contributed to such*  
24 *evaluation pursuant to subsection (b)(1), shall provide reg-*  
25 *ular feedback and advice to the Administrator on the imple-*

1 *mentation plan developed under subsection (g) and any im-*  
2 *plementation activities for at least 2 years beginning on*  
3 *the date of the receipt of the report under subsection (f).*

4 (i) *REPORT TO CONGRESS.*—*The Administrator shall*  
5 *submit to the appropriate committees of Congress the report*  
6 *described in subsection (f) and the implementation plan de-*  
7 *scribed in subsection (g).*

8 (j) *EXISTING REPORTING SYSTEMS.*—*Consistent with*  
9 *section 132 of the Aircraft Certification, Safety, and Ac-*  
10 *countability Act (Public Law 116–260), the Executive Di-*  
11 *rector of the Transportation Research Board, in consulta-*  
12 *tion with the Secretary and the Administrator, may further*  
13 *harmonize data and sources following the implementation*  
14 *of recommendations under subsection (g).*

15 (k) *RULE OF CONSTRUCTION.*—*Nothing in this section*  
16 *shall be construed to permit the public disclosure of infor-*  
17 *mation submitted under a voluntary safety reporting pro-*  
18 *gram or that is otherwise protected under section 44735 of*  
19 *title 49, United States Code.*

20 **SEC. 316. WEATHER REPORTING SYSTEMS STUDY.**

21 (a) *IN GENERAL.*—*Not later than 1 year after the date*  
22 *of enactment of this Act, the Comptroller General shall ini-*  
23 *tiate a study to examine how to improve the procurement,*  
24 *functionality, and sustainability of weather reporting sys-*  
25 *tems, including—*

1           (1) *automated weather observing systems;*

2           (2) *automated surface observing systems;*

3           (3) *visual weather observing systems; and*

4           (4) *non-Federal weather reporting systems.*

5           (b) *CONTENTS.—In conducting the study required*  
6 *under section (a), the Comptroller General shall address—*

7           (1) *the current state of the supply chain related*  
8 *to weather reporting systems and the components of*  
9 *such systems;*

10          (2) *the average age of weather reporting systems*  
11 *infrastructure installed in the national airspace sys-*  
12 *tem;*

13          (3) *challenges to maintaining and replacing*  
14 *weather reporting systems, including—*

15           (A) *root causes of weather reporting system*  
16 *outages, including failures of such systems, and*  
17 *supporting systems such as telecommunications*  
18 *infrastructure; and*

19           (B) *the degree to which such outages affect*  
20 *weather reporting in the national airspace sys-*  
21 *tem;*

22          (4) *mitigation measures to maintain aviation*  
23 *safety during such an outage; and*

24          (5) *alternative means of obtaining weather ele-*  
25 *ments at airports, including wind direction, wind*

1       *speed, barometric pressure setting, and cloud coverage,*  
2       *including visibility.*

3       (c) *CONSULTATION.*—*In conducting the study required*  
4 *under subsection (a), the Comptroller General shall consult*  
5 *with the appropriate stakeholders and Federal agencies in-*  
6 *volved in installing, managing, and supporting weather re-*  
7 *porting systems in the national airspace system.*

8       (d) *REPORT.*—

9           (1) *IN GENERAL.*—*Not later than 2 years after*  
10 *the date of enactment of this Act, the Comptroller*  
11 *General shall submit to the appropriate committees of*  
12 *Congress and the Committee on Science, Space, and*  
13 *Technology of the House of Representatives a report*  
14 *describing the results of the study conducted under*  
15 *subsection (a).*

16           (2) *RECOMMENDATIONS.*—*The Comptroller Gen-*  
17 *eral shall include in the report submitted under para-*  
18 *graph (1) recommendations for—*

19                   (A) *ways to improve the resiliency and re-*  
20 *dundancy of weather reporting systems;*

21                   (B) *alternative means of compliance for ob-*  
22 *taining weather elements at airports; and*

23                   (C) *if necessary, changes to Orders of the*  
24 *Administration, including the following:*

1                   (i) *Surface Weather Observing, Joint*  
2                   *Order 7900.5.*

3                   (ii) *Notices to Air Missions, Joint*  
4                   *Order 7930.2.*

5 **SEC. 317. GAO STUDY ON EXPANSION OF THE FAA WEATHER**  
6                   **CAMERA PROGRAM.**

7           (a) *STUDY.*—*The Comptroller General shall conduct a*  
8 *study on the feasibility and benefits and costs of expanding*  
9 *the Weather Camera Program of the FAA to locations in*  
10 *the United States that lack weather camera services.*

11           (b) *CONSIDERATIONS.*—*In conducting the study re-*  
12 *quired under subsection (a), the Comptroller General shall*  
13 *review—*

14                   (1) *the potential effects of the existing Weather*  
15 *Camera Program on weather-related aviation acci-*  
16 *dents and flight interruptions;*

17                   (2) *the potential benefits and costs associated*  
18 *with expanding the Weather Camera Program;*

19                   (3) *limitations on the real-time access of weather*  
20 *camera information by pilots and aircraft operators;*

21                   (4) *non-safety related regulatory structures or*  
22 *barriers to the allowable use of weather camera infor-*  
23 *mation for the purposes of aircraft operations;*

24                   (5) *limitations of existing weather camera sys-*  
25 *tems at the time of the study;*



- 1           (6) *alternative sources of viable weather data;*  
2           (7) *funding mechanisms for weather camera in-*  
3           *stallation and operations; and*  
4           (8) *other considerations the Comptroller General*  
5           *determines appropriate.*

6           (c) *REPORT TO CONGRESS.*—*Not later than 28 months*  
7 *after the date of enactment of this Act, the Comptroller Gen-*  
8 *eral shall submit to the appropriate committees of Congress*  
9 *a report on the results of the study required under sub-*  
10 *section (a).*

11 **SEC. 318. AUDIT ON AVIATION SAFETY IN ERA OF WIRELESS**  
12 **CONNECTIVITY.**

13           (a) *IN GENERAL.*—*Not later than 180 days after the*  
14 *date of enactment of this Act, the inspector general of the*  
15 *Department of Transportation shall initiate an audit of the*  
16 *FAA’s internal processes and procedures to communicate*  
17 *the position of civil aviation operators and the safety of*  
18 *the national airspace system to the National Telecommuni-*  
19 *cations and Information Administration regarding pro-*  
20 *posed spectrum reallocations or auction decisions.*

21           (b) *ASSESSMENT.*—*In conducting the audit described*  
22 *in subsection (a), the inspector general shall assess best*  
23 *practices and policy recommendations for the FAA to—*

- 24           (1) *improve internal processes by which proposed*  
25           *spectrum reallocations or auctions are thoroughly re-*

1 *viewed in advance to ensure that any comments or*  
2 *technical concerns regarding aviation safety from*  
3 *civil aviation stakeholders are communicated to the*  
4 *National Telecommunications and Information Ad-*  
5 *ministration that are to be submitted to the Federal*  
6 *Communications Commission;*

7 *(2) develop internal processes and procedures to*  
8 *assess the effects a proposed spectrum reallocation or*  
9 *auction may have on the national airspace system in*  
10 *a timely manner to ensure safety of the national air-*  
11 *space system;*

12 *(3) improve external communication processes to*  
13 *better inform civil aviation stakeholders, including*  
14 *owners and operators of civil aircraft, on any com-*  
15 *ments or technical concerns of the FAA relating to a*  
16 *proposed spectrum reallocation or auction that may*  
17 *impact the national airspace system; and*

18 *(4) better communicate to the National Tele-*  
19 *communications and Information Administration*  
20 *when a proposed spectrum reallocation or auction*  
21 *may pose a potential risk to aviation safety.*

22 *(c) STAKEHOLDER VIEWS.—In conducting the audit*  
23 *pursuant to subsection (a), the inspector general shall con-*  
24 *sult with relevant stakeholders, including—*

1           (1) *air carriers operating under part 121 of title*  
2           *14, Code of Federal Regulations;*

3           (2) *manufacturers of aircraft and aircraft com-*  
4           *ponents;*

5           (3) *wireless communication carriers;*

6           (4) *labor unions representing pilots;*

7           (5) *air traffic system safety specialists;*

8           (6) *other representatives of the communications*  
9           *industry;*

10          (7) *aviation safety experts;*

11          (8) *the National Telecommunications and Infor-*  
12          *mation Administration; and*

13          (9) *the Federal Communications Commission.*

14          (d) *REPORT.*—*Not later than 2 years after the date*  
15          *on which the audit is conducted pursuant to subsection (a),*  
16          *the inspector general shall complete and submit a report*  
17          *on findings and recommendations to—*

18                 (1) *the Administrator;*

19                 (2) *the appropriate committees of Congress; and*

20                 (3) *the Committee on Energy and Commerce of*  
21                 *the House of Representatives.*

22          **SEC. 319. SAFETY DATA ANALYSIS FOR AIRCRAFT WITHOUT**  
23                                 **TRANSPONDERS.**

24          (a) *IN GENERAL.*—*Not later than 18 months after the*  
25          *date of enactment of this Act, the Administrator, in coordi-*

1 *nation with the Chairman of the National Transportation*  
2 *Safety Board, shall collect and analyze data relating to ac-*  
3 *cidents and incidents involving covered exempt aircraft that*  
4 *occurred within 30 nautical miles of an airport.*

5 (b) *REQUIREMENTS.*—*The analysis required under*  
6 *subsection (a) shall include, with respect to covered exempt*  
7 *aircraft, a review of—*

8 (1) *incident and accident data since 2006 in-*  
9 *volving—*

10 (A) *midair events, including collisions;*

11 (B) *ground proximity warning system*  
12 *alerts;*

13 (C) *traffic collision avoidance system alerts;*

14 *or*

15 (D) *a loss of separation or near miss; and*

16 (2) *the causes of the incidents and accidents de-*  
17 *scribed in paragraphs (1).*

18 (c) *BRIEFING TO CONGRESS.*—*Not later than 30*  
19 *months after the date of enactment of this Act, the Adminis-*  
20 *trator shall brief the appropriate committees of Congress*  
21 *on the results of the analysis required under subsection (a)*  
22 *and, if applicable, recommendations on how to reduce the*  
23 *number of incidents and accidents associated with such cov-*  
24 *ered exempt aircraft.*

1           (d) *COVERED EXEMPT AIRCRAFT DEFINED.*—*In this*  
2 *section, the term “covered exempt aircraft” means aircraft,*  
3 *balloons, and gliders exempt from air traffic control trans-*  
4 *ponder and altitude reporting equipment and use require-*  
5 *ments under part 91.215(b)(3) of title 14, Code of Federal*  
6 *Regulations.*

7 **SEC. 320. CRASH-RESISTANT FUEL SYSTEMS IN ROTOR-**  
8 **CRAFT.**

9           (a) *IN GENERAL.*—*The Administrator shall task the*  
10 *Aviation Rulemaking Advisory Committee to—*

11                 (1) *review the data analysis conducted and the*  
12 *recommendations developed by the Aviation Rule-*  
13 *making Advisory Committee Rotorcraft Occupant*  
14 *Protection Working Group of the Administration;*

15                 (2) *update the 2018 report of such working*  
16 *group on rotorcraft occupant protection by—*

17                         (A) *reviewing National Transportation*  
18 *Safety Board data from 2016 through 2023 on*  
19 *post-crash fires in helicopter accidents; and*

20                         (B) *determining whether and to what extent*  
21 *crash-resistant fuel systems could have prevented*  
22 *fatalities in the accidents covered by the data re-*  
23 *viewed under subparagraph (A); and*

24                 (3) *develop recommendations for either the Ad-*  
25 *ministrator or the helicopter industry to encourage*

1 *helicopter owners and operators to expedite the instal-*  
2 *lation of crash-resistant fuel systems in the aircraft of*  
3 *such owners and operators regardless of original cer-*  
4 *tification and manufacture date.*

5 *(b) SCHEDULE.—*

6 *(1) DEADLINE.—Not later than 18 months after*  
7 *the Administrator tasks the Aviation Rulemaking Ad-*  
8 *visory Committee under subsection (a), the Committee*  
9 *shall submit the recommendations developed under*  
10 *subsection (a)(2) to the Administrator.*

11 *(2) IMPLEMENTATION.—If applicable, and not*  
12 *later than 180 days after receiving the recommenda-*  
13 *tions under paragraph (1), the Administrator shall—*

14 *(A) begin implementing, as appropriate,*  
15 *any safety recommendations the Administrator*  
16 *receives from the Aviation Rulemaking Advisory*  
17 *Committee, and brief the appropriate committees*  
18 *of Congress on any recommendations the Admin-*  
19 *istrator does not implement; and*

20 *(B) partner with the United States Heli-*  
21 *copter Safety Team, as appropriate, to facilitate*  
22 *implementation of any recommendations for the*  
23 *helicopter industry pursuant to subsection (a)(2).*

1 **SEC. 321. REDUCING TURBULENCE-RELATED INJURIES ON**  
2 **PART 121 AIRCRAFT OPERATIONS.**

3 (a) *IN GENERAL.*—Not later than 2 years after the  
4 date of enactment of this Act, the Administrator shall re-  
5 view the recommendations made by the Chair of the Na-  
6 tional Transportation Safety Board to the Administrator  
7 contained in the safety research report titled “Preventing  
8 Turbulence-Related Injuries in Air Carrier Operations  
9 Conducted Under Title 14 Code of Federal Regulations Part  
10 121”, issued on August 10, 2021 (NTSB/SS–21/01) and  
11 provide a briefing to the appropriate committees of Con-  
12 gress with any planned actions in response to the rec-  
13 ommendations of the report.

14 (b) *IMPLEMENTATION.*—Not later than 3 years after  
15 the date of enactment of this Act, the Administrator shall  
16 implement, as appropriate, the recommendations in the  
17 safety research report described in subsection (a).

18 (c) *REPORT.*—

19 (1) *IN GENERAL.*—Not later than 2 years after  
20 completing the review under subsection (a), and every  
21 2 years thereafter, the Administrator shall submit to  
22 the appropriate committees of Congress a report on  
23 the implementation status of the recommendations in  
24 the safety research report described in subsection (a)  
25 until the earlier of—

1           (A) *the date on which such recommenda-*  
2           *tions have been adopted or adjudicated as de-*  
3           *scribed in paragraph (2); or*

4           (B) *the date that is 10 years after the date*  
5           *of enactment of this Act.*

6           (2) *CONTENTS.—If the Administrator decides not*  
7           *to implement a recommendation in the safety research*  
8           *report described in subsection (a), the Administrator*  
9           *shall provide, as a part of the report required under*  
10          *paragraph (1), a description of why the Adminis-*  
11          *trator did not implement such recommendation.*

12 **SEC. 322. STUDY ON RADIATION EXPOSURE.**

13          (a) *STUDY.—Not later than 120 days after the date*  
14          *of enactment of this Act, the Secretary shall seek to enter*  
15          *into appropriate arrangements with the National Acad-*  
16          *emies of Sciences, Engineering, and Medicine under which*  
17          *the National Research Council of the National Academies*  
18          *shall conduct a study on radiation exposure to crew-*  
19          *members onboard various aircraft types operated under*  
20          *part 121 of title 14, Code of Federal Regulations.*

21          (b) *SCOPE OF STUDY.—In conducting the study under*  
22          *subsection (a), the National Research Council shall assess—*

23                 (1) *radiation concentrations in such aircraft at*  
24                 *takeoff, in-flight at high altitudes, and upon landing;*



1           (2) *the health risks and impact of radiation ex-*  
 2           *posure to crewmembers onboard aircraft operating at*  
 3           *high altitudes; and*

4           (3) *mitigation measures to prevent and reduce*  
 5           *the health and safety impacts of radiation exposure to*  
 6           *crewmembers.*

7           (c) *REPORT TO CONGRESS.—Not later than 16 months*  
 8           *after the initiation of the study required under subsection*  
 9           *(a), the Secretary shall submit to the appropriate commit-*  
 10           *tees of Congress the study conducted by the National Re-*  
 11           *search Council pursuant to this section.*

12           **SEC. 323. STUDY ON IMPACTS OF TEMPERATURE IN AIR-**  
 13           **CRAFT CABINS.**

14           (a) *STUDY.—*

15           (1) *IN GENERAL.—Not later than 2 years after*  
 16           *the date of enactment of this Act, the Secretary shall*  
 17           *seek to enter into appropriate arrangements with the*  
 18           *National Academies of Sciences, Engineering, and*  
 19           *Medicine under which the National Academies shall*  
 20           *conduct a 1-year study on the health and safety im-*  
 21           *pacts of unsafe cabin temperature with respect to pas-*  
 22           *sengers and crewmembers during each season in*  
 23           *which the study is conducted.*

24           (2) *CONSIDERATIONS.—In conducting the study*  
 25           *required under paragraph (1), the National Acad-*

1 *emies shall review existing standards produced by rec-*  
2 *ognized industry organizations on safe air tempera-*  
3 *tures and humidity levels in enclosed environments,*  
4 *including onboard aircraft, and evaluate the validity*  
5 *of such standards as it relates to aircraft cabin tem-*  
6 *peratures.*

7 (3) *CONSULTATION.*—*In conducting the study re-*  
8 *quired under paragraph (1), the National Academies*  
9 *shall consult with the Civil Aerospace Medical Insti-*  
10 *tute of the FAA, air carriers operating under part*  
11 *121 of title 14, Code of Federal Regulations, relevant*  
12 *Federal agencies, and any applicable aviation labor*  
13 *organizations.*

14 (b) *REPORTS.*—

15 (1) *REPORT TO SECRETARY.*—*Not later than 180*  
16 *days after the date on which the study under sub-*  
17 *section (a) is completed, the National Academies shall*  
18 *submit to the Secretary a report on the results of such*  
19 *study, including any recommendations determined*  
20 *appropriate by the National Academies.*

21 (2) *REPORT TO CONGRESS.*—*Not later than 60*  
22 *days after the date on which the National Academies*  
23 *submits the report under paragraph (1), the Secretary*  
24 *shall submit to the appropriate committees of Con-*  
25 *gress a report describing the results of the study re-*

1        *quired under subsection (a), including any rec-*  
2        *ommendations for further action determined appro-*  
3        *priate by the Secretary.*

4        *(c) COVERED AIRCRAFT DEFINED.—In this section,*  
5        *the term “covered aircraft” means an aircraft operated*  
6        *under part 121 of title 14, Code of Federal Regulations.*

7        **SEC. 324. LITHIUM-ION POWERED WHEELCHAIRS.**

8        *(a) IN GENERAL.—Not later than 2 years after the*  
9        *date of enactment of this Act, the Secretary shall task the*  
10       *Air Carrier Access Act Advisory Committee (in this section*  
11       *referred to as the “Committee”) to conduct a review of regu-*  
12       *lations related to lithium-ion battery powered wheelchairs*  
13       *and mobility aids on commercial aircraft and provide rec-*  
14       *ommendations to the Secretary to ensure safe transport of*  
15       *such wheelchairs and mobility aids in air transportation.*

16       *(b) CONSIDERATIONS.—In conducting the review re-*  
17       *quired under subsection (a), the Committee shall consider*  
18       *the following:*

19                *(1) Any existing or necessary standards for lith-*  
20                *ium-ion batteries, including casings or other similar*  
21                *components, in such wheelchairs and mobility aids.*

22                *(2) The availability of necessary containment or*  
23                *storage devices, including fire containment covers or*  
24                *fire-resistant storage containers, for such wheelchairs*  
25                *and mobility aids.*

1           (3) *The policies of each air carrier (as such term*  
2 *is defined in part 121 of title 14, Code of Federal*  
3 *Regulations) pertaining to lithium-ion battery pow-*  
4 *ered wheelchairs and mobility aids (as in effect on the*  
5 *date of enactment of this Act).*

6           (4) *Any other considerations the Secretary deter-*  
7 *mines appropriate.*

8           (c) *CONSULTATION REQUIREMENT.—In conducting the*  
9 *review required under subsection (a), the Committee shall*  
10 *consult with the Administrator of the Pipeline and Haz-*  
11 *ardous Materials Safety Administration.*

12          (d) *NOTIFICATION.—*

13           (1) *IN GENERAL.—Upon completion of the re-*  
14 *view conducted under subsection (a), the Committee*  
15 *shall notify the Secretary if an air carrier does not*  
16 *have a policy pertaining to lithium-ion battery pow-*  
17 *ered wheelchairs and mobility aids in effect.*

18           (2) *NOTIFICATION.—The Secretary shall notify*  
19 *an air carrier described in paragraph (1) of the sta-*  
20 *tus of such air carrier.*

21          (e) *REPORT TO CONGRESS.—Not later than 90 days*  
22 *after submission of the recommendations to the Secretary,*  
23 *the Secretary shall submit to the appropriate committees*  
24 *of Congress any recommendations under subsection (a), in*  
25 *the form of a report.*

1           (f) *PUBLICATION.*—*The Secretary shall publish the re-*  
2 *port required under subsection (e) on the public website of*  
3 *the Department of Transportation.*

4 **SEC. 325. NATIONAL SIMULATOR PROGRAM POLICIES AND**  
5 **GUIDANCE.**

6           (a) *REVIEW.*—*Not later than 2 years after the date of*  
7 *enactment of this Act, the Administrator shall review rel-*  
8 *evant policies and guidance, including all advisory circu-*  
9 *lars, information bulletins, and directives, pertaining to*  
10 *part 60 of title 14, Code of Federal Regulations.*

11          (b) *UPDATES.*—*Upon completion of the review re-*  
12 *quired under subsection (a), the Administrator shall, at a*  
13 *minimum, update relevant policies and guidance, including*  
14 *all advisory circulars, information bulletins, and directives,*  
15 *pertaining to part 60 of title 14, Code of Federal Regula-*  
16 *tions.*

17          (c) *CONSULTATION.*—*In carrying out the review re-*  
18 *quired under subsection (a), the Administrator shall con-*  
19 *vene and consult with entities required to comply with part*  
20 *60 of title 14, Code of Federal Regulations, including rep-*  
21 *resentatives of—*

22                   (1) *air carriers;*

23                   (2) *flight schools certificated under part 141 of*  
24 *title 14, Code of Federal Regulations;*

1           (3) *training centers certificated under part 142*  
2 *of title 14, Code of Federal Regulations; and*

3           (4) *manufacturers and suppliers of flight sim-*  
4 *ulation training devices (as defined in part 1 of title*  
5 *14, Code of Federal Regulations, and Appendix F to*  
6 *part 60 of such title).*

7           (d) *GAO STUDY ON FAA NATIONAL SIMULATOR PRO-*  
8 *GRAM.—*

9           (1) *IN GENERAL.—Not later than 18 months*  
10 *after the date of enactment of this Act, the Comp-*  
11 *troller General shall conduct a study on the National*  
12 *Simulator Program of the FAA that is part of the*  
13 *Training and Simulation Group of the Air Transpor-*  
14 *tation Division.*

15           (2) *CONSIDERATIONS.—In conducting the study*  
16 *required under paragraph (1), the Comptroller Gen-*  
17 *eral shall, at a minimum, assess—*

18           (A) *how the program described in para-*  
19 *graph (1) is maintained to reflect and account*  
20 *for advancement in technologies pertaining to*  
21 *flight simulation training devices (as defined in*  
22 *part 1 of title 14, Code of Federal Regulations,*  
23 *and appendix F to part 60 of such title);*

24           (B) *the staffing levels, critical competencies,*  
25 *and skills gaps of FAA personnel responsible for*

1 carrying out and supporting the program de-  
2 scribed in paragraph (1); and

3 (C) how the program described in para-  
4 graph (1) engages air carriers and relevant in-  
5 dustry stakeholders, including flight schools, to  
6 ensure efficient compliance with part 60 of title  
7 14, Code of Federal Regulations.

8 (3) *REPORT.*—Not later than 18 months after the  
9 date of enactment of this Act, the Comptroller General  
10 shall submit to the appropriate committees of Con-  
11 gress a report on the findings of the study conducted  
12 under paragraph (1).

13 **SEC. 326. BRIEFING ON AGRICULTURAL APPLICATION AP-  
14 PROVAL TIMING.**

15 Not later than 240 days after the date of enactment  
16 of this Act, the Administrator shall brief the appropriate  
17 committees of Congress on the amount of time the applica-  
18 tion approval process takes for agricultural aircraft oper-  
19 ations under part 137 of title 14, Code of Federal Regula-  
20 tions.

21 **SEC. 327. SENSE OF CONGRESS REGARDING SAFETY AND  
22 SECURITY OF AVIATION INFRASTRUCTURE.**

23 It is the sense of Congress that aviation provides essen-  
24 tial services critical to the United States economy and that  
25 it is important to ensure the safety and security of aviation

1 *infrastructure and protect such infrastructure from unlaw-*  
2 *ful breaches with appropriate legal safeguards.*

3 **SEC. 328. RESTRICTED CATEGORY AIRCRAFT MAINTENANCE**  
4 **AND OPERATIONS.**

5 *Notwithstanding any other provision of law, the Ad-*  
6 *ministrator shall have sole regulatory and oversight juris-*  
7 *isdiction over the maintenance and operations of aircraft*  
8 *owned by civilian operators and type-certificated in the re-*  
9 *stricted category under section 21.25 of title 14, Code of*  
10 *Federal Regulations.*

11 **SEC. 329. AIRCRAFT INTERCHANGE AGREEMENT LIMITA-**  
12 **TIONS.**

13 *(a) STUDY.—Not later than 90 days after the date of*  
14 *enactment of this Act, the Administrator shall conduct a*  
15 *study of foreign interchange agreements.*

16 *(b) CONTENTS.—In carrying out the study required*  
17 *under subsection (a), the Administrator shall address the*  
18 *following:*

19 *(1) Methods for updating regulations under part*  
20 *121.569 of title 14, Code of Federal Regulations, for*  
21 *foreign interchange agreements.*

22 *(2) Time limits for foreign aircraft interchange*  
23 *agreements.*

24 *(3) Minimum breaks between foreign aircraft*  
25 *interchange agreements.*



1           (4) *Limits for no more than 1 foreign aircraft*  
2           *interchange agreement between 2 airlines.*

3           (5) *Limits for no more than 2 foreign aircraft*  
4           *on the interchange agreement.*

5           (c) *BRIEFING.*—*Not later than 2 years after the date*  
6           *of enactment of this Act, the Administrator shall brief the*  
7           *appropriate committees of Congress on the results of the*  
8           *study required under subsection (a).*

9           (d) *RULEMAKING.*—*Based on the results of the study*  
10           *required under subsection (a), the Administrator may, if*  
11           *appropriate, update the relevant sections of part 121 of title*  
12           *14, Code of Federal Regulations.*

13   **SEC. 330. TASK FORCE ON HUMAN FACTORS IN AVIATION**  
14                           **SAFETY.**

15           (a) *IN GENERAL.*—*Not later than 6 months after the*  
16           *date of enactment of this Act, and notwithstanding section*  
17           *127 of the Aircraft Certification Safety and Accountability*  
18           *Act (49 U.S.C. 44513 note), the Administrator shall convene*  
19           *a task force on human factors in aviation safety (in this*  
20           *section referred to as the “Task Force”).*

21           (b) *COMPOSITION.*—

22                   (1) *MEMBERS.*—*The Administrator shall ap-*  
23                   *point members of the Task Force—*

24                           (A) *that have expertise in an operational or*  
25                   *academic discipline that is relevant to the anal-*

1            *ysis of human errors in aviation, which may in-*  
2            *clude air carrier operations, line pilot expertise,*  
3            *air traffic control, technical operations, aero-*  
4            *nautical information, aircraft maintenance and*  
5            *mechanics psychology, linguistics, human-ma-*  
6            *chine integration, general aviation operations,*  
7            *and organizational behavior and culture;*

8            *(B) that sufficiently represent all relevant*  
9            *operational or academic disciplines described in*  
10           *subparagraph (A);*

11           *(C) with expertise on human factors but*  
12           *whose experience and training are not in avia-*  
13           *tion and who have not previously been engaged*  
14           *in work related to the FAA or the aviation in-*  
15           *dustry;*

16           *(D) that are representatives of pilot labor*  
17           *organizations and certificated mechanic labor or-*  
18           *ganizations;*

19           *(E) that are employees of the FAA that have*  
20           *expertise in safety; and*

21           *(F) that are employees of other Federal*  
22           *agencies with expertise on human factors.*

23           *(2) NUMBER OF MEMBERS.—In appointing*  
24           *members under paragraph (1), the Administrator*  
25           *shall ensure that—*

1           (A) at least half of the members appointed  
2           have expertise in aviation;

3           (B) at least one member appointed rep-  
4           resents an exclusive bargaining representative of  
5           air traffic controllers certified under section 7111  
6           of title 5, United States Code; and

7           (C) 3 members are employees of the FAA  
8           and 1 member is an employee of the National  
9           Transportation Safety Board.

10          (3) VOTING.—The members described in para-  
11          graph (2)(C) shall be non-voting members of the Task  
12          Force.

13          (c) DURATION.—

14           (1) IN GENERAL.—Members of the Task Force  
15           shall be appointed for the duration of the Task Force.

16           (2) LENGTH OF EXISTENCE.—

17           (A) IN GENERAL.—The Task Force shall  
18           have an initial duration of 2 years.

19           (B) OPTION.—The Administrator may ex-  
20           tend the duration of the Task Force for an addi-  
21           tional period of up to 2 years.

22          (d) DUTIES.—In coordination with the Research, En-  
23          gineering, and Development Advisory Committee, the Task  
24          Force shall—

1           (1) *not later than the date on which the duration*  
2 *of the Task Force expires under subsection (c),*  
3 *produce a written report in which the Task Force—*

4           (A) *to the greatest extent possible, identifies*  
5 *the most significant human factors and the rel-*  
6 *ative contribution of such factors to aviation*  
7 *safety risk;*

8           (B) *identifies new research priorities for re-*  
9 *search in human factors in aviation safety;*

10          (C) *reviews existing products by other work-*  
11 *ing groups related to human factors in aviation*  
12 *safety including the work of the Commercial*  
13 *Aviation Safety Team pertaining to flight crew*  
14 *responses to abnormal events;*

15          (D) *provides recommendations on potential*  
16 *revisions to any FAA regulations and guidance*  
17 *pertaining to the certification of aircraft under*  
18 *part 25 of title 14, Code of Federal Regulations,*  
19 *including sections related to presumed pilot re-*  
20 *sponse times and assumptions about the reli-*  
21 *ability of pilot performance during unexpected,*  
22 *stressful events;*

23          (E) *reviews rules, regulations, or standards*  
24 *regarding flight crew and maintenance personnel*  
25 *rest and fatigue that are used by a sample of*

1           *international air carriers, including rules, regu-*  
2           *lations, or standards determined to be more*  
3           *stringent and less stringent than the current*  
4           *standards pertaining to air carriers (as such*  
5           *term is defined in section 40102 of title 49,*  
6           *United States Code), and identifies risks to the*  
7           *national airspace system from any variation in*  
8           *such rules, regulations, or standards across coun-*  
9           *tries;*

10           *(F) reviews pilot training requirements and*  
11           *recommends any revisions necessary to ensure*  
12           *adequate understanding of automated systems on*  
13           *aircraft;*

14           *(G) reviews approach and landing mis-*  
15           *alignment and makes any recommendations for*  
16           *reducing misalignment events;*

17           *(H) identifies ways to enhance instrument*  
18           *landing system maintenance schedules;*

19           *(I) determines how a real-time smart sys-*  
20           *tem should be developed to inform the air traffic*  
21           *control system, air carriers, and airports about*  
22           *any changes in the state of runway and taxiway*  
23           *lights and identifies how such real-time smart*  
24           *system could be connected to the maintenance*  
25           *system of the FAA;*

1           *(J) analyzes, with respect to human errors*  
2           *related to aviation safety of air carriers oper-*  
3           *ating under part 121 of title 14, Code of Federal*  
4           *Regulations—*

5                   *(i) fatigue and distraction during crit-*  
6                   *ical phases of work among pilots or other*  
7                   *aviation personnel;*

8                   *(ii) tasks and workload;*

9                   *(iii) organizational culture;*

10                  *(iv) communication among personnel;*

11                  *(v) adherence to safety procedures;*

12                  *(vi) mental state of personnel; and*

13                  *(vii) any other relevant factors that are*  
14                  *the cause or potential cause of human error*  
15                  *related to aviation safety;*

16           *(K) includes a tabulation of the number of*  
17           *accidents, incidents, or aviation safety database*  
18           *entries received in which an item identified*  
19           *under subparagraph (J) was a cause or potential*  
20           *cause of human error related to aviation safety;*  
21           *and*

22           *(L) includes a list of causes or potential*  
23           *causes of human error related to aviation safety*  
24           *about which the Administrator believes addi-*  
25           *tional information is needed; and*

1           (2) if the Administrator extends the duration of  
2           the Task Force pursuant to subsection (c)(2)(B), not  
3           later than the date that is 2 years after the date on  
4           which the Task Force is established, produce an in-  
5           terim report containing the information described in  
6           paragraph (1).

7           (e) *METHODOLOGY*.—In carrying out the duties under  
8           subparagraphs (J) through (L) of subsection (d)(1), the  
9           Task Force shall consult with the National Transportation  
10          Safety Board and use all available data compiled and anal-  
11          ysis conducted on safety incidents and irregularities col-  
12          lected during the relevant fiscal year from the following:

- 13               (1) *Flight Operations Quality Assurance*.  
14               (2) *Aviation Safety Action Program*.  
15               (3) *Aviation Safety Information Analysis and*  
16               *Sharing*.  
17               (4) *The Aviation Safety Reporting System*.  
18               (5) *Aviation safety recommendations and inves-*  
19               *tigation findings of the National Transportation*  
20               *Safety Board*.  
21               (6) *Other relevant programs or sources*.

22          (f) *CONSISTENCY*.—Nothing in this section shall be  
23          construed to require changes to, or duplication of, work as  
24          required by section 127 of the Aircraft Certification Safety  
25          and Accountability Act (49 U.S.C. 44513 note).

1 **SEC. 331. UPDATE OF FAA STANDARDS TO ALLOW DIS-**  
2 **TRIBUTION AND USE OF CERTAIN RE-**  
3 **STRICTED ROUTES AND TERMINAL PROCE-**  
4 **DURES.**

5 (a) *IN GENERAL.*—Not later than 9 months after the  
6 date of enactment of this Act, the Administrator shall up-  
7 date FAA standards to allow for the distribution and use  
8 of the Capstone Restricted Routes and Terminal Procedures  
9 by Wide Area Augmentation System-capable navigation  
10 equipment.

11 (b) *CONTENTS.*—In updating standards under sub-  
12 section (a), the Administrator shall ensure that such stand-  
13 ards provide a means for allowing modifications and con-  
14 tinued development of new routes and procedures proposed  
15 by air carriers operating such routes.

16 **SEC. 332. ASOS/AWOS SERVICE REPORT DASHBOARD.**

17 (a) *IN GENERAL.*—The applicable Administrators  
18 shall work in collaboration to collect the real-time service  
19 status of all automated surface observation systems/auto-  
20 mated weather observing systems (in this section referred  
21 to as “ASOS/AWOS”).

22 (b) *AVAILABILITY OF RESULTS.*—

23 (1) *IN GENERAL.*—In carrying out this section,  
24 the applicable Administrators shall make available on  
25 a publicly available website the following:

26 (A) The service status of all ASOS/AWOS.



1           (B) *Information on any actions to repair or*  
2           *replace ASOS/AWOS that are out of service due*  
3           *to technical or weather-related events, including*  
4           *an estimated timeline to return the systems to*  
5           *service.*

6           (C) *A portal on such publicly available*  
7           *website for the public to report ASOS/AWOS*  
8           *outages.*

9           (2) *DATA FILES.*—*The applicable Administrators*  
10          *shall make available the underlying data required*  
11          *under paragraph (1) for each ASOS/AWOS in a ma-*  
12          *chine-readable format.*

13          (c) *APPLICABLE ADMINISTRATORS.*—*In this section,*  
14          *the term “applicable Administrators” means—*

15               (1) *the Administrator of the FAA; and*

16               (2) *the Administrator of the National Oceanic*  
17               *and Atmospheric Administration.*

18          **SEC. 333. HELICOPTER SAFETY.**

19          (a) *IN GENERAL.*—*Not later than 270 days after the*  
20          *date of enactment of this Act, the Administrator shall task*  
21          *the Investigative Technologies Aviation Rulemaking Advi-*  
22          *sory Committee (in this section referred to as the “Com-*  
23          *mittee”)* *with reviewing and assessing the need for changes*  
24          *to the safety requirements related to flight data recorders,*  
25          *flight data monitoring, and terrain awareness and warning*

1 *systems for turbine-powered rotorcraft certificated for 6 or*  
2 *more passenger seats.*

3 (b) *CONSIDERATIONS.*—*In reviewing and assessing the*  
4 *safety requirements under subsection (a), the Committee*  
5 *shall consider—*

6 (1) *any applicable safety recommendations of the*  
7 *National Transportation Safety Board; and*

8 (2) *the operational requirements and safety con-*  
9 *siderations for operations under parts 121 and 135 of*  
10 *title 14, Code of Federal Regulations.*

11 (c) *REPORT AND RECOMMENDATIONS.*—*Not later than*  
12 *1 year after initiating the review and assessment under this*  
13 *section, the Committee shall submit to the Administrator—*

14 (1) *a report on the findings of the review and as-*  
15 *essment under subsection (a); and*

16 (2) *any recommendations for legislative or regu-*  
17 *latory action to improve safety that the Committee*  
18 *determines appropriate.*

19 (d) *BRIEFING.*—*Not later than 30 days after the date*  
20 *on which the Committee submits the report under subsection*  
21 *(c), the Administrator shall brief the appropriate commit-*  
22 *tees of Congress on—*

23 (1) *the findings and recommendations included*  
24 *in such report; and*

1           (2) *any plan to implement such recommenda-*  
2        *tions.*

3   **SEC. 334. REVIEW AND INCORPORATION OF HUMAN READI-**  
4            **NESS LEVELS INTO AGENCY GUIDANCE MATE-**  
5            **RIAL.**

6        (a) *FINDINGS.—Congress finds that—*

7            (1) *proper attention to human factors during the*  
8        *development of technological systems is a significant*  
9        *factor in minimizing or preventing human error;*

10           (2) *the evaluation of a new aviation technology*  
11        *or system with respect to human use throughout its*  
12        *design and development may reduce human error*  
13        *when such technologies and systems are used in oper-*  
14        *ational conditions; and*

15           (3) *the technical standard of the Human Factors*  
16        *and Ergonomics Society titled “Human Readiness*  
17        *Level Scale in the System Development Process”*  
18        *(ANSI/HFES 400–2021) defines the 9 levels of a*  
19        *Human Readiness Level scale and their application*  
20        *in systems engineering and human systems integra-*  
21        *tion processes.*

22        (b) *REVIEW.—Not later than 180 days after the date*  
23        *of enactment of this Act, the Administrator shall initiate*  
24        *a process to review the technical standard described in sub-*  
25        *section (a)(3) and determine whether any materials from*

1 *such standard should be incorporated or referenced in agen-*  
2 *cy procedures and guidance material in order to enhance*  
3 *safety in relation to human factors.*

4 (c) *CONSULTATION.*—*In carrying out subsection (b),*  
5 *the Administrator may consult with subject matter experts*  
6 *from the Human Factors and Ergonomics Society affiliated*  
7 *with such technical standard or other relevant stakeholders.*

8 (d) *BRIEFING.*—*Not later than 270 days after the date*  
9 *of enactment of this Act, the Administrator shall brief the*  
10 *appropriate committees of Congress on the progress of the*  
11 *review required under subsection (b).*

12 **SEC. 335. SERVICE DIFFICULTY REPORTS.**

13 (a) *CONGRESSIONAL BRIEFING.*—*Not later than 18*  
14 *months after the date of enactment of this Act, and annu-*  
15 *ally thereafter through 2027, the Administrator shall brief*  
16 *the appropriate committees of Congress on compliance with*  
17 *requirements relating to service difficulty reports during the*  
18 *preceding year.*

19 (b) *SCOPE.*—*The Administrator shall include in the*  
20 *briefing required under subsection (a) information relating*  
21 *to—*

22 (1) *operators required to comply with section*  
23 *121.703 of title 14, Code of Federal Regulations;*

1           (2) *approval or certificate holders required to*  
2 *comply with section 183.63 of title 14, Code of Fed-*  
3 *eral Regulations; and*

4           (3) *FAA offices that investigate service difficulty*  
5 *reports, as documented in the following FAA Orders*  
6 *(and any subsequent revisions of such orders):*

7           (A) *FAA Order 8900.1A, titled “Flight*  
8 *Standards Information Management System”*  
9 *and issued on October 27, 2022.*

10          (B) *FAA Order 8120.23A, titled “Certificate*  
11 *Management of Production Approval Holders”*  
12 *and issued on March 6, 2017.*

13          (C) *FAA Order 8110.107B, titled “Monitor*  
14 *Safety/Analyze Data” and issued on October 13,*  
15 *2023.*

16          (c) *REQUIREMENTS.—The Administrator shall include*  
17 *in the briefing required under subsection (a) the following*  
18 *information with respect to the year preceding the year in*  
19 *which the briefing is provided:*

20           (1) *An identification of categories of service dif-*  
21 *ficulties reported.*

22           (2) *An identification of service difficulties for*  
23 *which repeated reports are made.*

1           (3) *A general description of the causes of all*  
2 *service difficulty reports, as determined by the Ad-*  
3 *ministrator.*

4           (4) *A description of actions taken by, or required*  
5 *by, the Administrator to address identified causes of*  
6 *service difficulties.*

7           (5) *A description of violations of title 14, Code*  
8 *of Federal Regulations, related to service difficulty re-*  
9 *ports and any actions taken by the Administrator in*  
10 *response to such violations.*

11 **SEC. 336. CONSISTENT AND TIMELY PILOT CHECKS FOR AIR**  
12 **CARRIERS.**

13           (a) *ESTABLISHMENT OF WORKING GROUP.*—*Not later*  
14 *than 180 days after the date of enactment of this Act, unless*  
15 *the requirements of this section are assigned to working*  
16 *groups under subsection (b)(2), the Administrator shall es-*  
17 *tablish a working group for purposes of reviewing and eval-*  
18 *uating all regulations and policies related to check airmen*  
19 *and authorized check airmen for air carrier operations con-*  
20 *ducted under part 135 of title 14, Code of Federal Regula-*  
21 *tions.*

22           (b) *MEMBERSHIP.*—

23           (1) *IN GENERAL.*—*The working group established*  
24 *under this section shall include, at a minimum—*

1           (A) employees of the FAA who serve as  
2 check airmen;

3           (B) representatives of air carriers operating  
4 under part 135 of title 14, Code of Federal Regu-  
5 lations; and

6           (C) industry associations representing such  
7 air carriers.

8           (2) *EXISTING WORKING GROUP.*—The Adminis-  
9 trator may assign the duties described in subsection  
10 (c) to an existing FAA working group if—

11           (A) such working group includes representa-  
12 tives from the list of required members under  
13 paragraph (1); or

14           (B) the membership of such existing work-  
15 ing group can be modified to include representa-  
16 tives from the list of required members under  
17 paragraph (1).

18           (c) *DUTIES.*—A working group shall review, evaluate,  
19 and make recommendations on the following:

20           (1) *Methods by which authorized check airmen*  
21 *for air carriers operating under part 135 of title 14,*  
22 *Code of Federal Regulations, are selected, trained,*  
23 *and approved by the Administrator.*

24           (2) *Staffing and utilization rates of authorized*  
25 *check airmen by such air carriers.*

1           (3) *Differences in qualification standards ap-*  
2           *plied to—*

3                   (A) *employees of the FAA who serve as*  
4                   *check airmen; and*

5                   (B) *authorized check airmen of such air*  
6                   *carriers.*

7           (4) *Methods to harmonize the qualification*  
8           *standards between authorized check airmen and em-*  
9           *ployees of the FAA who serve as check airmen.*

10           (5) *Methods to improve the training and quali-*  
11           *fication of authorized check airmen.*

12           (6) *Prior recommendations made by FAA advi-*  
13           *sory committees or working groups regarding check*  
14           *airmen functions.*

15           (7) *Petitions for rulemaking submitted to the*  
16           *FAA regarding check airmen functions.*

17           (d) *BRIEFING TO CONGRESS.—Not later than 1 year*  
18           *after the date on which the Administrator tasks a working*  
19           *group with the duties described in subsection (c), the Ad-*  
20           *ministrator shall brief the appropriate committees of Con-*  
21           *gress on the progress and recommendations of the working*  
22           *group and the efforts of the Administrator to implement*  
23           *such recommendations.*

24           (e) *AUTHORIZED CHECK AIRMAN DEFINED.—In this*  
25           *section, the term “authorized check airman” means an indi-*



1 *vidual employed by an air carrier that meets the qualifica-*  
2 *tions and training requirements of sections 135.337 and*  
3 *135.339 of title 14, Code of Federal Regulations, and is ap-*  
4 *proved to evaluate and certify the knowledge and skills of*  
5 *pilots employed by such air carrier.*

6 **SEC. 337. FLIGHT SERVICE STATIONS.**

7 *Section 44514 of title 49, United States Code, and the*  
8 *item relating to such section in the analysis for chapter 445*  
9 *of such title are repealed.*

10 **SEC. 338. TARMAC OPERATIONS MONITORING STUDY.**

11 *(a) IN GENERAL.—The Director of the Bureau of*  
12 *Transportation Statistics, in consultation with relevant of-*  
13 *fices within the Office of the Secretary and the FAA (as*  
14 *determined by the Secretary), shall conduct a study to ex-*  
15 *plore the capture, storage, analysis, and feasibility of moni-*  
16 *toring ground source data at airports.*

17 *(b) OBJECTIVES.—The objectives of the study con-*  
18 *ducted under subsection (a) shall include the following:*

19 *(1) Determining the current state of ground*  
20 *source data coverage at airports.*

21 *(2) Understanding the technology requirements*  
22 *for monitoring ground movements at airports through*  
23 *sensors, receivers, or other technologies.*

1           (3) *Conducting data collection through a pilot*  
2 *program established under subsection (c) and col-*  
3 *lecting ground-based tarmac delay statistics.*

4           (4) *Performing an evaluation and feasibility*  
5 *analysis of potential system-level tarmac operations*  
6 *monitoring solutions.*

7           (c) *PILOT PROGRAM.—*

8           (1) *IN GENERAL.—Not later than 180 days after*  
9 *the date of enactment of this Act, the Director shall*  
10 *establish a pilot program to collect data and develop*  
11 *ground-based tarmac delay statistics or other relevant*  
12 *statistics with respect to airports.*

13           (2) *REQUIREMENTS.—The pilot program estab-*  
14 *lished under paragraph (1) shall—*

15           (A) *include up to 6 airports that the Direc-*  
16 *tor determines reflect a diversity of factors, in-*  
17 *cluding geography, size, and air traffic;*

18           (B) *terminate not more than 3 years after*  
19 *the date of enactment of this Act; and*

20           (C) *be subject to any guidelines issued by*  
21 *the Director.*

22           (d) *REPORT.—Not later than 4 years after the date*  
23 *of enactment of this Act, the Director shall publish the re-*  
24 *sults of the study conducted under subsection (a) and the*

1 *pilot program established under subsection (c) on a publicly*  
2 *available website.*

3 **SEC. 339. IMPROVED SAFETY IN RURAL AREAS.**

4 *(a) IN GENERAL.—Section 322 of the FAA Reauthor-*  
5 *ization Act of 2018 (49 U.S.C. 44701 note) is amended to*  
6 *read as follows:*

7 **“SEC. 322. IMPROVED SAFETY IN RURAL AREAS.**

8 *“(a) IN GENERAL.—The Administrator shall permit*  
9 *an air carrier operating pursuant to part 135 of title 14,*  
10 *Code of Federal Regulations—*

11 *“(1) to operate under instrument flight rules (in*  
12 *this section referred to as ‘IFR’) to a destination in*  
13 *a noncontiguous State that has a published instru-*  
14 *ment approach but does not have a Meteorological*  
15 *Aerodrome Report (in this section referred to as*  
16 *‘METAR’); and*

17 *“(2) to conduct an instrument approach at such*  
18 *destination if—*

19 *“(A) a current Area Forecast, supplemented*  
20 *by noncertified destination weather observations*  
21 *(such as weather cameras and other noncertified*  
22 *observations), is available, and, at the time of*  
23 *departure, the combination of the Area Forecast*  
24 *and noncertified observation indicates that*

1           *weather is expected to be at or above approach*  
2           *minimums upon arrival;*

3           “(B) *prior to commencing an approach, the*  
4           *air carrier has a means to communicate to the*  
5           *pilot of the aircraft whether the destination*  
6           *weather observation is either at or above mini-*  
7           *mums for the approach to be flown; and*

8           “(C) *in the event the destination weather*  
9           *observation is below such minimums, a suitable*  
10          *alternate airport that has a METAR is specified*  
11          *in the IFR flight plan.*

12          “(b) *APPLICATION TEMPLATE.—*

13                 “(1) *IN GENERAL.—The Administrator shall de-*  
14                 *velop an application template with standardized, spe-*  
15                 *cific approval criteria to enable FAA inspectors to ob-*  
16                 *jectively evaluate the application of an air carrier to*  
17                 *operate in the manner described in subsection (a).*

18                 “(2) *REQUIREMENTS.—The template required*  
19                 *under paragraph (1) shall include a place in such*  
20                 *template for an air carrier to describe—*

21                         “(A) *how any non-certified human observa-*  
22                         *tions will be conducted; and*

23                         “(B) *how such observations will be commu-*  
24                         *nicated—*

1                   “(i) to air carriers prior to dispatch;

2                   and

3                   “(ii) to pilots prior to approach.

4           “(3) *RESPONSE TO APPLICATION.*—

5                   “(A) *TIMELINE.*—*The Administrator shall*  
6           *ensure—*

7                   “(i) that the Administrator has the  
8           ability to respond to an application of an  
9           air carrier not later than 30 days after re-  
10          ceipt of such application; and

11                   “(ii) in the event the Administrator  
12          cannot respond within 30 days, that the  
13          Administrator informs the air carrier of the  
14          expected response time with respect to the  
15          application of the air carrier.

16                   “(B) *REJECTION.*—*In the event that the Ad-*  
17          *ministrator rejects an application of an air car-*  
18          *rier, the Administrator shall inform the air car-*  
19          *rier of the specific criteria that were the cause*  
20          *for rejection.”.*

21           “(b) *EFFECTIVE DATE.*—*The amendments made by this*  
22          *section shall take effect on the date that is 12 months after*  
23          *the date of enactment of this Act.*

1 **SEC. 340. STUDY ON FAA USE OF MANDATORY EQUAL AC-**  
2 **CESS TO JUSTICE ACT WAIVERS.**

3 (a) *IN GENERAL.*—*The Comptroller General shall con-*  
4 *duct a study on the use of waivers of rights by the Adminis-*  
5 *trator that may arise under section 504 of title 5, United*  
6 *States Code, or section 2412 of title 28, United States Code,*  
7 *as a condition for the settlement of any proceedings to*  
8 *amend, modify, suspend, or revoke an airman certificate*  
9 *or to impose a civil penalty on a flight engineer, mechanic,*  
10 *pilot, or repairman (or an individual acting in the capac-*  
11 *ity of such engineer, mechanic, pilot, or repairman).*

12 (b) *CONSIDERATIONS.*—*In conducting the study under*  
13 *subsection (a), the Comptroller General shall consider—*

14 (1) *the frequency of the use of waivers by the Ad-*  
15 *ministrator described in this section;*

16 (2) *the benefits and consequences of the use of*  
17 *such waivers to both the Administrator and the cer-*  
18 *tificate holder; and*

19 (3) *the effects of a prohibition on using such*  
20 *waivers.*

21 (c) *COOPERATION WITH STUDY.*—*The Administrator*  
22 *shall cooperate with any requests for information by Comp-*  
23 *troller General to complete the study required under sub-*  
24 *section (a).*

25 (d) *REPORT.*—*Not later than 1 year after the date of*  
26 *enactment of this Act, the Comptroller General shall submit*

1 *to the appropriate committees of Congress a report con-*  
2 *taining the results of the study conducted under subsection*  
3 *(a), including recommendations for any legislation and ad-*  
4 *ministrative action as the Comptroller General determines*  
5 *appropriate.*

6 **SEC. 341. AIRPORT AIR SAFETY.**

7 *The Administrator shall seek to enter into appropriate*  
8 *arrangements with a qualified third-party entity to evalu-*  
9 *ate whether poor air quality inside the Washington Dulles*  
10 *International Airport passenger terminal negatively affects*  
11 *passengers.*

12 **SEC. 342. DON YOUNG ALASKA AVIATION SAFETY INITIA-**  
13 **TIVE.**

14 *(a) IN GENERAL.—Chapter 447 of title 49, United*  
15 *States Code, is amended by adding at the end the following:*

16 **“§44745. Don Young Alaska Aviation Safety Initiative**

17 *“(a) IN GENERAL.—The Administrator of the Federal*  
18 *Aviation Administration shall redesignate the FAA Alaska*  
19 *Aviation Safety Initiative of the Administration as the Don*  
20 *Young Alaska Aviation Safety Initiative (in this section re-*  
21 *ferred to as the ‘Initiative’), under which the Administrator*  
22 *shall carry out the provisions of this section and take such*  
23 *other actions as the Administrator determines appropriate*  
24 *to improve aviation safety in Alaska and covered locations.*

1       “(b) *OBJECTIVE.*—*The objective of the Initiative shall*  
2 *be to work cooperatively with aviation stakeholders and*  
3 *other stakeholders towards the goal of—*

4               “(1) *reducing the rate of fatal aircraft accidents*  
5 *in Alaska and covered locations by 90 percent from*  
6 *2019 to 2033; and*

7               “(2) *by January 1, 2033, eliminating fatal acci-*  
8 *dents of aircraft operated by an air carrier that oper-*  
9 *ates under part 135 of title 14, Code of Federal Regu-*  
10 *lations.*

11       “(c) *LEADERSHIP.*—

12               “(1) *IN GENERAL.*—*The Administrator shall des-*  
13 *ignate the Regional Administrator for the Alaskan*  
14 *Region of the Administration to serve as the Director*  
15 *of the Initiative.*

16               “(2) *COVERED LOCATIONS.*—*The Administrator*  
17 *shall select a designee within the Aviation Safety Or-*  
18 *ganization to implement relevant requirements of this*  
19 *section in covered locations.*

20               “(3) *REPORTING CHAIN.*—*In all matters relating*  
21 *to the Initiative, the Director of the Initiative shall*  
22 *report directly to the Administrator.*

23               “(4) *COORDINATION.*—*The Director of the Initia-*  
24 *tive shall coordinate with the heads of other offices*  
25 *and lines of business of the Administration, including*



1 *the other regional administrators, to carry out the*  
2 *Initiative.*

3 “(d) *AUTOMATED WEATHER SYSTEMS.*—

4 “(1) *REQUIREMENT.*—*The Administrator shall*  
5 *ensure, to the greatest extent practicable, that a cov-*  
6 *ered automated weather system is installed and oper-*  
7 *ated at each covered airport not later than December*  
8 *31, 2030.*

9 “(2) *WAIVER.*—*In complying with the require-*  
10 *ment under paragraph (1), the Administrator may*  
11 *waive any positive benefit-cost ratio requirement for*  
12 *the installation and operation of a covered automated*  
13 *weather system.*

14 “(3) *PRIORITIZATION.*—*In developing the instal-*  
15 *lation timeline of a covered automated weather system*  
16 *at a covered airport pursuant to this subsection, the*  
17 *Administrator shall—*

18 “(A) *coordinate and consult with the gov-*  
19 *ernments with jurisdiction over Alaska and cov-*  
20 *ered locations, covered airports, air carriers op-*  
21 *erating in Alaska or covered locations, private*  
22 *pilots based in Alaska or a covered location, and*  
23 *such other members of the aviation community*  
24 *in Alaska or covered locations; and*

1           “(B) *prioritize early installation at covered*  
2 *airports that would enable the greatest number of*  
3 *instrument flight rule operations by air carriers*  
4 *operating under part 121 or 135 of title 14, Code*  
5 *of Federal Regulations.*

6           “(4) *RELIABILITY.*—

7           “(A) *IN GENERAL.*—*Pertaining to both Fed-*  
8 *eral and non-Federal systems in Alaska, the Ad-*  
9 *ministrator shall be responsible for ensuring—*

10                   “(i) *the reliability of covered auto-*  
11 *mated weather systems; and*

12                   “(ii) *the availability of weather infor-*  
13 *mation from such systems.*

14           “(B) *SPECIFICATIONS.*—*The Administrator*  
15 *shall establish data availability and equipment*  
16 *reliability specifications for covered automated*  
17 *weather systems.*

18           “(C) *SYSTEM RELIABILITY AND RESTORA-*  
19 *TION PLAN.*—*Not later than 2 years after the*  
20 *date of enactment of this section, the Adminis-*  
21 *trator shall establish an automated weather sys-*  
22 *tem reliability and restoration plan for Alaska.*  
23 *Such plan shall document the Administrator’s*  
24 *strategy for ensuring covered automated weather*  
25 *system reliability, including the availability of*

1           *weather information from such system, and for*  
2           *restoring service in as little time as possible.*

3           “(D) *TELECOMMUNICATIONS OR OTHER*  
4           *FAILURES.—If a covered automated weather sys-*  
5           *tem in Alaska is unable to broadly disseminate*  
6           *weather information due to a telecommuni-*  
7           *cations failure or a failure other than an equip-*  
8           *ment failure, the Administrator shall take such*  
9           *actions as may be necessary to restore the full*  
10          *functionality and connectivity of the covered*  
11          *automated weather system. The Administrator*  
12          *shall take actions under this subparagraph with*  
13          *the same urgency as the Administrator would*  
14          *take an action to repair a covered automated*  
15          *weather system equipment failure or data fidel-*  
16          *ity issue.*

17          “(E) *RELIABILITY DATA.—In tabulating*  
18          *data relating to the operational status of covered*  
19          *automated weather systems (including individ-*  
20          *ually or collectively), the Administrator may not*  
21          *consider a covered automated weather system*  
22          *that is functioning nominally but is unable to*  
23          *broadly disseminate weather information tele-*  
24          *communications failure or a failure other than*  
25          *an equipment failure as functioning reliably.*

1           “(5) *INVENTORY*.—

2                   “(A) *MAINTENANCE IMPROVEMENTS*.—

3                           “(i) *IN GENERAL*.—*Not later than 18*  
4                           *months after the date of enactment of the*  
5                           *FAA Reauthorization Act of 2024, the Ad-*  
6                           *ministrator shall identify and implement*  
7                           *reasonable alternative actions to improve*  
8                           *maintenance of FAA-owned weather observ-*  
9                           *ing systems that experience frequent service*  
10                           *outages, including associated surface com-*  
11                           *munication outages, at covered airports.*

12                           “(ii) *SPARE PARTS AVAILABILITY*.—  
13                           *The actions identified by the Administrator*  
14                           *in clause (i) shall improve spare parts*  
15                           *availability, including consideration of stor-*  
16                           *age of more spare parts in the region in*  
17                           *which the systems are located.*

18                           “(B) *NOTICE OF OUTAGES*.—*Not later than*  
19                           *18 months after the date of enactment of the*  
20                           *FAA Reauthorization Act of 2024, the Adminis-*  
21                           *trator shall update FAA Order 7930.2 Notices to*  
22                           *Air Missions, or any successive order, to incor-*  
23                           *porate weather system outages for automated*  
24                           *weather observing systems and automated surface*

1           *observing systems associated with Service A Out-*  
2           *ages at covered airports.*

3           “(6) *VISUAL WEATHER OBSERVATION SYSTEM.*—

4                   “(A) *DEPLOYMENT.*—*Not later than 3 years*  
5           *after the date of enactment of the FAA Reauthor-*  
6           *ization Act of 2024, the Administrator shall take*  
7           *such actions as may be necessary to—*

8                           “(i) *deploy visual weather observation*  
9                           *systems;*

10                           “(ii) *ensure that such systems are ca-*  
11                           *pable of meeting the definition of a covered*  
12                           *automated weather system in Alaska; and*

13                           “(iii) *develop standard operation spec-*  
14                           *ifications for visual weather operation sys-*  
15                           *tems.*

16                           “(B) *MODIFICATION OF SPECIFICATIONS.*—

17           *Upon the request of an aircraft operator, the Ad-*  
18           *ministrator shall issue or modify the standard*  
19           *operation specifications for visual weather obser-*  
20           *vation systems developed under subparagraph*  
21           *(A) to allow such systems to be used to satisfy*  
22           *the requirements for supplemental noncertified*  
23           *local weather observations under section 322 of*  
24           *the FAA Reauthorization Act of 2018 (Public*  
25           *Law 115–254).*

1       “(e) *WEATHER CAMERAS.*—

2               “(1) *IN GENERAL.*—*The Director shall continu-*  
3       *ously assess the state of the weather camera systems*  
4       *in Alaska and covered locations to ensure the oper-*  
5       *ational sufficiency and reliability of such systems.*

6               “(2) *APPLICATIONS.*—*The Director shall—*

7                       “(A) *accept applications from persons to in-*  
8       *stall weather cameras; and*

9                       “(B) *consult with the governments with ju-*  
10       *risdiction over Alaska and covered locations, cov-*  
11       *ered airports, air carriers operating in Alaska or*  
12       *covered locations, private pilots based in Alaska*  
13       *or covered locations, and such other members of*  
14       *the aviation community in Alaska and covered*  
15       *locations as the Administrator determines appro-*  
16       *priate to solicit additional locations at which to*  
17       *install and operate weather cameras.*

18               “(3) *PRESUMPTION.*—*Unless the Director has*  
19       *clear and compelling evidence to the contrary, the Di-*  
20       *rector shall presume that the installation of a weather*  
21       *camera at a covered airport in Alaska, or that is rec-*  
22       *ommended by a government with jurisdiction over a*  
23       *covered location, is cost beneficial and will improve*  
24       *aviation safety.*

1       “(f) *COOPERATION WITH OTHER AGENCIES.*—*In car-*  
2 *rying out this section, the Administrator shall cooperate*  
3 *with the heads of other Federal or State agencies with re-*  
4 *sponsibilities affecting aviation safety in Alaska and cov-*  
5 *ered locations, including the collection and dissemination*  
6 *of weather data.*

7       “(g) *SURVEILLANCE AND COMMUNICATION.*—

8               “(1) *IN GENERAL.*—*The Director shall take such*  
9 *actions as may be necessary to—*

10                       “(A) *encourage and incentivize the equipage*  
11 *of aircraft that operate under part 135 of title*  
12 *14, Code of Federal Regulations, with automatic*  
13 *dependent surveillance and broadcast out equip-*  
14 *ment; and*

15                       “(B) *improve aviation surveillance and*  
16 *communications in Alaska and covered locations.*

17               “(2) *REQUIREMENT.*—*Not later than December*  
18 *31, 2030, the Administrator shall ensure that auto-*  
19 *matic dependent surveillance and broadcast coverage*  
20 *is available at 5,000 feet above ground level through-*  
21 *out each covered location and Alaska.*

22               “(3) *WAIVER.*—*The Administrator shall waive*  
23 *any positive benefit-cost ratio requirement for—*

1           “(A) the installation and operation of  
2           equipment and facilities necessary to implement  
3           the requirement under paragraph (2); and

4           “(B) the provision of additional ground-  
5           based transmitters for automatic dependent sur-  
6           veillance-broadcasts to provide a minimum oper-  
7           ational network in Alaska along major flight  
8           routes.

9           “(4) SERVICE AREAS.—The Director shall con-  
10          tinuously identify additional automatic dependent  
11          surveillance–broadcast service areas in which the de-  
12          ployment of automatic dependent surveillance–broad-  
13          cast receivers and equipment would improve aviation  
14          safety.

15          “(h) OTHER PROJECTS.—The Director shall continue  
16          to build upon other initiatives recommended in the reports  
17          of the FAA Alaska Aviation Safety Initiative of the Admin-  
18          istration published before the date of enactment of this sec-  
19          tion.

20          “(i) ANNUAL REPORT.—

21                 “(1) IN GENERAL.—Beginning on the date that  
22                 is 1 year after the date of enactment of the FAA Re-  
23                 authorization Act of 2024, and annually thereafter,  
24                 the Administrator shall submit to the Committee on  
25                 Transportation and Infrastructure of the House of



1 *Representatives and the Committee on Commerce,*  
2 *Science, and Transportation of the Senate a report on*  
3 *the Initiative, including an itemized description of*  
4 *how the Administration budget meets the goals of the*  
5 *Initiative.*

6 “(2) *STAKEHOLDER COMMENTS.*—*The Director*  
7 *shall append stakeholder comments, organized by*  
8 *topic, to each report submitted under paragraph (1)*  
9 *in the same manner as appendix 3 of the report titled*  
10 *‘FAA Alaska Aviation Safety Initiative FY21 Final*  
11 *Report’, dated September 30, 2021.*

12 “(j) *FUNDING.*—

13 “(1) *IN GENERAL.*—*Notwithstanding any other*  
14 *provision of law, for each of fiscal years 2025 through*  
15 *2028—*

16 “(A) *the Administrator may, upon applica-*  
17 *tion from the government with jurisdiction over*  
18 *a covered airport and in coordination with the*  
19 *State or territory in which a covered airport is*  
20 *located, use amounts apportioned under sub-*  
21 *section (d)(2)(B) or subsection (e) of section*  
22 *47114 to carry out the Initiative; or*

23 “(B) *the sponsor of a covered airport that*  
24 *receives an apportionment under subsection*  
25 *(d)(2)(A) or subsection (e) of section 47114 may*

1           *use such apportionment for any purpose con-*  
2           *tained in this section.*

3           “(2) *SUPPLEMENTAL FUNDING.*—*Out of amounts*  
4           *made available under section 106(k) and section*  
5           *48101, not more than a total of \$25,000,000 for each*  
6           *of fiscal years 2025 through 2028 is authorized to be*  
7           *expended to carry out the Initiative.*

8           “(k) *DEFINITIONS.*—*In this section:*

9           “(1) *COVERED AIRPORT.*—*The term ‘covered air-*  
10           *port’ means an airport in Alaska or a covered loca-*  
11           *tion that is included in the national plan of inte-*  
12           *grated airport systems required under section 47103*  
13           *and that has a status other than unclassified in such*  
14           *plan.*

15           “(2) *COVERED AUTOMATED WEATHER SYSTEM.*—  
16           *The term ‘covered automated weather system’ means*  
17           *an automated or visual weather reporting facility*  
18           *that enables a pilot to begin an instrument procedure*  
19           *approach to an airport under section 91.1039 or*  
20           *135.225 of title 14, Code of Federal Regulations.*

21           “(3) *COVERED LOCATION.*—*The term ‘covered lo-*  
22           *cation’ means Hawaii, Puerto Rico, American*  
23           *Samoa, Guam, the Northern Mariana Islands, and*  
24           *the Virgin Islands.*

1       “(l) *CONFORMITY.*—*The Administrator shall conduct*  
2 *all activities required under this section in conformity with*  
3 *section 44720.*”.

4       “(b) *REMOTE POSITIONS.*—*Section 40122(g) of title 49,*  
5 *United States Code, is amended by adding at the end the*  
6 *following:*

7               “(7) *REMOTE POSITIONS.*—

8                       “(A) *IN GENERAL.*—*If the Administrator*  
9 *determines that a covered position has not been*  
10 *filled after multiple vacancy announcements and*  
11 *that there are unique circumstances affecting the*  
12 *ability of the Administrator to fill such position,*  
13 *the Administrator may consider, in consultation*  
14 *with the appropriate labor union, applicants for*  
15 *the covered position who apply under a vacancy*  
16 *announcement recruiting from the State or terri-*  
17 *tory in which the position is based.*

18                       “(B) *COVERED POSITION DEFINED.*—*In this*  
19 *paragraph, the term ‘covered position’ means a*  
20 *safety-critical position, to include personnel lo-*  
21 *cated at contract towers, based in Alaska, Ha-*  
22 *waii, Puerto Rico, American Samoa, Guam, the*  
23 *Northern Mariana Islands, and the Virgin Is-*  
24 *lands.*”.

25       “(c) *GAO STUDY ON ALASKA AVIATION SAFETY.*—

1           (1) *STUDY.*—*The Comptroller General shall con-*  
2 *duct a study to—*

3                 (A) *examine the effectiveness of the Don*  
4 *Young Alaska Aviation Safety Initiative to im-*  
5 *prove aviation safety, service, and infrastructure;*  
6 *and*

7                 (B) *identify challenges within the FAA to*  
8 *accomplishing safety improvements carried out*  
9 *under such Initiative.*

10           (2) *REPORT.*—*Not later than 2 years after the*  
11 *date of enactment of this Act, the Comptroller General*  
12 *shall submit to the appropriate committees of Con-*  
13 *gress a report containing—*

14                 (A) *the findings of the study under para-*  
15 *graph (1); and*

16                 (B) *recommendations for such legislative or*  
17 *administrative action as the Comptroller General*  
18 *determines appropriate.*

19           (d) *RUNWAY LENGTH.*—*The Administrator—*

20                 (1) *may not restrict funding made available*  
21 *under chapter 471 of title 49, United States Code,*  
22 *from being used at an airport in Alaska to rehabili-*  
23 *tate, resurface, or reconstruct the full length and*  
24 *width of an existing runway within Alaska based*

1 *solely on reduced current or forecasted aeronautical*  
2 *activity levels or critical design type standards;*

3 *(2) may not reject requests for runway projects*  
4 *at airports in Alaska if such projects address critical*  
5 *community needs, including projects—*

6 *(A) that support economic development by*  
7 *expanding a runway to meet new demands; or*

8 *(B) that preserve the length of runways used*  
9 *by aircraft to deliver necessary cargo, including*  
10 *heating fuel and gasoline, for the community*  
11 *served by the airport; and*

12 *(3) shall, not later than 60 days after receiving*  
13 *a request for a runway rehabilitation or reconstruc-*  
14 *tion project at an airport in Alaska, review each such*  
15 *request on a case-by-case basis.*

16 *(e) IMPLEMENTATION OF NTSB RECOMMENDA-*  
17 *TIONS.—*

18 *(1) IN GENERAL.—Not later than 3 years after*  
19 *the date of enactment of this Act, the Administrator*  
20 *shall take such actions as may be necessary to imple-*  
21 *ment National Transportation Safety Board rec-*  
22 *ommendations A-22-25 and A-22-26 (as contained*  
23 *in Aviation Investigation Report AIR-22-09, adopted*  
24 *November 16, 2022).*

1           (2) *COORDINATION.*—*In taking actions under*  
 2           *paragraph (1), the Administrator shall coordinate*  
 3           *with the State of Alaska, airports in Alaska, air car-*  
 4           *riers operating in Alaska, private pilots (including*  
 5           *tour operators) based in Alaska, and such other mem-*  
 6           *bers of the Alaska aviation community or other stake-*  
 7           *holders as the Administrator determines appropriate.*

8           (f) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
 9           *447 of title 49, United States Code, is amended by adding*  
 10          *at the end the following:*

*“44745. Don Young Alaska Aviation Safety Initiative.”.*

11          **SEC. 343. ACCOUNTABILITY AND COMPLIANCE.**

12          (a) *IN GENERAL.*—*Section 44704(a) of title 49, United*  
 13          *States Code, is amended by adding at the end the following:*

14                  “(6) *SUBMISSION OF DATA.*—*When an applicant*  
 15                  *submits design data to the Administrator for a find-*  
 16                  *ing of compliance as part of an application for a*  
 17                  *type certificate, the applicant shall certify to the Ad-*  
 18                  *ministrator that—*

19                          “(A) *the submitted design data dem-*  
 20                          *onstrates compliance with the applicable air-*  
 21                          *worthiness standards; and*

22                          “(B) *any airworthiness standards not com-*  
 23                          *plied with are compensated for by factors that*  
 24                          *provide an equivalent level of safety, as agreed*  
 25                          *upon by the Administrator.”.*

1       (b) *REPORT TO CONGRESS.*—Not later than 1 year  
2 after the date of enactment of this Act, the Administrator  
3 shall provide to the appropriate committees of Congress a  
4 briefing on the implementation of the certification require-  
5 ment added by the amendment made by subsection (a).

6 **SEC. 344. CHANGED PRODUCT RULE REFORM.**

7       (a) *IN GENERAL.*—Not later than 18 months after the  
8 date of enactment of this Act, the Administrator shall issue  
9 a notice of proposed rulemaking to revise section 21.101 of  
10 title 14, Code of Federal Regulations, to achieve the fol-  
11 lowing objectives:

12           (1) *For any significant design change, as deter-*  
13 *mined by the Administrator, to require that the ex-*  
14 *ception related to impracticality under subsection*  
15 *(b)(3) of such section from the requirement to comply*  
16 *with the latest amendments of the applicable air-*  
17 *worthiness standards in effect on the date of applica-*  
18 *tion for the change be approved only after providing*  
19 *public notice and opportunity to comment on such ex-*  
20 *ception.*

21           (2) *To ensure appropriate documentation of any*  
22 *exception or exemption from airworthiness require-*  
23 *ments in title 14, Code of Federal Regulations, as in*  
24 *effect on the date of application for the change.*

1           (b) *CONGRESSIONAL BRIEFING.*—Not later than 1 year  
2 after the date of enactment of this Act, the Administrator  
3 shall provide to the appropriate committees of Congress a  
4 briefing on the implementation by the FAA of the rec-  
5 ommendations of the Changed Product Rule International  
6 Authorities Working Group, established for purposes of car-  
7 rying out the requirements of section 117 of the Aircraft  
8 Certification, Safety, and Accountability Act (49 U.S.C.  
9 44704 note), including recommendations on harmonized  
10 changes and reforms regarding the impractical exception.

11           (c) *FINAL RULE.*—Not later than 3 years after the date  
12 of enactment of this Act, the Administrator shall issue a  
13 final rule based on the notice of proposed rulemaking issued  
14 under subsection (a).

15           (d) *ANNUAL REPORT.*—Beginning in 2025 and annu-  
16 ally thereafter through 2028, the Administrator shall sub-  
17 mit to the appropriate committees of Congress an annual  
18 report detailing the number of all significant design change  
19 exceptions approved and denied under paragraphs (1)  
20 through (3) of section 21.101(b) of title 14, Code of Federal  
21 Regulations.

22 **SEC. 345. ADMINISTRATIVE AUTHORITY FOR CIVIL PEN-**  
23 **ALTIES.**

24           Section 46301(d) of title 49, United States Code, is  
25 amended—



1           (1) *in paragraph (4) by striking subparagraph*  
2 *(A) and inserting the following:*

3           “(A) *the amount in controversy is more than—*

4                   “(i) *\$400,000 if the violation was com-*  
5 *mitted by any person other than an individual*  
6 *or small business concern before the date of en-*  
7 *actment of the FAA Reauthorization Act of 2024;*

8                   “(ii) *\$50,000 if the violation was committed*  
9 *by an individual or small business concern be-*  
10 *fore the date of enactment of the FAA Reauthor-*  
11 *ization Act of 2024;*

12                   “(iii) *\$1,200,000 if the violation was com-*  
13 *mitted by a person other than an individual or*  
14 *small business concern on or after the date of en-*  
15 *actment of the FAA Reauthorization Act of 2024;*

16 *or*

17                   “(iv) *\$100,000 if the violation was com-*  
18 *mitted by an individual on or after the date of*  
19 *enactment of the FAA Reauthorization Act of*  
20 *2024;”;* and

21           (2) *by striking paragraph (8) and inserting the*  
22 *following:*

23           “(8) *The maximum civil penalty the Adminis-*  
24 *trator of the Transportation Security Administration,*

1 *Administrator of the Federal Aviation Administra-*  
2 *tion, or Board may impose under this subsection is—*

3 “(A) \$400,000 if the violation was com-  
4 mitted by a person other than an individual or  
5 small business concern before the date of enact-  
6 ment of the FAA Reauthorization Act of 2024;

7 “(B) \$50,000 if the violation was committed  
8 by an individual or small business concern be-  
9 fore the date of enactment of the FAA Reauthor-  
10 ization Act of 2024;

11 “(C) \$1,200,000 if the violation was com-  
12 mitted by a person other than an individual or  
13 small business concern on or after the date of en-  
14 actment of the FAA Reauthorization Act of 2024;  
15 or

16 “(D) \$100,000 if the violation was com-  
17 mitted by an individual on or after the date of  
18 enactment of the FAA Reauthorization Act of  
19 2024.”.

20 **SEC. 346. STUDY ON AIRWORTHINESS STANDARDS COMPLI-**  
21 **ANCE.**

22 (a) *STUDY.*—*The Administrator shall seek to enter*  
23 *into an agreement with a federally funded research and de-*  
24 *velopment center to conduct a study, in consultation with*  
25 *appropriate aviation safety engineers of the FAA, on the*

1 *occurrences and potential consequences of a transport air-*  
2 *plane design found to not comply with applicable air-*  
3 *worthiness standards.*

4       **(b) SCOPE.**—*In conducting the study pursuant to sub-*  
5 *section (a), the federally funded research and development*  
6 *center shall identify each final airworthiness directive*  
7 *issued by the FAA or another civil aviation authority—*

8               *(1) applicable to transport airplanes during the*  
9               *10-year period prior to the date of enactment of this*  
10              *Act; and*

11              *(2) to address an unsafe condition resulting from*  
12              *an approved design that was noncompliant with an*  
13              *applicable airworthiness standard.*

14       **(c) REQUIREMENTS.**—*For each such airworthiness di-*  
15 *rective identified under subsection (b), the federally funded*  
16 *research and development center shall examine—*

17              *(1) the airworthiness standard with which the*  
18              *transport airplane failed to comply;*

19              *(2) the resulting unsafe condition and whether*  
20              *such condition resulted in an accident;*

21              *(3) the methods by which the noncompliance was*  
22              *discovered and brought to the attention of the FAA or*  
23              *another civil aviation authority, to the extent such*  
24              *methods can be identified;*

1           (4) *an analysis of the method used by the appli-*  
2           *cant to show compliance during the certification proc-*  
3           *ess and whether other compliance methods may have*  
4           *reasonably identified the noncompliance during the*  
5           *certification process;*

6           (5) *the date of approval of the relevant type de-*  
7           *sign and the date of issuance of the airworthiness di-*  
8           *rective;*

9           (6) *any corrective action mandated to address*  
10          *the identified unsafe condition;*

11          (7) *the period of time specified for the incorpora-*  
12          *tion of the corrective action, during which the affected*  
13          *transport airplanes were allowed to operate before the*  
14          *unsafe condition was corrected; and*

15          (8) *the total cost of compliance estimated in the*  
16          *final rule adopting the airworthiness directive.*

17          (d) *COORDINATION.*—*In conducting the study under*  
18          *subsection (a), the federally funded research and develop-*  
19          *ment center shall coordinate with, and solicit comments*  
20          *from—*

21                 (1) *transport category aircraft manufacturers;*  
22                 *and*

23                 (2) *employees of the Administration, including*  
24                 *the official bargaining representative of aircraft cer-*  
25                 *tification services engineers and of aviation safety en-*

1        *gineers under section 7111 of title 5, United States*  
2        *Code, involved in developing airworthiness directives,*  
3        *as necessary.*

4        *(e) REPORT TO CONGRESS.—Not later than 2 years*  
5        *after the date of enactment of this Act, the Administrator*  
6        *shall submit to the appropriate committees of Congress a*  
7        *report that includes—*

8                *(1) the results of the study conducted under sub-*  
9                *section (a);*

10               *(2) actions the Administrator determines nec-*  
11               *essary to improve safety as a result of the findings*  
12               *under subsection (a) and any root causes of an unsafe*  
13               *condition that were identified;*

14               *(3) the comments solicited under subsection (d);*  
15               *and*

16               *(4) any other recommendations for legislative or*  
17               *administrative action determined appropriate by the*  
18               *Administrator.*

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

20               *(1) AIR CARRIER; FOREIGN AIR CARRIER.—The*  
21               *terms “air carrier” and “foreign air carrier” have the*  
22               *meanings given such terms in section 40102 of title*  
23               *49, United States Code.*

24               *(2) TRANSPORT AIRPLANE.—The term “transport*  
25               *airplane” means a transport category airplane de-*

1       *signed for operation by an air carrier or foreign air*  
2       *carrier type-certificated with a passenger seating ca-*  
3       *capacity of 30 or more or an all-cargo or combi deriva-*  
4       *tive.*

5       **SEC. 347. ZERO TOLERANCE FOR NEAR MISSES, RUNWAY IN-**  
6                **CURSIONS, AND SURFACE SAFETY RISKS.**

7       *(a) POLICY.—*

8                *(1) IN GENERAL.—Section 47101(a) of title 49,*  
9       *United States Code, is amended—*

10                *(A) by redesignating paragraphs (2)*  
11       *through (13) as paragraphs (3) through (14), re-*  
12       *spectively; and*

13                *(B) by inserting after paragraph (1) the fol-*  
14       *lowing:*

15                *“(2) that projects, activities, and actions that*  
16       *prevent runway incursions serve to—*

17                *“(A) improve airport surface surveillance;*  
18       *and*

19                *“(B) mitigate surface safety risks that are*  
20       *essential to ensuring the safe operation of the*  
21       *airport and airway system;”.*

22                *(2) CONFORMING AMENDMENTS.—Section 47101*  
23       *of title 49, United States Code, is amended—*

24                *(A) in subsection (g) by striking “subsection*  
25       *(a)(5)” and inserting “subsection (a)(6)”;* and

1           (B) in subsection (h) by striking “subsection  
2           (a)(6)” and inserting “subsection (a)(7)”.

3           (3) *CONTINUOUS EVALUATION.*—In carrying out  
4           section 47101(a) of title 49, United States Code, as  
5           amended by this subsection, the Administrator shall  
6           establish a process to continuously track and evaluate  
7           ground traffic and air traffic activity and related in-  
8           cidents at airports.

9           (b) *RUNWAY SAFETY COUNCIL.*—

10           (1) *IN GENERAL.*—Not later than 6 months after  
11           the date of enactment of this Act, the Administrator  
12           shall establish a council, to be known as the “Runway  
13           Safety Council” (in this section referred to as the  
14           “Council”), to develop a systematic management  
15           strategy to address airport surface safety risks.

16           (2) *DUTIES.*—The duties of the Council shall in-  
17           clude, at a minimum, advancing the development of  
18           risk-based, data driven, integrated systems solutions  
19           and strategies to enhance airport surface safety risk  
20           mitigation.

21           (3) *MEMBERSHIP.*—

22           (A) *IN GENERAL.*—In establishing the  
23           Council, the Administrator shall appoint at least  
24           1 member from each of the following:

25           (i) Airport operators.

1                   (ii) *Air carriers.*

2                   (iii) *Aircraft operators.*

3                   (iv) *Avionics manufacturers.*

4                   (v) *Flight schools.*

5                   (vi) *The exclusive collective bargaining*  
6                   *representative of aviation safety profes-*  
7                   *sionals for the FAA certified under section*  
8                   *7111 of title 5, United States Code.*

9                   (vii) *The exclusive bargaining rep-*  
10                   *resentative of the air traffic controllers cer-*  
11                   *tified under section 7111 of title 5, United*  
12                   *States Code.*

13                   (viii) *Other safety experts the Adminis-*  
14                   *trator determines appropriate.*

15                   (B) *ADDITIONAL MEMBERS.—The Adminis-*  
16                   *trator may appoint members representing any*  
17                   *other stakeholder organization that the Adminis-*  
18                   *trator determines appropriate to the Runway*  
19                   *Safety Council.*

20                   (c) *AIRPORT SURFACE SAFETY TECHNOLOGIES.—*

21                   (1) *IDENTIFICATION.—Not later than 6 months*  
22                   *after the date of enactment of this Act, the Adminis-*  
23                   *trator shall, in coordination with the Council, consult*  
24                   *with relevant stakeholders to identify technologies,*  
25                   *equipment, systems, and process changes, that—*



1           (A) may provide airport surface surveil-  
2           lance capabilities at airports lacking such capa-  
3           bilities;

4           (B) may augment existing airport surface  
5           detection and surveillance system; or

6           (C) may improve onboard situational  
7           awareness for flight crewmembers, including  
8           technologies for use in an aircraft that—

9                   (i) reduce the risk of collision on the  
10                  runway with other aircraft or vehicles;

11                   (ii) calculate safe landing distances;

12                  and

13                   (iii) prompt actions to bring the air-  
14                  craft to a safe stop.

15           (2) *CRITERIA.*—Not later than 1 year after the  
16           date of enactment of this Act, the Administrator  
17           shall—

18                   (A) based on the information obtained pur-  
19                  suant to paragraph (1)(A) and (1)(B), identify  
20                  airport surface detection and surveillance sys-  
21                  tems that meet the standards of the FAA and  
22                  may be able to—

23                           (i) provide airport surface surveillance  
24                          capabilities at airports lacking such capa-  
25                          bilities; or

1                   (ii) augment existing airport surface  
2                   detection and surveillance systems, such as  
3                   Airport Surface Detection System—Model  
4                   X or the Airport Surface Surveillance Ca-  
5                   pability;

6                   (B) establish a timeline and action plan for  
7                   replacing, maintaining, or enhancing the oper-  
8                   ational capability provided by existing airport  
9                   surface detection and surveillance systems, and  
10                  implementing runway safety technologies at air-  
11                  ports without airport surface detection and sur-  
12                  veillance systems, as needed, to improve runway  
13                  safety;

14                  (C) based on the information obtained pur-  
15                  suant to paragraph (1)(C), identify safety tech-  
16                  nologies and systems in transport airplanes that  
17                  meet the standards of the FAA that will—

18                         (i) enhance runway safety for trans-  
19                         port airplanes that lack the capabilities of  
20                         such technologies and systems, as appro-  
21                         priate; or

22                         (ii) augment existing onboard situa-  
23                         tional awareness runway traffic alerting  
24                         and runway landing safety technologies in-  
25                         stalled on transport airplanes; and

1           (D) establish clear and quantifiable criteria  
2 relating to operational factors, including ground  
3 traffic and air traffic activity and the rate of  
4 runway and terminal airspace safety events (in-  
5 cluding runway incursions), that determine  
6 when the installation and deployment of an air-  
7 port surface detection or surveillance system, or  
8 other runway safety system (including runway  
9 status lights), at an airport is required.

10           (3) *DEPLOYMENT.*—Not later than 5 years after  
11 the date of enactment of this Act, the Administrator  
12 shall ensure that airport surface detection and sur-  
13 veillance systems are deployed and operational at—

14           (A) all airports described in paragraph

15           (2)(A); and

16           (B) all medium and large hub airports.

17           (4) *BRIEFING.*—Not later than 3 years after the  
18 date of enactment of this Act, the Administrator shall  
19 brief the appropriate committees of Congress on the  
20 progress of the deployment described in paragraph  
21 (3).

22           (d) *FOREIGN OBJECT DEBRIS DETECTION.*—

23           (1) *IN GENERAL.*—Not later than 3 years after  
24 the date of enactment of this Act, the Administrator  
25 shall assess, in coordination with the Council, auto-

1 *mated foreign object debris monitoring and detection*  
2 *systems at not less than 3 airports that are using*  
3 *such systems.*

4 (2) *CONSIDERATIONS.—In conducting the assess-*  
5 *ment under paragraph (1), the Administrator shall*  
6 *consider the following:*

7 (A) *The categorization of an airport.*

8 (B) *The potential frequency of foreign object*  
9 *debris incidents on airport runways or adjacent*  
10 *ramp areas.*

11 (C) *The availability of funding for the in-*  
12 *STALLATION and maintenance of foreign object de-*  
13 *bris monitoring and detection systems.*

14 (D) *The impact of such systems on the air-*  
15 *field operations of an airport.*

16 (E) *The effectiveness of available foreign ob-*  
17 *ject debris monitoring and detection systems.*

18 (F) *Any other factors relevant to assessing*  
19 *the return on investment of foreign object debris*  
20 *monitoring and detection systems.*

21 (3) *CONSULTATION.—In carrying out this sub-*  
22 *section, the Administrator and the Council shall con-*  
23 *sult with manufacturers and suppliers of foreign ob-*  
24 *ject debris detection technology and any other relevant*  
25 *stakeholders.*

1       (e) *RUNWAY SAFETY STUDY.*—

2           (1) *IN GENERAL.*—Not later than 2 years after  
3       the date of enactment of this Act, the Administrator  
4       shall seek to enter into appropriate arrangements  
5       with a federally funded research and development cen-  
6       ter to conduct a study of runway incursions, airport  
7       surface incidents, operational errors, or losses of  
8       standard separation of aircraft in the approach or de-  
9       parture phase of flight to determine how advanced  
10      technologies and future airport development projects  
11      may be able to reduce the frequency of such events  
12      and enhance aviation safety.

13          (2) *CONSIDERATIONS.*—In conducting the study  
14      under paragraph (1), the federally funded research  
15      and development center shall—

16           (A) examine data relating to recurring run-  
17      way incursions, surface incidents, operational  
18      errors, or losses of standard separation of air-  
19      craft in the approach or departure phase of flight  
20      at airports to identify the underlying factors  
21      that caused such events;

22           (B) assess metrics used to identify when  
23      such events are increasing at an airport;

24           (C) assess available and developmental tech-  
25      nologies, including and beyond such technologies

1           *considered in subsection (c), that may augment*  
2           *existing air traffic management capabilities of*  
3           *surface surveillance and terminal airspace*  
4           *equipment;*

5           *(D) consider growth trends in airport size,*  
6           *staffing and communication complexities to*  
7           *identify—*

8                   *(i) future gaps in information ex-*  
9                   *change between aerospace stakeholders; and*

10                   *(ii) methods for meeting future near*  
11                   *real-time information sharing needs; and*

12           *(E) examine airfield safety training pro-*  
13           *grams used by airport tenants and other stake-*  
14           *holders operating on airfields of airports, includ-*  
15           *ing airfield familiarization training programs*  
16           *for employees, to assess scalability to handle fu-*  
17           *ture growth in airfield capacity and traffic.*

18           (3) *RECOMMENDATIONS.—In conducting the*  
19           *study required by paragraph (1), the federally funded*  
20           *research and development center shall develop rec-*  
21           *ommendations for the strategic planning efforts of the*  
22           *Administration to appropriately maintain surface*  
23           *safety considering future increases in air traffic and*  
24           *based on the considerations described in paragraph*  
25           *(2).*

1           (4) *REPORT TO CONGRESS.*—Not later than 90  
2           days after the completion of the study required by  
3           paragraph (1), the Administrator shall submit to the  
4           appropriate committees of Congress a report on the  
5           findings of such study and any recommendations de-  
6           veloped under paragraph (3).

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

8           (1) *AIR CARRIER; FOREIGN AIR CARRIER.*—The  
9           terms “air carrier” and “foreign air carrier” have the  
10          meanings given such terms in section 40102 of title  
11          49, United States Code.

12          (2) *AIRPORT SURFACE DETECTION AND SURVEIL-*  
13          *LANCE SYSTEM.*—The term “airport surface detection  
14          and surveillance system” means an airport surveil-  
15          lance system that is—

16                (A) *designed to track surface movement of*  
17                aircraft and vehicles; or

18                (B) *capable of alerting air traffic controllers*  
19                or flight crewmembers of a possible runway in-  
20                cursion, misaligned approach, or other safety  
21                event.

22          (3) *TRANSPORT AIRPLANE.*—The term “transport  
23          airplane” means a transport category airplane de-  
24          signed for operation by an air carrier or foreign air  
25          carrier jet type-certificated with a passenger seating

1       *capacity of at least 10 seats or a maximum takeoff*  
2       *weight above 12,500 pounds or an all-cargo or combi*  
3       *derivative of such an airplane.*

4       **SEC. 348. IMPROVEMENTS TO AVIATION SAFETY INFORMA-**  
5                                    **TION ANALYSIS AND SHARING PROGRAM.**

6       (a) *IN GENERAL.*—*Not later than 3 years after the*  
7       *date of enactment of this Act, the Administrator shall im-*  
8       *plement improvements to the Aviation Safety Information*  
9       *Analysis and Sharing Program with respect to safety data*  
10      *sharing and 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 ex-*  
15                   *peditiously 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 re-*  
21                   *quests for safety information;*

22                   (5) *establish guidance to encourage regular safety*  
23                   *inspector review of non-confidential aviation safety*  
24                   *and performance data;*



1           (6) *identify industry segments not yet included*  
2           *and conduct outreach to such industry segments to in-*  
3           *crease the rate of participation, including—*

4                   (A) *general aviation;*

5                   (B) *air transportation and commercial*  
6           *aviation;*

7                   (C) *rotorcraft operations;*

8                   (D) *air ambulance operations; and*

9                   (E) *aviation maintenance;*

10           (7) *establish processes for obtaining and ana-*  
11           *lyzing comprehensive and aggregate data for new and*  
12           *future industry segments; and*

13           (8) *integrate safety data from unmanned air-*  
14           *craft system operators, as appropriate.*

15           (c) *IMPLEMENTATION.—In carrying out subsection (a),*  
16           *the Administrator shall—*

17                   (1) *prioritize production-ready configurable solu-*  
18           *tions over custom development, as appropriate, to*  
19           *support FAA critical aviation safety programs; and*

20                   (2) *ensure that adequate market research is com-*  
21           *pleted in accordance with FAA acquisition manage-*  
22           *ment system requirements, including appropriate*  
23           *demonstrations of proposed solutions, as part of the*  
24           *evaluation criteria.*

1       (d) *RULE OF CONSTRUCTION.*—*Nothing in this section*  
2 *shall be construed—*

3           (1) *to require the Administrator to share con-*  
4 *fidential or proprietary information and data to safe-*  
5 *ty inspectors for purposes of enforcement; or*

6           (2) *to limit the applicability of section 44735 of*  
7 *title 49, United States Code, to the Aviation Safety*  
8 *Information Analysis and Sharing Program.*

9       (e) *BRIEFING.*—*Not later than 180 days after the date*  
10 *of enactment of this Act, and every 6 months thereafter until*  
11 *the improvements under subsection (a) are made, the Ad-*  
12 *ministrator shall brief the appropriate committees of Con-*  
13 *gress on the progress of implementation of the Aviation*  
14 *Safety Information Analysis and Sharing Program, includ-*  
15 *ing—*

16           (1) *an assessment of the progress of the FAA to-*  
17 *ward achieving milestones for such program identi-*  
18 *fied by the inspector general of the Department of*  
19 *Transportation and the Special Committee to Review*  
20 *FAA Aircraft Certification Reports;*

21           (2) *a description of the plan to use appropriate*  
22 *deployable commercial solutions to assist the FAA in*  
23 *meeting such milestones;*

24           (3) *steps taken to make improvements under sub-*  
25 *section (b); and*

1           (4) a summary of the efforts of the FAA to ad-  
2           dress gaps in safety data provided from any of the in-  
3           dustry segments described in subsection (b)(6).

4 **SEC. 349. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

5                           **AVIATION RULEMAKING COMMITTEE.**

6           (a) *IN GENERAL.*—The Administrator shall convene  
7           an aviation rulemaking committee to review, and develop  
8           findings and recommendations regarding, instructions for  
9           continued airworthiness (as described in section 21.50 of  
10          title 14, Code of Federal Regulations), and provide to the  
11          Administrator a report on such findings and recommenda-  
12          tions and for other related purposes as determined by the  
13          Administrator.

14          (b) *COMPOSITION.*—The aviation rulemaking com-  
15          mittee established pursuant to subsection (a) shall consist  
16          of members appointed by the Administrator, including rep-  
17          resentatives of—

18                   (1) holders of type certificates (as described in  
19                   subpart B of part 21, title 14, Code of Federal Regu-  
20                   lations);

21                   (2) holders of production certificates (as de-  
22                   scribed in subpart G of part 21, title 14, Code of Fed-  
23                   eral Regulations);

1           (3) holders of parts manufacturer approvals (as  
2 described in subpart K of part 21, title 14, Code of  
3 Federal Regulations);

4           (4) holders of technical standard order author-  
5 izations (as described in subpart O of part 21, title  
6 14, Code of Federal Regulations);

7           (5) operators under parts 121, 125, or 135 of  
8 title 14, Code of Federal Regulations;

9           (6) holders of repair station certificates (as de-  
10 scribed in section 145 of title 14, Code of Federal Reg-  
11 ulations) that are not also type certificate holders as  
12 included under paragraph (1), production certificate  
13 holders as included under paragraph (2), or aircraft  
14 operators as included under paragraph (5) (or associ-  
15 ated with any such entities);

16           (7) the certified bargaining representative of  
17 aviation safety inspectors and engineers for the Ad-  
18 ministration;

19           (8) general aviation operators;

20           (9) mechanics certificated under part 65 of title  
21 14, Code of Federal Regulations;

22           (10) holders of supplemental type certificates (as  
23 described in subpart E of part 21 of title 14, Code of  
24 Federal Regulations);

1           (11) *designated engineering representatives em-*  
2           *ployed by repair stations described in paragraph (6);*  
3           *and*

4           (12) *aviation safety experts with specific knowl-*  
5           *edge of instructions for continued airworthiness poli-*  
6           *cies and regulations.*

7           (c) *CONSIDERATIONS.—The aviation rulemaking com-*  
8           *mittee established pursuant to subsection (a) shall con-*  
9           *sider—*

10           (1) *existing standards, regulations, certifications,*  
11           *assessments, and guidance related to instructions for*  
12           *continued airworthiness and the clarity of such stand-*  
13           *ards, regulations, certifications, assessments, and*  
14           *guidance to all parties;*

15           (2) *the sufficiency of safety data used in pre-*  
16           *paring instructions for continued airworthiness;*

17           (3) *the sufficiency of maintenance data used in*  
18           *preparing instructions for continued airworthiness;*

19           (4) *the protection of proprietary information*  
20           *and intellectual property in instructions for contin-*  
21           *ued airworthiness;*

22           (5) *the availability of instructions for continued*  
23           *airworthiness, as needed, for maintenance activities;*

1           (6) *the need to harmonize or deconflict proposed*  
2 *and existing regulations with other Federal regula-*  
3 *tions, guidance, and policies;*

4           (7) *international collaboration, where appro-*  
5 *priate and consistent with the interests of safety in*  
6 *air commerce and national security, with other civil*  
7 *aviation authorities, international aviation and*  
8 *standards organizations, and any other appropriate*  
9 *entities; and*

10          (8) *any other matter the Administrator deter-*  
11 *mines appropriate.*

12        (d) *DUTIES.—The Administrator shall—*

13           (1) *not later than 1 year after the date of enact-*  
14 *ment of this Act, submit to the appropriate commit-*  
15 *tees of Congress a copy of the aviation rulemaking*  
16 *committee report under subsection (a); and*

17           (2) *not later than 180 days after the date of sub-*  
18 *mission of the report under paragraph (1), initiate a*  
19 *rulemaking activity or make such policy and guid-*  
20 *ance updates necessary to address any consensus rec-*  
21 *ommendations reached by the aviation rulemaking*  
22 *committee established pursuant to subsection (a), as*  
23 *determined appropriate by the Administrator.*

1 **SEC. 350. SECONDARY COCKPIT BARRIERS.**

2       (a) *IN GENERAL.*—Not later than 6 months after the  
3 date of enactment of this Act, the Administrator shall con-  
4 vene an aviation rulemaking committee to review and de-  
5 velop findings and recommendations to require installation  
6 of a secondary cockpit barrier on commercial passenger air-  
7 craft operated under the provisions of part 121 of title 14,  
8 Code of Federal Regulations, that are not captured under  
9 another regulation or proposed regulation.

10       (b) *MEMBERSHIP.*—The Administrator shall appoint  
11 a chair and members of the rulemaking committee convened  
12 under subsection (a), which shall be comprised of at least  
13 1 representative from the constituencies of—

14               (1) *mainline air carriers;*

15               (2) *regional air carriers;*

16               (3) *aircraft manufacturers;*

17               (4) *passenger aircraft pilots represented by a*  
18 *labor group;*

19               (5) *flight attendants represented by a labor*  
20 *group;*

21               (6) *airline passengers; and*

22               (7) *other stakeholders the Administrator deter-*  
23 *mines appropriate.*

24       (c) *CONSIDERATIONS.*—The aviation rulemaking com-  
25 mittee convened under subsection (a) shall consider—

1           (1) *minimum dimension requirements for sec-*  
2           *ondary barriers on all aircraft types operated under*  
3           *part 121 of title 14, Code of Federal Regulations;*

4           (2) *secondary barrier performance standards*  
5           *manufacturers and air carriers must meet for such*  
6           *aircraft types;*

7           (3) *the availability of certified secondary bar-*  
8           *riers suitable for use on such aircraft types;*

9           (4) *the development, certification, testing, manu-*  
10          *facturing, installation, and training for secondary*  
11          *barriers for such aircraft types;*

12          (5) *flight duration and stage length;*

13          (6) *the location of lavatories on such aircraft as*  
14          *related to operational complexities;*

15          (7) *operational complexities;*

16          (8) *any risks to safely evacuate passengers of*  
17          *such aircraft; and*

18          (9) *other considerations the Administrator deter-*  
19          *mines appropriate.*

20          (d) *REPORT TO CONGRESS.*—*Not later than 12 months*  
21          *after the convening of the aviation rulemaking committee*  
22          *described in subsection (a), the Administrator shall submit*  
23          *to the appropriate committees of Congress a report based*  
24          *on the findings and recommendations of the aviation rule-*



1 *making committee convened under subsection (a), includ-*  
2 *ing—*

3           (1) *if applicable, any dissenting positions on the*  
4 *findings and the rationale for each position; and*

5           (2) *any disagreements with the recommenda-*  
6 *tions, including the rationale for each disagreement*  
7 *and the reasons for the disagreement.*

8           (e) **INSTALLATION OF SECONDARY COCKPIT BARRIERS**  
9 **OF EXISTING AIRCRAFT.**—*Not later than 36 months after*  
10 *the date of the submission of the report under subsection*  
11 *(d), the Administrator shall, taking into consideration the*  
12 *final reported findings and recommendations of the avia-*  
13 *tion rulemaking committee, issue a final rule requiring in-*  
14 *stallation of a secondary cockpit barrier on each commer-*  
15 *cial passenger aircraft operated under the provisions of part*  
16 *121 of title 14, Code of Federal Regulations.*

17 **SEC. 351. 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 shall require that any operation con-*  
21 *ducted by a flight crewmember during an assigned duty pe-*  
22 *riod under the operational control of an operator holding*  
23 *a certificate under part 135 of title 14, Code of Federal*  
24 *Regulations, before, during, or after the duty period (in-*  
25 *cluding any operations under part 91 of title 14, Code of*

1 *Federal Regulations*), without an intervening rest period,  
2 shall count towards the flight time and duty period limita-  
3 tions of such flight crewmember under part 135 of title 14,  
4 *Code of Federal Regulations*.

5 (b) *RECORD KEEPING*.—Not later than 1 year after  
6 the date of enactment of this Act, the Administrator shall  
7 update any Administration policy and guidance regarding  
8 complete and accurate record keeping practices for opera-  
9 tors holding a certificate under part 135 of title 14, Code  
10 of *Federal Regulations*, in order to properly document, at  
11 a minimum—

12 (1) *flight crew assignments*;

13 (2) *flight crew prospective rest notifications*;

14 (3) *compliance with flight and duty times limi-*  
15 *tations and post-duty rest requirements*; and

16 (4) *duty period start and end times*.

17 (c) *SAFETY MANAGEMENT SYSTEM OVERSIGHT*.—The  
18 Administrator, in performing oversight of the safety man-  
19 agement system of an operator holding a certificate under  
20 part 135 of title 14, Code of *Federal Regulations*, following  
21 the implementation of the final rule issued based on the  
22 final rule titled “Safety Management Systems”, and pub-  
23 lished on April 26, 2024 (89 *Fed. Reg.* 33068), shall ensure  
24 such operator is evaluating and appropriately mitigating

1 *aviation safety risks, including, at minimum, risks associ-*  
 2 *ated with—*

3           (1) *inadequate flight crewmember duty and rest*  
 4 *periods; and*

5           (2) *incomplete records pertaining to flight crew*  
 6 *rest, duty, and flight times.*

7           (d) *ORGAN TRANSPORTATION FLIGHTS.—In updating*  
 8 *guidance and policy pursuant to subsection (b), the Admin-*  
 9 *istrator shall consider and allow for appropriate accom-*  
 10 *modations, including accommodations related to subsections*  
 11 *(b)(2) and (b)(4) for operators—*

12           (1) *performing organ transportation operations;*  
 13 *and*

14           (2) *who have in place a means by which to iden-*  
 15 *tify and mitigate risks associated with flight crew*  
 16 *duty and rest.*

17 **SEC. 352. FLIGHT DATA RECOVERY FROM OVERWATER OP-**  
 18 **ERATIONS.**

19           (a) *FLIGHT DATA RECOVERY FROM OVERWATER OP-*  
 20 *ERATIONS.—Chapter 447 of title 49, United States Code,*  
 21 *is further amended by adding at the end the following:*

22 **“§44746. Flight data recovery from overwater oper-**  
 23 **ations**

24           “(a) *IN GENERAL.—Not later than 18 months after the*  
 25 *date of enactment of this section, the Administrator of the*

1 *Federal Aviation Administration shall complete a rule-*  
2 *making proceeding to require that, not later than 5 years*  
3 *after the date of enactment of this section, all applicable*  
4 *aircraft are—*

5           “(1) fitted with a means, in the event of an acci-  
6           dent, to recover mandatory flight data parameters in  
7           a manner that does not require the underwater re-  
8           trieval of the cockpit voice recorder or flight data re-  
9           corder;

10           “(2) equipped with a tamper-resistant method to  
11           broadcast sufficient information to a ground station  
12           to establish the location where an applicable aircraft  
13           terminates flight as the result of such an event; and

14           “(3) equipped with an airframe low-frequency  
15           underwater locating device that functions for at least  
16           90 days and that can be detected by appropriate  
17           equipment.

18           “(b) *APPLICABLE AIRCRAFT DEFINED.*—*In this sec-*  
19 *tion, the term ‘applicable aircraft’ means an aircraft manu-*  
20 *factured on or after January 1, 2028, that is—*

21           “(1) operated under part 121 of title 14, Code of  
22           *Federal Regulations;*

23           “(2) required by regulation to have a cockpit  
24           voice recorder and a flight data recorder; and

25           “(3) used in extended overwater operations.”.

1           (b) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
2 *447 of title 49, United States Code, is further amended by*  
3 *adding at the end the following:*

*“44746. Flight data recovery from overwater operations.”.*

4 **SEC. 353. RAMP WORKER SAFETY CALL TO ACTION.**

5           (a) *CALL TO ACTION RAMP WORKER SAFETY RE-*  
6 *VIEW.*—*Not later than 180 days after the date of enactment*  
7 *of this Act, the Administrator shall initiate a Call to Action*  
8 *safety review of airport ramp worker safety and ways to*  
9 *minimize or eliminate ingestion zone and jet blast zone ac-*  
10 *cidents.*

11           (b) *CONTENTS.*—*The Call to Action safety review re-*  
12 *quired pursuant to subsection (a) shall include—*

13                   (1) *a description of Administration regulations,*  
14 *guidance, and directives related to airport ramp*  
15 *worker safety procedures and oversight of such proc-*  
16 *esses;*

17                   (2) *a description of reportable accidents and in-*  
18 *cidents involving airport ramp workers in 5-year pe-*  
19 *riod preceding the date of enactment of this Act, in-*  
20 *cluding any identified contributing factors to the re-*  
21 *portable accident or incident;*

22                   (3) *training and related educational materials*  
23 *for airport ramp workers, including supervisory and*  
24 *contract employees;*

1           (4) *any recommended devices and methods for*  
2 *communication on the airport ramp, including con-*  
3 *siderations of requirements for operable radios and*  
4 *headsets;*

5           (5) *a review of markings on the airport ramp*  
6 *that define restriction, staging, safety, or hazard*  
7 *zones, including markings to clearly define and*  
8 *graphically indicate the engine ingestion zones and*  
9 *envelope of safety for the variety of aircraft that may*  
10 *park at the same gate of the airport;*

11          (6) *a review of aircraft jet blast and engine in-*  
12 *take safety markings, including incorporation of*  
13 *markings on aircraft to indicate engine inlet danger*  
14 *zones; and*

15          (7) *a process for stakeholders, including airlines,*  
16 *aircraft manufacturers, airports, labor, and aviation*  
17 *safety experts, to provide feedback and share best*  
18 *practices.*

19          (c) *REPORT AND ACTIONS.*—*Not later than 180 days*  
20 *after the conclusion of the Call to Action safety review pur-*  
21 *suant to subsection (a), the Administrator shall—*

22           (1) *submit to the appropriate committees of Con-*  
23 *gress a report on the results of the review and any*  
24 *recommendations for actions or best practices to im-*  
25 *prove airport ramp worker safety, including the iden-*

1        *tification of risks and possible ways to mitigate such*  
2        *risks to be considered in any applicable safety man-*  
3        *agement system of air carriers and airports; and*

4            (2) *initiate such actions as are necessary to act*  
5        *upon the findings of the review.*

6        (d) *TRAINING MATERIALS.*—*Not later than 6 months*  
7        *after the completion of the safety review required under sub-*  
8        *section (a), the Administrator shall develop and publish*  
9        *training and related educational materials about aircraft*  
10       *engine ingestion and jet blast hazards for ground crews, in-*  
11       *cluding supervisory and contract employees, that includes*  
12       *information on—*

13            (1) *the specific dangers and consequences of en-*  
14        *tering engine ingestion or jet blast zones;*

15            (2) *proper protocols to avoid entering an engine*  
16        *ingestion or jet blast zone; and*

17            (3) *on-the-job, instructor-led training to phys-*  
18        *ically demonstrate the engine ingestion zone bound-*  
19        *aries and jet blast zones for each kind of aircraft the*  
20        *ground crew may encounter.*

21        (e) *CONSULTATION.*—*In carrying out this section, the*  
22        *Administrator shall consult with aviation safety experts,*  
23        *air carriers, aircraft manufacturers, relevant labor organi-*  
24        *zations, and airport operators.*

1       (f) *TRAINING REQUIREMENTS.*—Not later than 6  
2 months after the publication of the training and related  
3 educational materials required under subsection (d), the  
4 Administrator may require any ramp worker, as appro-  
5 priate, to receive the relevant engine ingestion and jet blast  
6 zone hazard training before such ramp worker may perform  
7 work on any airport ramp.

8 **SEC. 354. VOLUNTARY REPORTING PROTECTIONS.**

9       (a) *IN GENERAL.*—Section 40123(a) of title 49, United  
10 States Code, is amended in the matter preceding paragraph  
11 (1)—

12           (1) by inserting “, including section  
13 552(b)(3)(B) of title 5” after “Notwithstanding any  
14 other provision of law”; and

15           (2) by inserting “or third party” after “nor any  
16 agency”.

17       (b) *REVIEW OF PROTECTION FROM DISCLOSURE.*—  
18 Not later than 180 days after the date of enactment of this  
19 Act, the Administrator shall review and update part 193  
20 of title 14, Code of Federal Regulations, and review section  
21 44735 of title 49, United States Code, to ensure such laws  
22 and regulations designate and protect from disclosure infor-  
23 mation or data submitted, collected, or obtained by the Ad-  
24 ministrator under voluntary safety programs, including the  
25 following:



- 1           (1) *Aviation Safety Action Program.*
- 2           (2) *Flight Operational Quality Assurance.*
- 3           (3) *Line Operations Safety Assessments.*
- 4           (4) *Air Traffic Safety Action Program.*
- 5           (5) *Technical Operations Safety Action Pro-*
- 6           *gram.*
- 7           (6) *Such other voluntarily submitted informa-*
- 8           *tion or programs as the Administrator determines ap-*
- 9           *propriate.*

10 **SEC. 355. TOWER MARKING NOTICE OF PROPOSED RULE-**  
11 **MAKING.**

12           (a) *IN GENERAL.*—*Not later than 1 year after the date*  
13 *of enactment of this Act, the Administrator shall issue a*  
14 *notice of proposed rulemaking to implement section 2110*  
15 *of the FAA Extension, Safety, and Security Act of 2016*  
16 *(49 U.S.C. 44718 note).*

17           (b) *REPORT.*—*If the Administrator fails to issue the*  
18 *notice of proposed rulemaking pursuant to subsection (a),*  
19 *the Administrator shall submit to the appropriate commit-*  
20 *tees of Congress an annual report on the status of such rule-*  
21 *making, including—*

22                   (1) *the reasons that the Administrator has failed*  
23 *to issue the rulemaking; and*

24                   (2) *a list of fatal aircraft accidents associated*  
25 *with unmarked towers that have occurred during the*

1       5-year period preceding the date of submission of the  
2       report.

3       **SEC. 356. PROMOTION OF CIVIL AERONAUTICS AND SAFETY**  
4                               **OF AIR COMMERCE.**

5       Section 40104 of title 49, United States Code, is  
6 amended—

7               (1) in subsection (a) by striking “In carrying  
8       out” and all that follows through “other interested or-  
9       ganizations.”;

10              (2) by redesignating subsection (d) as subsection  
11       (e);

12              (3) by redesignating subsection (b) as subsection  
13       (d); and

14              (4) by redesignating subsection (c) as subsection  
15       (b) and reordering the subsections accordingly.

16       **SEC. 357. EDUCATIONAL AND PROFESSIONAL DEVELOP-**  
17                               **MENT.**

18       (a) *IN GENERAL.*—Section 40104 of title 49, United  
19 States Code, is amended by inserting after subsection (b)  
20 (as redesignated by section 356) the following:

21              “(c) *EDUCATIONAL AND PROFESSIONAL DEVELOP-*  
22 *MENT.*—

23              “(1) *IN GENERAL.*—In carrying out subsection  
24       (a), the Administrator shall support and undertake  
25       efforts to promote and support the education and pro-

1        *professional development of current and future aerospace*  
2        *professionals.*

3                “(2) *EDUCATIONAL MATERIALS.—Based on the*  
4        *availability of resources, the Administrator shall—*

5                        “(A) *develop and distribute civil aviation*  
6        *information and educational materials; and*

7                        “(B) *provide expertise to State and local*  
8        *school administrators, college and university offi-*  
9        *cial, and officers of other interested organiza-*  
10       *tions and entities.*

11                “(3) *CONTENT.—In developing the educational*  
12       *materials under paragraph (2), the Administrator*  
13       *shall ensure such materials, including presentations,*  
14       *cover topics of broad relevance, including—*

15                        “(A) *ethical decision-making and the re-*  
16       *sponsibilities of aerospace professionals;*

17                        “(B) *managing a workforce, encouraging*  
18       *proper reporting of prospective safety issues, and*  
19       *educating employees on safety management sys-*  
20       *tems; and*

21                        “(C) *responsibilities as a designee or rep-*  
22       *resentative of the Administrator.”.*

23                (b) *SUPPORT FOR PROFESSIONAL DEVELOPMENT AND*  
24       *CONTINUING EDUCATION.—The Administrator may take*  
25       *such action as may be necessary to support or launch ini-*

1 *tiatives that seek to advance the professional development*  
2 *and continuing education of aerospace professionals.*

3 **SEC. 358. GLOBAL AVIATION SAFETY.**

4 *(a) IN GENERAL.—Section 40104(d) of title 49, United*  
5 *States Code, (as redesignated by section 356) is amended—*

6 *(1) in the subsection heading by inserting “AND*  
7 *ASSISTANCE” after “INTERNATIONAL ROLE”;*

8 *(2) in paragraph (1) by striking “The Adminis-*  
9 *trator” and inserting “In carrying out subsection (a),*  
10 *the Administrator”;*

11 *(3) by redesignating paragraph (2) as para-*  
12 *graph (4); and*

13 *(4) by inserting after paragraph (1) the fol-*  
14 *lowing:*

15 *“(2) INTERNATIONAL PRESENCE.—The Adminis-*  
16 *trator shall maintain an international presence to—*

17 *“(A) assist foreign civil aviation authorities*  
18 *in—*

19 *“(i) establishing robust aviation over-*  
20 *sight practices and policies;*

21 *“(ii) harmonizing international avia-*  
22 *tion standards for air traffic management,*  
23 *operator certification, aircraft certification,*  
24 *airports, and certificated or credentialed in-*  
25 *dividuals;*

1           “(iii) validating and accepting foreign  
2           aircraft design and production approvals;

3           “(iv) preparing for new aviation tech-  
4           nologies, including powered-lift aircraft,  
5           products, and articles; and

6           “(v) appropriately adopting con-  
7           tinuing airworthiness information, such as  
8           airworthiness directives;

9           “(B) encourage the adoption of United  
10          States standards, regulations, and policies;

11          “(C) establish, maintain, and update bilat-  
12          eral or multilateral aviation safety agreements  
13          and the aviation safety information contained  
14          within such agreements;

15          “(D) engage in bilateral and multilateral  
16          discussions as required under paragraph (5) and  
17          provide technical assistance as described in  
18          paragraph (6);

19          “(E) validate foreign aviation products and  
20          ensure reciprocal validation of products for  
21          which the United States is the state of design or  
22          production;

23          “(F) support accident and incident inves-  
24          tigations, particularly such investigations that  
25          involve United States persons and certified prod-

1            *ucts and such investigations where the National*  
2            *Transportation Safety Board is supporting an*  
3            *investigation pursuant to annex 13 of the Inter-*  
4            *national Civil Aviation Organization;*

5            *“(G) support the international safety activi-*  
6            *ties of the United States aviation sector;*

7            *“(H) maintain valuable relationships with*  
8            *entities with aviation equities, including civil*  
9            *aviation authorities, other governmental bodies,*  
10           *non-governmental organizations, and foreign*  
11           *manufacturers; and*

12           *“(I) perform other activities as determined*  
13           *necessary by the Administrator.”.*

14           *(b) REVIEW OF INTERNATIONAL FIELD OFFICES.—*

15           *Section 40104(d) of title 49, United States Code, (as reded-*  
16           *ignated by section 356) is further amended by inserting*  
17           *after paragraph (2) the following:*

18           *“(3) INTERNATIONAL OFFICES.—In carrying out*  
19           *the responsibilities described in subsection (a), the Ad-*  
20           *ministrator—*

21           *“(A) shall maintain international offices of*  
22           *the Administration;*

23           *“(B) every 5 years, may review existing*  
24           *international offices to determine—*

1           “(i) the effectiveness of such offices in  
2           fulfilling the mission described in para-  
3           graph (2); and

4           “(ii) the adequacy of resources and  
5           staffing to achieve the mission described in  
6           paragraph (2); and

7           “(C) shall establish offices to address gaps  
8           identified by the review under subparagraph (B)  
9           and in furtherance of the mission described in  
10          paragraph (2), putting an emphasis on estab-  
11          lishing such offices—

12           “(i) where international civil aviation  
13           authorities are located;

14           “(ii) where regional intergovernmental  
15           organizations are located;

16           “(iii) in countries that have difficulty  
17           maintaining a category 1 classification  
18           through the International Aviation Safety  
19           Assessment program; and

20           “(iv) in regions that have experienced  
21           substantial growth in aviation operations  
22           or manufacturing.”.

23          (c) *BILATERAL AVIATION SAFETY AGREEMENTS;*  
24          *TECHNICAL ASSISTANCE.*—

1           (1) *ESTABLISHMENT.*—Section 40104(d) of title  
2           49, *United States Code*, (as redesignated by section  
3           356) is further amended by adding at the end the fol-  
4           lowing:

5           “(5) *BILATERAL AVIATION SAFETY AGREE-*  
6           *MENTS.*—

7           “(A) *IN GENERAL.*—The Administrator  
8           shall negotiate, enter into, promote, enforce,  
9           evaluate the effectiveness of, and seek to update  
10          bilateral or multilateral aviation safety agree-  
11          ments, and the parts of such agreements, with  
12          international aviation authorities.

13          “(B) *PURPOSE.*—The Administrator shall  
14          seek to enter into bilateral aviation safety agree-  
15          ments under this section to, at a minimum—

16                 “(i) improve global aviation safety;

17                 “(ii) increase harmonization of, and  
18                 reduce duplicative, requirements, processes,  
19                 and approvals to advance the aviation in-  
20                 terests of the United States;

21                 “(iii) ensure access to international  
22                 markets for operators, service providers, and  
23                 manufacturers from the United States; and

24                 “(iv) put in place procedures for re-  
25                 course when a party to such agreements



1           *fails to meet the obligations of such party*  
2           *under such agreements.*

3           “(C) *SCOPE.*—*The scope of a bilateral avia-*  
4           *tion safety agreement entered into under this sec-*  
5           *tion shall, as appropriate, cover existing avia-*  
6           *tion users and concepts and establish a process*  
7           *by which bilateral aviation safety agreements*  
8           *can be updated to include new and novel con-*  
9           *cepts on an ongoing basis.*

10           “(D) *CONTENTS.*—*Bilateral aviation safety*  
11           *agreements entered into under this section shall,*  
12           *as appropriate and consistent with United*  
13           *States law and regulation, include topics such*  
14           *as—*

15                   “(i) *airworthiness, certification, and*  
16                   *validation;*

17                   “(ii) *maintenance;*

18                   “(iii) *operations and pilot training;*

19                   “(iv) *airspace access, efficiencies, and*  
20                   *navigation services;*

21                   “(v) *transport category aircraft;*

22                   “(vi) *fixed-wing aircraft, rotorcraft,*  
23                   *powered-lift aircraft, products, and articles;*

24                   “(vii) *aerodrome certification;*

1                   “(viii) unmanned aircraft and associ-  
2                   ated elements of such aircraft;

3                   “(ix) flight simulation training de-  
4                   vices;

5                   “(x) new or emerging technologies and  
6                   technology trends; and

7                   “(xi) other topics as determined appro-  
8                   priate by the Administrator.

9                   “(E) *RULE OF CONSTRUCTION.*—*Bilateral*  
10                  *or multilateral aviation safety agreements en-*  
11                  *tered into under this subsection shall not be con-*  
12                  *strued to diminish or alter any authority of the*  
13                  *Administrator under any other provision of*  
14                  *law.”.*

15                  (2) *TECHNICAL ASSISTANCE UPDATES.*—*Section*  
16                  *40113(e) of title 49, United States Code, is amended*  
17                  *by adding at the end the following:*

18                  “(6) *TECHNICAL ASSISTANCE OUTSIDE OF*  
19                  *AGREEMENTS.*—*In the absence of a bilateral or multi-*  
20                  *lateral agreement, the Administrator may provide*  
21                  *technical assistance and training under this sub-*  
22                  *section if the Administrator determines that—*

23                  “(A) *a foreign government would benefit*  
24                  *from technical assistance pursuant to this sub-*

1           *section to strengthen aviation safety, efficiency,*  
2           *and security; and*

3           “(B) *the engagement is to provide inher-*  
4           *ently governmental technical assistance and*  
5           *training.*

6           “(7) *INHERENTLY GOVERNMENTAL TECHNICAL*  
7           *ASSISTANCE AND TRAINING DEFINED.—In this sub-*  
8           *section, the term ‘inherently governmental technical*  
9           *assistance and training’ means technical assistance*  
10          *and training that—*

11           “(A) *relies upon or incorporates Federal*  
12           *Aviation Administration-specific program, sys-*  
13           *tem, policy, or procedural matters;*

14           “(B) *must be accomplished using agency ex-*  
15           *pertise and authority; and*

16           “(C) *relates to—*

17           “(i) *international aviation safety as-*  
18           *essment technical reviews and technical as-*  
19           *sistance;*

20           “(ii) *aerodrome safety and certifi-*  
21           *cation;*

22           “(iii) *aviation system certification ac-*  
23           *tivities based on Federal Aviation Adminis-*  
24           *tration regulations and requirements;*

1                   “(iv) cybersecurity efforts to protect  
2                   United States aviation ecosystem compo-  
3                   nents and facilities;

4                   “(v) operation and maintenance of air  
5                   navigation system equipment, procedures,  
6                   and personnel; or

7                   “(vi) training and exercises in support  
8                   of aviation safety, efficiency, and security.”.

9                   (3) *VALIDATION OF POWERED-LIFT AIRCRAFT.*—  
10                  *In carrying out section 40104(d) of title 49, United*  
11                  *States Code (as amended by this Act), the Adminis-*  
12                  *trator shall ensure coordination with international*  
13                  *civil aviation authorities regarding the establishment*  
14                  *of mutual processes for efficient validation, accept-*  
15                  *ance, and working arrangements of certificates and*  
16                  *approvals for powered-lift aircraft, products, and ar-*  
17                  *ticles.*

18                  (4) *REPORT ON INTERNATIONAL VALIDATION*  
19                  *PROGRAM PERFORMANCE.*—

20                  (A) *IN GENERAL.*—*Not later than 2 years*  
21                  *after the date of enactment of this Act, the Sec-*  
22                  *retary shall initiate a review to evaluate the per-*  
23                  *formance of the type certificate validation pro-*  
24                  *gram of the FAA under bilateral or multilateral*

1           *aviation safety agreements, with a focus on*  
2           *agreed to implementation procedures.*

3           *(B) CONTENTS.—In conducting the review*  
4           *under subparagraph (A), the Secretary shall con-*  
5           *sider, at minimum, the following:*

6                   *(i) Actions taken for the purposes of*  
7                   *carrying out section 243(a) of the FAA Re-*  
8                   *authorization Act of 2018 (49 U.S.C. 44701*  
9                   *note).*

10                   *(ii) Metrics from validation programs*  
11                   *carried out prior to the initiation of such*  
12                   *review, including the number and types of*  
13                   *projects, timeline milestones, and trends re-*  
14                   *lating to the repeated use of non-basic cri-*  
15                   *teria.*

16                   *(iii) Training on the minimum stand-*  
17                   *ards of established validation work plans,*  
18                   *including any guidance on the level of in-*  
19                   *volvement of the validating authority, estab-*  
20                   *lished justifications for involvement, and*  
21                   *procedures for compliance document re-*  
22                   *quests.*

23                   *(iv) The perspectives of—*

24                           *(I) FAA employees responsible for*  
25                           *type validation projects;*

1                   (II) *bilateral civil aviation regu-*  
2                   *latory partners; and*

3                   (III) *industry applicants seeking*  
4                   *validation.*

5                   (v) *Adequacy of the funding and staff-*  
6                   *ing levels of the International Validation*  
7                   *Branch of the Compliance and Airworthi-*  
8                   *ness Division of the Aircraft Certification*  
9                   *Service of the FAA.*

10                  (vi) *Effectiveness of FAA training for*  
11                  *FAA employees.*

12                  (vii) *Effectiveness of outreach con-*  
13                  *ducted to improve and enforce validation*  
14                  *processes.*

15                  (viii) *Efforts undertaken to strengthen*  
16                  *relationships with international certifi-*  
17                  *cation authorities.*

18                  (ix) *Number of approvals issued by*  
19                  *other certifying authorities in compliance*  
20                  *with applicable bilateral agreements and*  
21                  *implementation procedures.*

22                  (C) *REPORT.*—*Not later than 60 days after*  
23                  *the completion of the review initiated under this*  
24                  *subsection, the Administrator shall submit to the*

1           *appropriate committees of Congress a report re-*  
2           *garding such review.*

3           (D) *DEFINITIONS.*—*In this paragraph, the*  
4           *terms “ODA holder” and “ODA unit” have the*  
5           *meanings given such terms in section 44736(c) of*  
6           *title 49, United States Code.*

7           (d) *INTERNATIONAL ENGAGEMENT STRATEGY.*—*Sec-*  
8           *tion 40104(d) of title 49, United States Code, (as redesign-*  
9           *ated by section 356) is further amended by adding at the*  
10          *end the following:*

11           “(7) *STRATEGIC PLAN.*—*The Administrator shall*  
12           *maintain a strategic plan for the international en-*  
13           *gagement of the Administration that includes—*

14           “(A) *all elements of the report required*  
15           *under section 243(b) of the FAA Reauthorization*  
16           *Act of 2018 (49 U.S.C. 44701 note);*

17           “(B) *measures to fulfill the mission de-*  
18           *scribed in paragraph (2);*

19           “(C) *initiatives to attain greater expertise*  
20           *among employees of the Federal Aviation Ad-*  
21           *ministration in issues related to dispute resolu-*  
22           *tion, intellectual property, and export control*  
23           *laws;*

24           “(D) *policy regarding the future direction*  
25           *and strategy of the United States engagement*

1           *with the International Civil Aviation Organiza-*  
2           *tion;*

3           “(E) *procedures for acceptance of manda-*  
4           *tory airworthiness information, such as air-*  
5           *worthiness directives, and other safety-related*  
6           *regulatory documents, including procedures to*  
7           *implement the requirements of section*  
8           *44701(e)(5);*

9           “(F) *all factors, including funding and*  
10          *resourcing, necessary for the Administration to*  
11          *maintain leadership in the global activities re-*  
12          *lated to aviation safety and air transportation;*

13          “(G) *establishment of, and a process to reg-*  
14          *ularly track and update, metrics to measure the*  
15          *effectiveness of, and foreign civil aviation author-*  
16          *ity compliance with, bilateral aviation safety*  
17          *agreements; and*

18          “(H) *a strategic methodology to facilitate*  
19          *the ability of the United States aerospace indus-*  
20          *try to efficiently operate and export new aero-*  
21          *space technologies, products, and articles in key*  
22          *markets globally.”.*

23          (e) *POWERED-LIFT AIRCRAFT.—In developing the*  
24          *methodology required under section 40104(d)(7)(H) of title*



1 49, United States Code (as added by subsection (d)), the  
2 Administrator shall—

3 (1) perform an assessment of existing bilateral  
4 aviation safety agreements, implementation proce-  
5 dures, and other associated bilateral arrangements to  
6 determine how current and future powered-lift prod-  
7 ucts and articles can utilize the most appropriate val-  
8 idation mechanisms and procedures;

9 (2) facilitate global acceptance of the approach of  
10 the FAA to certification of powered-lift aircraft, prod-  
11 ucts, and articles; and

12 (3) consider any other information determined  
13 appropriated by the Administrator.

14 **SEC. 359. AVAILABILITY OF PERSONNEL FOR INSPECTIONS,**  
15 **SITE VISITS, AND TRAINING.**

16 Section 40104 of title 49, United States Code, is fur-  
17 ther amended by adding at the end the following:

18 “(f) TRAVEL.—The Administrator and the Secretary  
19 of Transportation shall, in carrying out the responsibilities  
20 described in subsection (a), delegate to the appropriate su-  
21 pervisors of offices of the Administration the ability to au-  
22 thorize the domestic and international travel of relevant  
23 personnel who are not in the Federal Aviation Administra-  
24 tion Executive System, without any additional approvals  
25 required, for the purposes of—

1           “(1) promoting aviation safety, aircraft oper-  
2           ations, air traffic, airport, unmanned aircraft sys-  
3           tems, aviation fuels, and other aviation standards,  
4           regulations, and initiatives adopted by the United  
5           States;

6           “(2) facilitating the adoption of United States  
7           approaches on such aviation standards and rec-  
8           ommended practices at the International Civil Avia-  
9           tion Organization;

10           “(3) supporting the acceptance of Administra-  
11           tion design and production approvals by other civil  
12           aviation authorities;

13           “(4) training Administration personnel and  
14           training provided to other persons;

15           “(5) engaging with regulated entities, including  
16           performing site visits;

17           “(6) activities associated with subsections (c)  
18           through (e); and

19           “(7) other activities as determined by the Ad-  
20           ministrator.”.

21 **SEC. 360. WILDFIRE SUPPRESSION.**

22           (a) *IN GENERAL.*—Not later than 18 months after the  
23           date of enactment of this Act, to ensure that sufficient fire-  
24           fighting resources are available to suppress wildfires and  
25           protect public safety and property, and notwithstanding

1 *any other provision of law or agency regulation, the Admin-*  
2 *istrator shall issue a rule under which—*

3           (1) *an operation described in section 21.25(b)(7)*  
4 *of title 14, Code of Federal Regulations, shall allow*  
5 *for the transport of firefighters to and from the site*  
6 *of a wildfire to perform ground wildfire suppression*  
7 *and designate the firefighters conducting such an op-*  
8 *eration as essential crewmembers on board a covered*  
9 *aircraft operated on a mission to suppress wildfire;*

10           (2) *the aircraft maintenance, inspections, and*  
11 *pilot training requirements under part 135 of such*  
12 *title 14 may apply to such an operation, if deter-*  
13 *mined by the Administrator to be necessary to main-*  
14 *tain the safety of firefighters carrying out wildfire*  
15 *suppression missions; and*

16           (3) *the noise standards described in part 36 of*  
17 *such title 14 shall not apply to such an operation.*

18           (b) *SURPLUS MILITARY AIRCRAFT.—In issuing a rule*  
19 *under subsection (a), the Administrator may not enable any*  
20 *aircraft of a type that has been—*

21           (1) *manufactured in accordance with the re-*  
22 *quirements of, and accepted for use by, the armed*  
23 *forces (as defined in section 101 of title 10, United*  
24 *States Code); and*

1           (2) *later modified to be used for wildfire suppres-*  
2           *sion operations.*

3           (c) *CONFORMING AMENDMENTS TO FAA DOCU-*  
4           *MENTS.—In issuing a rule under subsection (a), the Admin-*  
5           *istrator shall revise the order of the FAA titled “Restricted*  
6           *Category Type Certification”, issued on February 27, 2006*  
7           *(FAA Order 8110.56), as well as any corresponding policy*  
8           *or guidance material, to reflect the requirements of this sec-*  
9           *tion.*

10          (d) *SAVINGS PROVISION.—Nothing in this section shall*  
11          *be construed to limit the authority of the Administrator to*  
12          *take action otherwise authorized by law to protect aviation*  
13          *safety or passenger safety.*

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

15               (1) *COVERED AIRCRAFT.—The term “covered air-*  
16               *craft” means an aircraft type-certificated in the re-*  
17               *stricted category under section 21.25 of title 14, Code*  
18               *of Federal Regulations, used for transporting fire-*  
19               *fighters to and from the site of a wildfire in order to*  
20               *perform ground wildfire suppression for the purpose*  
21               *of extinguishing a wildfire on behalf of, or pursuant*  
22               *to a contract with, a Federal, State, or local govern-*  
23               *ment agency.*

24               (2) *FIREFIGHTERS.—The term “firefighters”*  
25               *means a trained fire suppression professional the*

1        *transport of whom is necessary to accomplish a wild-*  
2        *fire suppression operation.*

3    **SEC. 361. CONTINUOUS AIRCRAFT TRACKING AND TRANS-**  
4        **MISSION FOR HIGH ALTITUDE BALLOONS.**

5        *(a) STUDY ON EFFECTS OF HIGH ALTITUDE BAL-*  
6        *LOONS ON AVIATION SAFETY.—*

7            *(1) IN GENERAL.—Not later than 180 days after*  
8        *the date of enactment of this Act, the Administrator,*  
9        *in coordination with the heads of other relevant Fed-*  
10       *eral agencies, shall brief the appropriate committees*  
11       *of Congress on the effects of high altitude balloon op-*  
12       *erations that do not emit electronic or radio signals*  
13       *for identification purposes and are launched within*  
14       *the United States and the territories of the United*  
15       *States on aviation safety.*

16           *(2) CONSIDERATIONS.—In carrying out this sub-*  
17       *section, the Administrator shall consider—*

18            *(A) current technology available and em-*  
19       *ployed to track high altitude balloon operations*  
20       *described under paragraph (1);*

21            *(B) how the flights of such operations have*  
22       *affected, or could affect, aviation safety;*

23            *(C) how such operations have contributed,*  
24       *or could contribute, to misidentified threats to*

1           *civil or military aviation operations or infra-*  
2           *structure; and*

3                     *(D) how such operations have impacted, or*  
4           *could impact, national security and air traffic*  
5           *control operations.*

6           ***(b) HIGH ALTITUDE BALLOON TRACKING AVIATION***  
7           ***RULEMAKING COMMITTEE.—***

8                     *(1) ESTABLISHMENT.—Not later than 180 days*  
9           *after the date of enactment of this Act, the Adminis-*  
10          *trator shall establish an Aviation Rulemaking Com-*  
11          *mittee (in this section referred to as the “Committee”)*  
12          *to review and develop findings and recommendations*  
13          *to inform a standard for any high altitude balloon to*  
14          *be equipped with a system for continuous aircraft*  
15          *tracking that transmits, at a minimum, the altitude,*  
16          *location, and identity of the high altitude balloon in*  
17          *a manner that is accessible to air traffic controllers*  
18          *and ensures the safe integration of high altitude bal-*  
19          *loons into the national airspace system.*

20                     *(2) COMPOSITION.—The Committee shall consist*  
21          *of members appointed by the Administrator, includ-*  
22          *ing the following:*

23                     *(A) Representatives of industry.*

24                     *(B) Aviation safety experts, including ex-*  
25          *perts with specific knowledge—*

1                   (i) of high altitude balloon operations;

2                   or

3                   (ii) FAA tracking and surveillance sys-

4                   tems.

5                   (C) Non-governmental researchers and edu-  
6                   cators.

7                   (D) Representatives of the Department of  
8                   Defense.

9                   (E) Representatives of Federal agencies that  
10                  conduct high altitude balloon operations.

11                 (3) *REPORT.*—Not later than 18 months after the  
12                 date of enactment of this Act, the Committee shall  
13                 submit to the Administrator a report detailing the  
14                 findings and recommendations developed under para-  
15                 graph (1), including recommendations regarding the  
16                 following:

17                         (A) How to update sections 91.215, 91.225,  
18                         and 99.13 of title 14, Code of Federal Regula-  
19                         tions, to require all high altitude balloons to  
20                         have a continuous aircraft tracking and trans-  
21                         mission system.

22                         (B) Any necessary updates to the require-  
23                         ments for high altitude balloons under subpart D  
24                         of part 101 of title 14, Code of Federal Regula-  
25                         tions.

1           (C) Any necessary updates to other FAA  
2 regulations or requirements deemed appropriate  
3 and necessary by the Administrator to—

4           (i) ensure any high altitude balloon  
5 has a continuous aircraft tracking and  
6 transmission system;

7           (ii) ensure all data relating to the alti-  
8 tude, location, and identity of any high al-  
9 titude balloon is made available to air traf-  
10 fic controllers;

11           (iii) determine criteria and provide  
12 approval guidance for new equipment that  
13 provides continuous aircraft tracking and  
14 transmission for high altitude balloons and  
15 meets the performance requirements de-  
16 scribed under section 91.225 of title 14,  
17 Code of Federal Regulations, including  
18 portable, battery-powered Automatic De-  
19 pendent Surveillance–Broadcast Out equi-  
20 page; and

21           (iv) maintain airspace safety.

22           (4) USE OF PRIOR WORK.—In developing the re-  
23 port under paragraph (3), the Committee may make  
24 full use of any research, comments, data, findings, or



1        *recommendations made by any prior aviation rule-*  
2        *making committee.*

3            (5) *NEW TECHNOLOGIES AND SOLUTIONS.*—*Noth-*  
4        *ing in this subsection shall require the Committee to*  
5        *develop recommendations requiring equipage of high*  
6        *altitude balloons with an Automatic Dependent Sur-*  
7        *veillance–Broadcast Out system or an air traffic con-*  
8        *trol transponder transmission system, or preclude the*  
9        *Committee from making recommendations for the*  
10       *adoption of new systems or solutions that may re-*  
11       *quire that a high altitude balloon be equipped with*  
12       *a system that can transmit, at a minimum, the alti-*  
13       *tude, location, and identity of the high altitude bal-*  
14       *loon.*

15           (6) *BRIEFING.*—*Not later than 6 months after*  
16        *receiving the report required under paragraph (3), the*  
17        *Administrator shall brief the appropriate committees*  
18        *of Congress on the contents of such report and the sta-*  
19        *tus of any recommendation received pursuant to such*  
20        *report.*

21           (c) *DEFINITIONS.*—*In this section, the term “high alti-*  
22        *tude balloon” means a manned or unmanned free balloon*  
23        *operating not less than 18,000 feet above mean sea level.*

1 **SEC. 362. CABIN AIR SAFETY.**

2       (a) *DEADLINE FOR 2018 STUDY ON BLEED AIR.*—Not  
3 later than 6 months after the date of enactment of this Act,  
4 the Administrator shall complete the requirements of section  
5 326 of the FAA Reauthorization Act of 2018 (49 U.S.C.  
6 40101 note) and submit to the appropriate Congressional  
7 committees the following:

8           (1) *The completed study required under sub-*  
9 *section (c) of such section.*

10          (2) *The report on the feasibility, efficacy, and*  
11 *cost-effectiveness of certification and installation of*  
12 *systems to evaluate bleed air quality required under*  
13 *subsection (d) of such section.*

14       (b) *REPORTING SYSTEM FOR SMOKE OR FUME*  
15 *EVENTS ONBOARD COMMERCIAL AIRCRAFT.*—

16           (1) *IN GENERAL.*—Not later than 180 days after  
17 the date of the enactment of this Act, the Adminis-  
18 trator shall develop a standardized submission system  
19 for air carrier employees to voluntarily report fume  
20 or smoke events onboard passenger-carrying aircraft  
21 operating under part 121 of title 14, Code of Federal  
22 Regulations.

23           (2) *COLLECTED INFORMATION.*—In developing  
24 the system under paragraph (1), the Administrator  
25 shall ensure that the system includes a method for  
26 submitting information about a smoke or fume event

1        *that allows for the collection of the following informa-*  
2        *tion, if applicable:*

3                *(A) Identification of the flight number,*  
4                *type, and registration of the aircraft.*

5                *(B) The date of the reported fume or smoke*  
6                *event onboard the aircraft.*

7                *(C) Description of fumes or smoke in the*  
8                *aircraft, including the nature, intensity, and vis-*  
9                *ual consistency or smell (if any).*

10               *(D) The location of the fumes or smoke in*  
11               *the aircraft.*

12               *(E) The source (if discernible) of the fumes*  
13               *or smoke in the aircraft.*

14               *(F) The phase of flight during which fumes*  
15               *or smoke first became present.*

16               *(G) The duration of the fume or smoke*  
17               *event.*

18               *(H) Any required onboard medical atten-*  
19               *tion for passengers or crew members.*

20               *(I) Any additional factors as determined*  
21               *appropriate by the Administrator or crew mem-*  
22               *ber submitting a report.*

23               *(3) GUIDELINES FOR SUBMISSION.—The Admin-*  
24               *istrator shall issue guidelines on how to submit the*  
25               *information described in paragraph (2).*

1           (4) *CONFIRMATION OF SUBMISSION.*—Upon sub-  
2           mitting the information described in paragraph (2),  
3           the submitting party shall receive a duplicate record  
4           of the submission and confirmation of receipt.

5           (5) *USE OF INFORMATION.*—The Adminis-  
6           trator—

7           (A) may not publicly publish any—

8           (i) information specific to a fume or  
9           smoke event that is submitted pursuant to  
10          this section; and

11          (ii) any information that may be used  
12          to identify the party submitting such infor-  
13          mation;

14          (B) may only publicly publish information  
15          submitted pursuant to this section that has been  
16          aggregated if—

17          (i) such information has been vali-  
18          dated; and

19          (ii) the availability of such informa-  
20          tion would improve aviation safety;

21          (C) shall maintain a database of such infor-  
22          mation;

23          (D) at the request of an air carrier, shall  
24          provide to such air carrier any information sub-  
25          mitted pursuant to this section that is relevant

1           to such air carrier, except any information that  
2           may be used to identify the party submitting  
3           such information;

4           (E) may not, without validation, assume  
5           that information submitted pursuant to this sec-  
6           tion is accurate for the purposes of initiating  
7           rulemaking or taking an enforcement action;

8           (F) may use information submitted pursu-  
9           ant to this section to inform the oversight of the  
10          safety management system of an air carrier; and

11          (G) may use information submitted pursu-  
12          ant to this section for the purpose of performing  
13          a study or supporting a study sponsored by the  
14          Administrator.

15          (c) NATIONAL ACADEMIES STUDY ON OVERALL CABIN  
16          AIR QUALITY.—

17               (1) IN GENERAL.—Not later than 3 years after  
18               the date of enactment of this Act, the Administrator  
19               shall seek to enter into the appropriate arrangements  
20               with the National Academies to conduct a study and  
21               issue recommendations to be made publicly available  
22               pertaining to cabin air quality and any risk of, and  
23               potential for, persistent and accidental fume or smoke  
24               events onboard a passenger-carrying aircraft oper-

1        *ating under part 121 of title 14, Code of Federal Reg-*  
2        *ulations.*

3            (2) *SCOPE.—In carrying out a study pursuant*  
4        *to paragraph (1), the National Academies shall exam-*  
5        *ine—*

6            (A) *the report issued pursuant to section*  
7        *326 of the FAA Reauthorization Act of 2018 (49*  
8        *U.S.C. 40101 note) and any identified assump-*  
9        *tions or gaps described in such report;*

10          (B) *the information collected through the*  
11        *system established pursuant to subsection (b);*

12          (C) *any health risks or impacts of fume or*  
13        *smoke events on flight crews, including flight at-*  
14        *tendants and pilots, and passengers onboard air-*  
15        *craft operating under part 121 of title 14, Code*  
16        *of Federal Regulations;*

17          (D) *instances of persistent or regularly oc-*  
18        *curring (as determined by the National Acad-*  
19        *emies) fume or smoke events in such aircraft;*

20          (E) *instances of accidental, unexpected, or*  
21        *irregularly occurring (as determined by the Na-*  
22        *tional Academies) fume or smoke events on such*  
23        *aircraft, including whether such accidental*  
24        *events are more frequent during various phases*

1           of operations, including ground operations, tax-  
2           ing, take off, cruise, and landing;

3           (F) the air contaminants present during the  
4           instances described in subparagraphs (D) and  
5           (E) and the probable originating materials of  
6           such air contaminants;

7           (G) the frequencies, durations, and likely  
8           causes of the instances described in subpara-  
9           graphs (D) and (E); and

10          (H) any additional data on fume or smoke  
11          events, as determined appropriate by the Na-  
12          tional Academies.

13          (3) *RECOMMENDATIONS*.—As a part of the study  
14          conducted under paragraph (1), the National Acad-  
15          emies shall provide recommendations—

16                (A) that, at minimum, address how to—

17                   (i) improve overall cabin air quality of  
18                   passenger-carrying aircraft;

19                   (ii) improve the detection, accuracy,  
20                   and reporting of fume or smoke events; and

21                   (iii) reduce the frequency and impact  
22                   of fume or smoke events; and

23                (B) to establish or update standards, guide-  
24                lines, or regulations that could help achieve the  
25                recommendations described in subparagraph (A).

1           (4) *REPORT TO CONGRESS.*—Not later than 1  
2           month after the completion of the study conducted  
3           under paragraph (1), the Administrator shall submit  
4           to the appropriate committees of Congress a copy of  
5           such study and recommendations submitted with such  
6           study.

7           (d) *RULEMAKING.*—Not later than 1 year after the  
8           completion of the study conducted under subsection (c), the  
9           Administrator may, as appropriate to address the safety  
10          risks identified as a result of the actions taken pursuant  
11          to this section, issue a notice of proposed rulemaking to es-  
12          tablish requirements for scheduled passenger air carrier op-  
13          erations under part 121 of title 14, Code of Federal Regula-  
14          tions that may include the following:

15               (1) *Training for flight attendants, pilots, air-*  
16               *craft maintenance technicians, airport first respond-*  
17               *ers, and emergency responders on how to respond to*  
18               *incidents on aircraft involving fume or smoke events.*

19               (2) *Required actions and procedures for air car-*  
20               *riers to take after receiving a report of an incident*  
21               *involving a fume or smoke event in which at least 1*  
22               *passenger or crew member required medical attention*  
23               *as a result of such incident.*

24               (3) *Installation onboard aircraft of detectors and*  
25               *other air quality monitoring equipment.*



1       (e) *FUME OR SMOKE EVENT DEFINED.*—*In this sec-*  
2 *tion, the term “fume or smoke event” means an event in*  
3 *which there is an atypical noticeable or persistent presence*  
4 *of fumes or air contaminants in the cabin, including, at*  
5 *a minimum, a smoke event.*

6 **SEC. 363. COMMERCIAL AIR TOUR AND SPORT PARA-**  
7 **CHUTING SAFETY.**

8       (a) *SAFETY REQUIREMENTS FOR COMMERCIAL AIR*  
9 *TOUR OPERATORS.*—

10               (1) *SAFETY REFORMS.*—

11                       (A) *AUTHORITY TO CONDUCT NONSTOP COM-*  
12 *MERCIAL AIR TOURS.*—

13                               (i) *IN GENERAL.*—*Subject to clause*  
14 *(ii), beginning on the date that is 2 years*  
15 *after the date a final rule is published pur-*  
16 *suant to paragraph (3), no person may con-*  
17 *duct commercial air tours unless such per-*  
18 *son either—*

19                                       (I) *holds a certificate identifying*  
20 *the person as an air carrier or com-*  
21 *mercial operator under part 119 of*  
22 *title 14, Code of Federal Regulations*  
23 *and conducts all commercial air tours*  
24 *under the applicable provisions of part*

1                   121 or part 135 of title 14, Code of  
2                   Federal Regulations; or

3                   (II) conducts all commercial air  
4                   tours pursuant to the requirements es-  
5                   tablished by the Administrator under  
6                   the final rule published pursuant to  
7                   paragraph (3).

8                   (ii) *SMALL BUSINESS EXCEPTION.*—

9                   The provisions of clause (i) shall not apply  
10                  to a person who conducts 100 or fewer com-  
11                  mercial air tours in a calendar year.

12                  (B) *ADDITIONAL SAFETY REQUIREMENTS.*—

13                  (i) *IN GENERAL.*—Not later than 3

14                  years after the date of enactment of this Act,  
15                  the Administrator shall issue new or revised  
16                  regulations to require a commercial air tour  
17                  operator seeking to conduct an operation  
18                  with a removed or modified door and a per-  
19                  son conducting aerial photography oper-  
20                  ations seeking to conduct an operation with  
21                  a removed or modified door to receive ap-  
22                  proval from the Administrator prior to con-  
23                  ducting such operation.

24                  (ii) *CONDITIONS AND RESTRICTIONS.*—

25                  In issuing new or revised regulations under

1           *clause (i), the Administrator may impose*  
2           *such conditions and restrictions as deter-*  
3           *mined necessary for safety.*

4           *(iii) CONSIDERATIONS.—In issuing*  
5           *new or revised regulations under clause (i),*  
6           *the Administrator shall require a commer-*  
7           *cial air tour operator to demonstrate to any*  
8           *representative of the FAA, upon request,*  
9           *that a pilot authorized to operate such an*  
10           *air tour has received avoidance training for*  
11           *controlled flight into terrain and in-flight*  
12           *loss of control. Such training shall address*  
13           *reducing the risk of accidents involving un-*  
14           *intentional flight into instrument meteorolo-*  
15           *gical conditions to address day, night, and*  
16           *low-visibility environments with special at-*  
17           *tention paid to research available as of the*  
18           *date of enactment of this Act on human fac-*  
19           *tors issues involved in such accidents, in-*  
20           *cluding, at a minimum—*

21                   *(I) specific terrain, weather, and*  
22                   *infrastructure challenges relevant in*  
23                   *the local operating environment that*  
24                   *increase the risk of such accidents;*

1                   (II) *pilot decision-making rel-*  
2                   *evant to the avoidance of instrument*  
3                   *meteorological conditions while oper-*  
4                   *ating under visual flight rules;*

5                   (III) *use of terrain awareness dis-*  
6                   *plays;*

7                   (IV) *spatial disorientation risk*  
8                   *factors and countermeasures; and*

9                   (V) *strategies for maintaining*  
10                  *control, including the use of automated*  
11                  *systems.*

12                  (2) *AVIATION RULEMAKING COMMITTEE.—*

13                  (A) *IN GENERAL.—The Administrator shall*  
14                  *convene an aviation rulemaking committee to re-*  
15                  *view and develop findings and recommendations*  
16                  *to increase the safety of commercial air tours.*

17                  (B) *CONSIDERATIONS.—The aviation rule-*  
18                  *making committee convened under subparagraph*  
19                  *(A) shall consider, at a minimum—*

20                         (i) *potential changes to operations reg-*  
21                         *ulations or requirements for commercial air*  
22                         *tours, including requiring—*

23                                 (I) *the adoption of pilot training*  
24                                 *standards that are comparable, as ap-*  
25                                 *plicable, to the standards under sub-*

1                    *part H of part 135 of title 14, Code of*  
2                    *Federal Regulations; and*

3                    *(II) the adoption of maintenance*  
4                    *standards that are comparable, as ap-*  
5                    *plicable, to the standards under sub-*  
6                    *part J of part 135 of title 14, Code of*  
7                    *Federal Regulations;*

8                    *(ii) establishing a performance-based*  
9                    *standard for flight data monitoring for all*  
10                    *commercial air tour operators that reviews*  
11                    *all available data sources to identify devi-*  
12                    *ations from established areas of operation*  
13                    *and potential safety issues;*

14                    *(iii) requiring all commercial air tour*  
15                    *operators to install flight data recording de-*  
16                    *vices capable of supporting collection and*  
17                    *dissemination of the data incorporated in*  
18                    *the Flight Operational Quality Assurance*  
19                    *Program under section 13.401 of title 14,*  
20                    *Code of Federal Regulations (or, if an air-*  
21                    *craft cannot be retrofitted with such equip-*  
22                    *ment, requiring the commercial air tour op-*  
23                    *erator for such aircraft to collect and main-*  
24                    *tain flight data through alternative meth-*  
25                    *ods);*

1           (iv) requiring all commercial air tour  
2 operators to implement a flight data moni-  
3 toring program, such as a *Flight Oper-*  
4 *ational Quality Assurance Program*;

5           (v) establishing methods to provide ef-  
6 fective terrain awareness and warning; and

7           (vi) establishing methods to provide ef-  
8 fective traffic avoidance in identified high-  
9 traffic tour areas, such as requiring com-  
10 mercial air tour operators that operate  
11 within such areas be equipped with an  
12 automatic dependent surveillance-broadcast  
13 out- and in-supported traffic advisory sys-  
14 tem that—

15           (I) includes both visual and aural  
16 alerts;

17           (II) is driven by an algorithm de-  
18 signed to eliminate nuisance alerts;  
19 and

20           (III) is operational during all  
21 flight operations.

22           (vii) codifying and uniformly applying  
23 *Living History Flight Experience exemp-*  
24 *tion conditions and limitations.*

1           (C) *MEMBERSHIP.*—*The aviation rule-*  
2           *making committee convened under subparagraph*  
3           *(A) shall consist of members appointed by the*  
4           *Administrator, including—*

5                   (i) *representatives of industry, includ-*  
6                   *ing manufacturers of aircraft and aircraft*  
7                   *technologies;*

8                   (ii) *air tour operators or organizations*  
9                   *that represent such operators; and*

10                  (iii) *aviation safety experts with spe-*  
11                  *cific knowledge of safety management sys-*  
12                  *tems and flight data monitoring programs*  
13                  *under part 135 of title 14, Code of Federal*  
14                  *Regulations.*

15           (D) *DUTIES.*—

16                   (i) *IN GENERAL.*—*The Administrator*  
17                   *shall direct the aviation rulemaking com-*  
18                   *mittee to make findings and submit rec-*  
19                   *ommendations regarding each of the matters*  
20                   *specified in clauses (i) through (vi) of sub-*  
21                   *paragraph (B).*

22                   (ii) *CONSIDERATIONS.*—*In carrying*  
23                   *out the duties of the aviation rulemaking*  
24                   *committee under clause (i), the Adminis-*

1            *trator shall direct the aviation rulemaking*  
2            *committee to consider—*

3                    *(I) recommendations of the Na-*  
4                    *tional Transportation Safety Board;*

5                    *(II) recommendations of previous*  
6                    *aviation rulemaking committees that*  
7                    *reviewed flight data monitoring pro-*  
8                    *gram requirements for commercial op-*  
9                    *erators under part 135 of title 14, Code*  
10                   *of Federal Regulations;*

11                   *(III) recommendations from in-*  
12                   *dustry safety organizations, including*  
13                   *the Vertical Aviation Safety Team, the*  
14                   *General Aviation Joint Safety Com-*  
15                   *mittee, and the United States Heli-*  
16                   *copter Safety Team;*

17                   *(IV) scientific data derived from a*  
18                   *broad range of flight data recording*  
19                   *technologies capable of continuously*  
20                   *transmitting and that support a meas-*  
21                   *urable and viable means of assessing*  
22                   *data to identify and correct hazardous*  
23                   *trends;*



1           (V) *appropriate use of data for*  
2 *modifying behavior to prevent acci-*  
3 *dents;*

4           (VI) *the need to accommodate*  
5 *technological advancements in flight*  
6 *data recording technology;*

7           (VII) *data gathered from aviation*  
8 *safety reporting programs;*

9           (VIII) *appropriate methods to*  
10 *provide effective terrain awareness and*  
11 *warning system protections while miti-*  
12 *gating nuisance alerts for aircraft;*

13           (IX) *the need to accommodate the*  
14 *diversity of airworthiness standards*  
15 *under part 27 and part 29 of title 14,*  
16 *Code of Federal Regulations;*

17           (X) *the need to accommodate di-*  
18 *versity of operations and mission sets;*

19           (XI) *benefits of third-party data*  
20 *analysis for large and small oper-*  
21 *ations;*

22           (XII) *accommodations necessary*  
23 *for small businesses; and*

24           (XIII) *other issues, as necessary.*

1           (E) *REPORTS AND REGULATIONS.*—Not  
2 later than 20 months after the date of enactment  
3 of this Act, the Administrator shall submit to the  
4 appropriate committees of Congress a report  
5 based on the findings of the aviation rulemaking  
6 committee.

7           (3) *RULEMAKING REQUIRED.*—

8           (A) *NOTICE OF PROPOSED RULEMAKING.*—  
9 Not later than 1 year after the date the Adminis-  
10 trator submits a report under paragraph (2)(E),  
11 the Administrator shall issue a notice of pro-  
12 posed rulemaking establishing increasing safety  
13 regulations for commercial air tour operators  
14 based on the recommendations of the rulemaking  
15 committee established under paragraph (2).

16           (B) *CONTENTS.*—The notice of proposed  
17 rulemaking under subparagraph (A) shall re-  
18 quire, at a minimum—

19                   (i) the adoption of pilot training  
20 standards that are comparable, as applica-  
21 ble, to the standards under subpart H of  
22 part 135 of title 14, Code of Federal Regu-  
23 lations for commercial tour operators;

24                   (ii) the adoption of maintenance  
25 standards that are comparable, as applica-

1           ble, to the standards under subpart J of  
2           part 135 of title 14, Code of Federal Regu-  
3           lations for commercial tour operators; and

4                   (iii) that beginning on a date deter-  
5           mined appropriate by the Administrator, a  
6           helicopter operated by a commercial air  
7           tour operator be equipped with an approved  
8           flight data monitoring system capable of re-  
9           cording flight performance data.

10           (C) *FINAL RULE*.—Not later than 2 years  
11           after the issuance of a notice of proposed rule-  
12           making under subparagraph (A), the Adminis-  
13           trator shall finalize the rule.

14           (b) *SAFETY REQUIREMENTS FOR SPORT PARACHUTE*  
15           *OPERATIONS*.—

16                   (1) *AVIATION RULEMAKING COMMITTEE*.—The  
17           Administrator shall convene an aviation rulemaking  
18           committee to review and develop findings and rec-  
19           ommendations to increase the safety of sport para-  
20           chute operations.

21                   (2) *CONTENTS*.—This aviation rulemaking com-  
22           mittee convened under paragraph (1) shall consider,  
23           at a minimum—

24                   (A) potential regulatory action governing  
25           parachute operations that are conducted in the

1           *United States and are subject to the require-*  
2           *ments of part 105 of title 14, Code of Federal*  
3           *Regulations, to address—*

4                   *(i) whether FAA-approved aircraft*  
5                   *maintenance and inspection programs that*  
6                   *consider, at a minimum, minimum equip-*  
7                   *ment standards informed by recommended*  
8                   *maintenance instructions of engine manu-*  
9                   *facturers, such as service bulletins and serv-*  
10                  *ice information letters for time between*  
11                  *overhauls and component life limits, should*  
12                  *be implemented; and*

13                   *(ii) initial and annual recurrent pilot*  
14                   *training and proficiency checks for pilots*  
15                   *conducting parachute operations that ad-*  
16                   *dress, at a minimum, operation- and air-*  
17                   *craft-specific weight and balance calcula-*  
18                   *tions, preflight inspections, emergency and*  
19                   *recovery procedures, and parachutist egress*  
20                   *procedures for each type of aircraft flown;*  
21                   *and*

22                   *(B) the revision of guidance material con-*  
23                   *tained in the advisory circular of the FAA titled*  
24                   *“Sport Parachuting” (AC 105–2E) to include*  
25                   *guidance for parachute operations in imple-*

1           *menting the FAA-approved aircraft maintenance*  
2           *and inspection program and the pilot training*  
3           *and pilot proficiency checking programs required*  
4           *under any new or revised regulations; and*

5           (C) *the revision of guidance materials*  
6           *issued in the order of the FAA titled “Flight*  
7           *Standards Information Management System”*  
8           *(FAA Order 8900.1), to include guidance for*  
9           *FAA inspectors who oversee an operation con-*  
10          *ducted under—*

11                   (i) *part 91 of title 14, Code of Federal*  
12                   *Regulations; and*

13                   (ii) *an exception specified in section*  
14                   *119.1(e) of title 14, Code of Federal Regula-*  
15                   *tions.*

16          (3) *MEMBERSHIP.—The aviation rulemaking*  
17          *committee under paragraph (1) shall consist of mem-*  
18          *bers appointed by the Administrator, including—*

19                   (A) *representatives of industry, including*  
20                   *manufacturers of aircraft and aircraft tech-*  
21                   *nologies;*

22                   (B) *parachute operators, or organizations*  
23                   *that represent such operators; and*

24                   (C) *aviation safety experts with specific*  
25                   *knowledge of safety management systems and*

1 *flight data monitoring programs under part 135*  
2 *and part 105 of title 14, Code of Federal Regula-*  
3 *tions.*

4 (4) *DUTIES.*—

5 (A) *IN GENERAL.*—*The Administrator shall*  
6 *direct the aviation rulemaking committee to*  
7 *make findings and submit recommendations re-*  
8 *garding each of the matters specified in subpara-*  
9 *graphs (A) through (C) of paragraph (2).*

10 (B) *CONSIDERATIONS.*—*In carrying out its*  
11 *duties under subparagraph (A), the Adminis-*  
12 *trator shall direct the aviation rulemaking com-*  
13 *mittee to consider—*

14 (i) *findings and recommendations of*  
15 *the National Transportation Safety Board,*  
16 *as relevant, and specifically such findings*  
17 *and recommendations related to parachute*  
18 *operations, including the June 21, 2019, in-*  
19 *cident in Mokuleia, Hawaii;*

20 (ii) *recommendations of previous avia-*  
21 *tion rulemaking committees that considered*  
22 *similar issues;*

23 (iii) *recommendations from industry*  
24 *safety organizations, including, at a min-*

1                    *imum, the United States Parachute Associa-*  
2                    *tion;*

3                    *(iv) appropriate use of data for modi-*  
4                    *fying behavior to prevent accidents;*

5                    *(v) data gathered from aviation safety*  
6                    *reporting programs;*

7                    *(vi) the need to accommodate diversity*  
8                    *of operations and mission sets;*

9                    *(vii) accommodations necessary for*  
10                   *small businesses; and*

11                   *(viii) other issues as necessary.*

12                   *(5) REPORTS AND REGULATIONS.—*

13                   *(A) IN GENERAL.—Not later than 36*  
14                   *months after the date of enactment of this Act,*  
15                   *the Administrator shall submit to the appro-*  
16                   *priate committees of Congress a report based on*  
17                   *the findings of the aviation rulemaking com-*  
18                   *mittee.*

19                   *(B) CONTENTS.—The report under subpara-*  
20                   *graph (A) shall include—*

21                   *(i) any recommendations submitted by*  
22                   *the aviation rulemaking committee; and*

23                   *(ii) any actions the Administrator in-*  
24                   *tends to initiate, if necessary, as a result of*  
25                   *such recommendations.*

1       (c) *DEFINITIONS.*—*In this section:*

2               (1) *AIR CARRIER.*—*The term “air carrier” has*  
3 *the meaning given such term in section 40102 of title*  
4 *49, United States Code.*

5               (2) *COMMERCIAL AIR TOUR.*—*The term “com-*  
6 *mmercial air tour” has the meaning given such term in*  
7 *section 136.1 of title 14, Code of Federal Regulations.*

8               (3) *COMMERCIAL AIR TOUR OPERATOR.*—*The*  
9 *term “commercial air tour operator” has the meaning*  
10 *given such term in section 136.1 of title 14, Code of*  
11 *Federal Regulations.*

12              (4) *PARACHUTE OPERATION.*—*The term “para-*  
13 *chute operation” has the meaning given such term in*  
14 *section 105.3 of title 14, Code of Federal Regulations*  
15 *(or any successor regulation).*

16 **SEC. 364. HAWAII AIR NOISE AND SAFETY TASK FORCE.**

17       (a) *PARTICIPATION.*—*To the extent acceptable to the*  
18 *State of Hawaii, the Administrator shall participate as a*  
19 *technical advisor in the air noise and safety task force es-*  
20 *tablished by State legislation in the State of Hawaii.*

21       (b) *RULEMAKING.*—*Not later than 18 months after the*  
22 *date on which the task force described in subsection (a) de-*  
23 *livers findings and consensus recommendations to the FAA,*  
24 *the Administrator shall, consistent with maintaining the*  
25 *safety and efficiency of the national airspace system—*



1           (1) *issue an intent to proceed with a proposed*  
2 *rulemaking;*

3           (2) *take other action sufficient to carry out fea-*  
4 *sible, consensus recommendations; or*

5           (3) *issue a statement determining that no such*  
6 *rule or other action is warranted, including a de-*  
7 *tailed explanation of the rationale for such deter-*  
8 *mination.*

9           (c) *CONSIDERATIONS.*—*In determining whether to pro-*  
10 *ceed with a proposed rulemaking, guidance, or other action*  
11 *under subsection (b) and, if applicable, in developing the*  
12 *proposed rule, guidance, or carrying out the other action,*  
13 *the Administrator shall consider the findings and consensus*  
14 *recommendations of the task force described in subsection*  
15 *(a).*

16           (d) *AUTHORITIES.*—*In issuing the rule, guidance, or*  
17 *carrying out the other action described in subsection (b),*  
18 *the Administrator may take actions in the State of Hawaii*  
19 *to—*

20           (1) *provide commercial air tour operators with*  
21 *preferred routes, times, and minimum altitudes for*  
22 *the purpose of noise reduction, so long as such rec-*  
23 *ommendations do not negatively impact safety condi-*  
24 *tions;*

1           (2) *provide commercial air tour operators with*  
2 *information regarding quiet aircraft technology; and*

3           (3) *establish a method for residents of the State*  
4 *of Hawaii to publicly report noise disruptions due to*  
5 *commercial air tours and for commercial air tour op-*  
6 *erators to respond to complaints.*

7           (e) *RULE OF CONSTRUCTION.—Nothing in this section*  
8 *shall be construed as providing the Administrator with au-*  
9 *thority to ban commercial air tour flights in the State of*  
10 *Hawaii for the purposes of noise reduction.*

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

12           (1) *COMMERCIAL AIR TOUR.—The term “com-*  
13 *mercial air tour” has the meaning given such term in*  
14 *section 136.1 of title 14, Code of Federal Regulations.*

15           (2) *COMMERCIAL AIR TOUR OPERATOR.—The*  
16 *term “commercial air tour operator” has the meaning*  
17 *given such term in section 136.1 of title 14, Code of*  
18 *Federal Regulations.*

19 **SEC. 365. MODERNIZATION AND IMPROVEMENTS TO AIR-**  
20 **CRAFT EVACUATION.**

21          (a) *STUDY.—*

22           (1) *IN GENERAL.—Not later than 1 year after*  
23 *the date of enactment of this Act, the Administrator*  
24 *shall conduct a study on improvements to the safety*  
25 *and efficiency of evacuation standards for manufac-*

1 *turers and carriers of transport category airplanes, as*  
2 *described in parts 25 and 121 of title 14, Code of*  
3 *Federal Regulations.*

4 (2) *CONTENTS.—*

5 (A) *REQUIREMENTS.—The study required*  
6 *under paragraph (1) shall include—*

7 (i) *a prospective risk analysis, as well*  
8 *as an evaluation of relevant past incidents*  
9 *with respect to evacuation safety and evacu-*  
10 *ation standards;*

11 (ii) *an assessment of the evacuation*  
12 *testing procedures described in section*  
13 *25.803 of such title 14, as well as rec-*  
14 *ommendations for how to revise such testing*  
15 *procedures to ensure that the testing proce-*  
16 *dures assess, in a safe manner, the ability*  
17 *of passengers with disabilities, including*  
18 *passengers who use wheelchairs or other mo-*  
19 *bility assistive devices, to safely and effi-*  
20 *ciently evacuate an aircraft;*

21 (iii) *an assessment of the evacuation*  
22 *demonstration procedures described in such*  
23 *part 121, as well as recommendations for*  
24 *how to improve such demonstration proce-*  
25 *dures to ensure that the demonstration pro-*

1            *cedures assess, in a safe manner, the ability*  
2            *of passengers with disabilities, including*  
3            *passengers who use wheelchairs or other mo-*  
4            *bility assistive devices, to safely and effi-*  
5            *ciently evacuate an aircraft;*

6            *(iv) the research proposed in National*  
7            *Transportation Safety Board Safety Rec-*  
8            *ommendation A-18-009; and*

9            *(v) any other analysis determined ap-*  
10           *propriate by the Administrator.*

11           *(B) CONSIDERATIONS.—In conducting the*  
12           *study under paragraph (1), the Administrator*  
13           *shall assess the following:*

14           *(i) The ability of passengers of dif-*  
15           *ferent ages (including infants, children, and*  
16           *senior citizens) to safely and efficiently*  
17           *evacuate a transport category airplane.*

18           *(ii) The ability of passengers of dif-*  
19           *ferent heights and weights to safely and effi-*  
20           *ciently evacuate a transport category air-*  
21           *plane.*

22           *(iii) The ability of passengers with dis-*  
23           *abilities to safely and efficiently evacuate a*  
24           *transport category airplane.*

1           (iv) *The ability of passengers who cannot speak, have difficulty speaking, use synthetic speech, or are non-vocal or non-verbal to safely and efficiently evacuate a transport category airplane.*

6           (v) *The ability of passengers who do not speak English to safely and efficiently evacuate a transport category airplane.*

9           (vi) *The impact of the presence of carry-on luggage and personal items (such as a purse, briefcase, laptop, or backpack) on the ability of passengers to safely and efficiently evacuate a transport category airplane.*

15          (vii) *The impact of seat size and passenger seating space and pitch on the ability of passengers to safely and efficiently evacuate a transport category airplane.*

19          (viii) *The impact of seats and other obstacles in the pathway to the exit opening from the nearest aisle on the ability of passengers to safely and efficiently evacuate a transport category airplane.*

24          (ix) *With respect to aircraft with parallel longitudinal aisles, the impact of seat*

1            *Pods or other seating configurations that*  
2            *block access between such aisles within a*  
3            *cabin on the ability of passengers to safely*  
4            *and efficiently evacuate a transport cat-*  
5            *egory airplane.*

6            *(x) The impact of passenger load on*  
7            *the ability of passengers to safely and effi-*  
8            *ciently evacuate a transport category air-*  
9            *plane.*

10           *(xi) The impact of animals approved*  
11           *to accompany a passenger, including service*  
12           *animals, on the ability of passengers to*  
13           *safely and efficiently evacuate a transport*  
14           *category airplane.*

15           *(xii) Whether an applicant for a type*  
16           *certificate (as defined in section 44704(e)(7)*  
17           *of title 49, United States Code) should be*  
18           *required to demonstrate compliance with*  
19           *FAA emergency evacuation regulations (as*  
20           *described in section 25.803 and Appendix J*  
21           *of part 25 of title 14, Code of Federal Regu-*  
22           *lations) through live testing in any case in*  
23           *which the Administrator determines that*  
24           *the new aircraft design is significant.*

1                   *(xiii) Any other factor determined ap-*  
2                   *propriate by the Administrator.*

3                   *(C) DEFINITIONS.—In this paragraph:*

4                   *(i) PASSENGER LOAD.—The term “pas-*  
5                   *senger load” means the number of pas-*  
6                   *sengers relative to the number of seats on-*  
7                   *board the aircraft.*

8                   *(ii) PASSENGERS WITH DISABIL-*  
9                   *ITIES.—The term “passengers with disabil-*  
10                  *ities” means any qualified individual with*  
11                  *a disability, as defined in section 382.3 of*  
12                  *title 14, Code of Federal Regulations.*

13                  *(b) AVIATION RULEMAKING COMMITTEE FOR EVACU-*  
14                  *ATION STANDARDS.—*

15                  *(1) IN GENERAL.—Not later than 180 days after*  
16                  *the completion of the study conducted under sub-*  
17                  *section (a), the Administrator shall establish an avia-*  
18                  *tion rulemaking committee (in this section referred to*  
19                  *as the “Committee”) to—*

20                         *(A) review the findings of the study; and*

21                         *(B) develop and submit to the Adminis-*  
22                         *trator recommendations regarding improvements*  
23                         *to the evacuation standards described in parts 25*  
24                         *and 121 of title 14, Code of Federal Regulations.*

1           (2) *COMPOSITION.*—*The Committee shall consist*  
2 *of members appointed by the Administrator, includ-*  
3 *ing the following:*

4                   (A) *Representatives of industry.*

5                   (B) *Representatives of aviation labor orga-*  
6 *nizations.*

7                   (C) *Aviation safety experts with specific*  
8 *knowledge of the evacuation standards and re-*  
9 *quirements under such parts 25 and 121.*

10                  (D) *Representatives of individuals with dis-*  
11 *abilities with specific knowledge of accessibility*  
12 *standards regarding evacuations in emergency*  
13 *circumstances.*

14                  (E) *Representatives of the senior citizen*  
15 *community.*

16                  (F) *Representatives of pediatricians.*

17           (3) *CONSIDERATIONS.*—*In reviewing the findings*  
18 *of the study conducted under subsection (a) and devel-*  
19 *oping recommendations regarding the improvement of*  
20 *the evacuation standards under subsection (b)(1)(B),*  
21 *the Committee shall consider the following:*

22                   (A) *The recommendations made by any*  
23 *prior aviation rulemaking committee regarding*  
24 *the evacuation standards described in such parts*  
25 *25 and 121.*



1           (B) *Scientific data derived from the study*  
2           *conducted under subsection (a).*

3           (C) *Any data gathered from aviation safety*  
4           *reporting programs.*

5           (D) *The cost-benefit analysis and risk anal-*  
6           *ysis of any recommended standards.*

7           (E) *Any other item determined appropriate*  
8           *by the Committee.*

9           (c) *REPORT TO CONGRESS.—Not later than 180 days*  
10          *after the date on which the Committee submits to the Ad-*  
11          *ministrator the recommendations under subsection*  
12          *(b)(1)(B), the Administrator shall submit to the appro-*  
13          *priate committees of Congress a report on—*

14               (1) *the findings of the study conducted under*  
15               *subsection (a);*

16               (2) *the recommendations of the Committee under*  
17               *subsection (b)(1)(B); and*

18               (3) *the Administrator's plan, if any, to imple-*  
19               *ment such recommendations.*

20           (d) *RULEMAKING.—Not later than 90 days after sub-*  
21          *mitting to Congress the report under subsection (c), the Ad-*  
22          *ministrator shall issue a notice of proposed rulemaking to*  
23          *implement the recommendations of the Committee that the*  
24          *Administrator considers appropriate.*

1 **SEC. 366. 25-HOUR COCKPIT VOICE RECORDER.**

2 (a) *IN GENERAL.*—

3 (1) *COCKPIT VOICE RECORDER FOR NEWLY MAN-*  
4 *UFACTURED AIRCRAFT.*—*A covered operator may not*  
5 *operate a covered aircraft manufactured later than*  
6 *the date that is 1 year after the date of enactment of*  
7 *this Act unless such aircraft has a cockpit voice re-*  
8 *recorder installed that retains the last 25 hours of re-*  
9 *corded information using a recorder that meets the*  
10 *standards of Technical Standard Order TSO–C123c,*  
11 *or any later revision.*

12 (2) *COCKPIT VOICE RECORDER FOR COVERED*  
13 *AIRCRAFT.*—*Not later than 6 years after the date of*  
14 *enactment of this Act, a covered operator may not op-*  
15 *erate a covered aircraft unless such aircraft has a*  
16 *cockpit voice recorder installed that retains the last*  
17 *25 hours of recorded information using a recorder*  
18 *that meets the standards of Technical Standard Order*  
19 *TSO–C123c, or any later revision.*

20 (b) *PROHIBITED USE.*—*The Administrator or any*  
21 *covered operator may not use a cockpit voice recorder re-*  
22 *coding for a certificate action, civil penalty, or discipli-*  
23 *nary proceedings against a flight crewmember.*

24 (c) *RULEMAKING.*—*Not later than 3 years after the*  
25 *date of enactment of this Act, the Administrator shall—*

1           (1) *issue a final rule to update applicable regu-*  
2           *lations, as necessary, to conform to the requirements*  
3           *of subsection (a)(2); and*

4           (2) *issue a rule to update applicable regulations,*  
5           *as necessary, to ensure, to the greatest extent prac-*  
6           *ticable, that any data from a cockpit voice recorder—*

7                   (A) *is protected from unlawful or unauthor-*  
8                   *ized disclosure to the public;*

9                   (B) *is used exclusively by a Federal agency*  
10                  *or a foreign accident investigative agency for a*  
11                  *criminal investigation, aircraft accident, or air-*  
12                  *craft incident investigation; and*

13                  (C) *is not deliberately erased or tampered*  
14                  *with following a National Transportation Safety*  
15                  *Board reportable event under part 830 of title*  
16                  *49, Code of Federal Regulations, for which civil*  
17                  *and criminal penalties may be assessed in ac-*  
18                  *cordance with section 1155 of title 49, United*  
19                  *States Code, and section 32 of title 18, United*  
20                  *States Code.*

21           (d) *SAVINGS CLAUSE.—Nothing in this section shall*  
22           *be construed as rescoping, constraining, or otherwise man-*  
23           *dating delays to FAA actions in the notice of proposed rule-*  
24           *making titled “25–Hour Cockpit Voice Recorder (CVR) Re-*

1 *quirements, New Aircraft Production*”, issued on December  
2 4, 2023 (88 *Fed. Reg.* 84090).

3 (e) *RULE OF CONSTRUCTION.*—*Nothing in this section*  
4 *shall be construed to affect—*

5 (1) *the confidentiality of recording and tran-*  
6 *scripts under section 1114(c) of title 49, United*  
7 *States Code;*

8 (2) *the ban on recording for civil penalty or cer-*  
9 *tificate under section 121.359(h) of title 14, Code of*  
10 *Federal Regulations; or*

11 (3) *the prohibition against use of data from*  
12 *flight operational quality assurance programs for en-*  
13 *forcement purposes under section 13.401 of title 14,*  
14 *Code of Federal Regulations.*

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

16 (1) *COVERED AIRCRAFT.*—*The term “covered air-*  
17 *craft” means—*

18 (A) *an aircraft operated by an air carrier*  
19 *under part 121 of title 14, Code of Federal Regu-*  
20 *lations; or*

21 (B) *a transport category aircraft designed*  
22 *for operations by an air carrier or foreign air*  
23 *carrier type-certificated with a passenger seating*  
24 *capacity of 30 or more or an all-cargo or combi*  
25 *derivative of such an aircraft.*

1           (2) *COVERED OPERATOR.*—The term “covered  
2           operator” means the operator of a covered aircraft.

3 **SEC. 367. SENSE OF CONGRESS REGARDING MANDATED**  
4                   **CONTENTS OF ONBOARD EMERGENCY MED-**  
5                   **ICAL KITS.**

6           *It is the sense of Congress that—*

7                   (1) *a regularly scheduled panel of experts should*  
8                   *reexamine and provide an updated list of mandated*  
9                   *contents of onboard emergency medical kits that is*  
10                  *thorough and practical, keeping passenger safety and*  
11                  *well-being paramount; and*

12                  (2) *such panel should consider including on the*  
13                  *list of mandated contents of such medical kits, at a*  
14                  *minimum, opioid overdose reversal medication.*

15 **SEC. 368. PASSENGER AIRCRAFT FIRST AID AND EMER-**  
16                   **GENCY MEDICAL KIT EQUIPMENT AND TRAIN-**  
17                   **ING.**

18           (a) *IN GENERAL.*—Not later than 2 years after the  
19 *date of enactment of this Act, the Administrator shall issue*  
20 *a notice of proposed rulemaking regarding first aid and*  
21 *emergency medical kit equipment and training required for*  
22 *flight crewmembers, as provided in part 121 of title 14,*  
23 *Code of Federal Regulations, applicable to all certificate*  
24 *holders operating passenger aircraft under such part.*

1           (b) *CONSIDERATIONS.*—*In carrying out subsection (a),*  
2 *the Administrator shall consider—*

3                   (1) *the benefits and costs (including the costs of*  
4 *flight diversions and emergency landings) of requir-*  
5 *ing any new medications or equipment necessary to*  
6 *be included in approved emergency medical kits;*

7                   (2) *whether the contents of the emergency med-*  
8 *ical kits include, at a minimum, appropriate medica-*  
9 *tions and equipment that can practicably be adminis-*  
10 *tered to address—*

11                           (A) *the emergency medical needs of children*  
12 *and pregnant women;*

13                           (B) *opioid overdose reversal;*

14                           (C) *anaphylaxis; and*

15                           (D) *cardiac arrest;*

16                   (3) *what contents of the emergency medical kits*  
17 *should be readily available, to the extent practicable,*  
18 *for use by flight crews without prior approval by a*  
19 *medical professional.*

20           (c) *REGULAR REVIEW.*—*Not later than 5 years after*  
21 *the issuance of the final rule under subsection (a), and every*  
22 *5 years thereafter, the Administrator shall evaluate and re-*  
23 *visé, if appropriate—*

1           (1) *the first aid and emergency medical kit*  
 2           *equipment and training required for flight crew-*  
 3           *members; and*

4           (2) *any required training for flight crewmembers*  
 5           *regarding the content, location, and function of such*  
 6           *kit.*

7   **SEC. 369. INTERNATIONAL AVIATION SAFETY ASSESSMENT**  
 8           **PROGRAM.**

9           (a) *AVIATION SAFETY OVERSIGHT MEASURES CAR-*  
 10          *RIED OUT BY FOREIGN COUNTRIES.*—Chapter 447 of title  
 11          49, *United States Code*, is further amended by adding at  
 12          the end the following:

13        “**§44747. Aviation safety oversight measures carried**  
 14                **out by foreign countries**

15           “(a) *ASSESSMENT.*—

16                “(1) *IN GENERAL.*—On a regular basis, the Ad-  
 17                ministrators, in consultation with the Secretary of  
 18                Transportation and the Secretary of State, shall as-  
 19                sess aviation safety oversight measures carried out by  
 20                any foreign country—

21                        “(A) *from which a foreign air carrier is*  
 22                        *conducting foreign air transportation to and*  
 23                        *from the United States;*

1           “(B) from which a foreign air carrier seeks  
2           to conduct foreign air transportation to and  
3           from the United States;

4           “(C) whose air carriers carry or seek to  
5           carry the code of a United States air carrier; or

6           “(D) as determined appropriate by the Ad-  
7           ministrator.

8           “(2) CONSULTATION AND CRITERIA.—In con-  
9           ducting an assessment described in paragraph (1), the  
10          Administrator shall—

11           “(A) consult with the appropriate authori-  
12           ties of the government of the foreign country;

13           “(B) determine the efficacy with which such  
14           foreign country carries out and complies with its  
15           aviation safety oversight responsibilities con-  
16           sistent with—

17           “(i) the Convention on International  
18           Civil Aviation (in this section referred to as  
19           the ‘Chicago Convention’);

20           “(ii) international aviation safety  
21           standards; and

22           “(iii) recommended practices set forth  
23           by the International Civil Aviation Organi-  
24           zation;



1           “(C) use a standard approach and method-  
2           ology that will result in an analysis of the avia-  
3           tion safety oversight activities of such foreign  
4           country that are carried out to meet the min-  
5           imum standards contained in Annexes 1, 6, and  
6           8 to the Chicago Convention in effect on the date  
7           of the assessment, or any such successor docu-  
8           ments; and

9           “(D) identify instances of noncompliance  
10           pertaining to the aviation safety oversight activi-  
11           ties of such foreign country consistent with the  
12           Chicago Convention, international aviation safe-  
13           ty standards, and recommended practices set  
14           forth by the International Civil Aviation Orga-  
15           nization.

16           “(3) *FINDINGS OF NONCOMPLIANCE.*—In any  
17           case in which the assessment described in subsection  
18           (a)(1) finds an instance of non-compliance, the Ad-  
19           ministrators shall—

20           “(A) notify the foreign country that is the  
21           subject of such finding;

22           “(B) not later than 90 days after trans-  
23           mission of such notification, request and initiate  
24           final discussions with the foreign country to rec-

1           *commend actions by which the foreign country*  
2           *can mitigate the noncompliance; and*

3           “(C) *after the discussions described in sub-*  
4           *paragraph (B) have concluded, determine wheth-*  
5           *er or not the noncompliance finding has been*  
6           *corrected;*

7           “(b) *UNCORRECTED NON-COMPLIANCE.—If the Admin-*  
8           *istrator finds that such foreign country has not corrected*  
9           *the non-compliance by the close of such final discussions—*

10           “(1) *the Administrator shall notify the Secretary*  
11           *of Transportation and the Secretary of State that the*  
12           *condition of noncompliance remains;*

13           “(2) *the Administrator, after consulting with in-*  
14           *forming the Secretary of Transportation and the Sec-*  
15           *retary of State, shall notify the foreign country of*  
16           *such finding; and*

17           “(3) *notwithstanding section 40105(b), the Ad-*  
18           *ministrator, after consulting with the appropriate*  
19           *civil aviation authority of such foreign country and*  
20           *notifying the Secretary of Transportation and the*  
21           *Secretary of State, may withhold, revoke, or prescribe*  
22           *conditions on the operating authority of a foreign air*  
23           *carrier that—*

24           “(A) *provides or seeks to provide foreign air*  
25           *transportation to and from the United States; or*

1                   “(B) carries or seeks to carry the code of an  
2                   air carrier.

3           “(c) *AUTHORITY.*—Notwithstanding subsections (a)  
4 and (b), the Administrator retains the ability to take imme-  
5 diate safety oversight actions if the Administrator, in con-  
6 sultation with the Secretary of Transportation and the Sec-  
7 retary of State, as needed, determines that a condition ex-  
8 ists that threatens the safety of passengers, aircraft, or crew  
9 traveling to or from such foreign country. In this event that  
10 the Administrator makes a determination under this sub-  
11 section, the Administrator shall immediately notify the Sec-  
12 retary of State of such determination so that the Secretary  
13 of State may issue a travel advisory with respect to such  
14 foreign country.

15           “(d) *PUBLIC NOTIFICATION.*—

16                   “(1) *IN GENERAL.*—In any case in which the  
17 Administrator provides notification to a foreign coun-  
18 try under subsection (b)(2), the Administrator shall—

19                           “(A) recommend the actions necessary to  
20 bring such foreign country into compliance with  
21 the international standards contained in the  
22 Chicago Convention;

23                           “(B) publish the identity of such foreign  
24 country on the website of the Federal Aviation  
25 Administration, in the Federal Register, and

1           *through other mediums appropriate to provide*  
2           *notice to the public; and*

3           “(C) *brief the Committee on Transportation*  
4           *and Infrastructure of the House of Representa-*  
5           *tives and the Committee on Commerce, Science,*  
6           *and Transportation of the Senate on the identity*  
7           *of such foreign country and a summary of any*  
8           *critical safety information resulting from an as-*  
9           *essment described in subsection (a)(1).*

10          “(2) *COMPLIANCE.—If the Administrator finds*  
11          *that a foreign country subsequently corrects all out-*  
12          *standing noncompliances, the Administrator, after*  
13          *consulting with the appropriate civil aviation author-*  
14          *ity of such foreign country and notifying the Sec-*  
15          *retary of Transportation and the Secretary of State,*  
16          *shall take actions as necessary to ensure the updated*  
17          *compliance status is reflected, including in the medi-*  
18          *ums invoked in paragraph (1)(B).*

19          “(e) *ACCURACY OF THE IASA LIST.—A foreign coun-*  
20          *try that does not have foreign air carrier activity, as de-*  
21          *scribed in subsection (a)(1), for an extended period of time,*  
22          *as determined by the Administrator, shall be removed for*  
23          *inactivity from the public listings described in subsection*  
24          *(d)(1)(B), after informing the Secretary of Transportation*  
25          *and the Secretary of State.*

1       “(f) *CONSISTENCY.*—

2               “(1) *IN GENERAL.*—*The Administration shall*  
3       *use data, tools, and methods that ensure transparency*  
4       *and repeatability of assessments conducted under this*  
5       *section.*

6               “(2) *TRAINING.*—*The Administrator shall ensure*  
7       *that Administration personnel are properly and ade-*  
8       *quately trained to carry out the assessments set forth*  
9       *in this section, including with respect to the stand-*  
10       *ards, methodology, and material used to make deter-*  
11       *minations under this section.*”.

12       (b) *REPORT TO CONGRESS.*—*Not later than 2 years*  
13       *after the date of enactment of this Act, and annually there-*  
14       *after through 2028, the Administrator shall submit to the*  
15       *appropriate committees of Congress a report on the assess-*  
16       *ments conducted under the amendments made by this sec-*  
17       *tion, including the results of any corrective actions taken*  
18       *by noncompliant foreign countries.*

19       (c) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
20       *447 of title 49, United States Code, is further amended by*  
21       *adding at the end the following:*

      “44747. *Aviation safety oversight measures carried out by foreign countries.*”.

22       **SEC. 370. WHISTLEBLOWER PROTECTION ENFORCEMENT.**

23       Section 42121(b) of title 49, United States Code, is  
24       amended—

1           (1) *in the subsection heading by striking “DE-*  
2 *PARTMENT OF LABOR COMPLAINT PROCEDURE” and*  
3 *inserting “DEPARTMENT OF LABOR AND FEDERAL*  
4 *AVIATION ADMINISTRATION COMPLAINT PROCEDURE”;*  
5 *and*

6           (2) *by striking paragraph (5) and inserting the*  
7 *following:*

8           “(5) *ENFORCEMENT OF ORDER.—Whenever any*  
9 *person has failed to comply with an order issued*  
10 *under paragraph (3), the Secretary of Labor and the*  
11 *Administrator of the Federal Aviation Administra-*  
12 *tion shall consult with each other to determine the*  
13 *most appropriate action to be taken, in which—*

14           “(A) *the Secretary of Labor may file a civil*  
15 *action in the United States district court for the*  
16 *district in which the violation was found to*  
17 *occur to enforce such order, for which, in actions*  
18 *brought under this paragraph, the district courts*  
19 *shall have jurisdiction to grant all appropriate*  
20 *relief including, injunctive relief and compen-*  
21 *satory damages; and*

22           “(B) *the Administrator of the Federal Avia-*  
23 *tion Administration may assess a civil penalty*  
24 *pursuant to section 46301.”.*

1 **SEC. 371. CIVIL PENALTIES FOR WHISTLEBLOWER PROTEC-**  
2 **TION PROGRAM VIOLATIONS.**

3 *Section 46301(d)(2) of title 49, United States Code,*  
4 *is amended by inserting “section 42121,” before “chapter*  
5 *441”.*

6 **SEC. 372. ENHANCED QUALIFICATION PROGRAM FOR RE-**  
7 **STRICTED AIRLINE TRANSPORT PILOT CER-**  
8 **TIFICATE.**

9 *(a) PROGRAM.—*

10 *(1) IN GENERAL.—Not later than 6 months after*  
11 *the date of enactment of this Act, the Administrator*  
12 *shall establish the requirements for a program to be*  
13 *known as the Enhanced Qualification Program (in*  
14 *this section referred to as the “Program”) under*  
15 *which—*

16 *(A) qualified air carriers are certified by*  
17 *the Administrator to provide enhanced training*  
18 *for eligible pilots seeking to obtain restricted air-*  
19 *line transport certificates, either directly by the*  
20 *air carrier or by a certified training institution*  
21 *under part 141 or part 142 of title 14, Code of*  
22 *Federal Regulations, that is under contract with*  
23 *the qualified air carrier; and*

24 *(B) qualified instructors and evaluators*  
25 *provide enhanced training to eligible pilots pur-*

1           *suant to the curriculum requirements under*  
2           *paragraph (4).*

3           (2) *QUALIFIED INSTRUCTORS AND EVAL-*  
4           *UATORS.—Under the Program—*

5                   *(A) all testing and training shall be per-*  
6                   *formed by qualified instructors; and*

7                   *(B) all evaluations shall be performed by*  
8                   *qualified evaluators.*

9           (3) *PILOT ASSESSMENT.—Under the Program,*  
10           *the Administrator shall establish guidelines for an as-*  
11           *essment that prospective pilots are required to pass*  
12           *in order to participate in the training under the Pro-*  
13           *gram. Such assessment shall include an evaluation of*  
14           *the pilot's aptitude, ability, and readiness for oper-*  
15           *ation of transport category aircraft.*

16           (4) *PROGRAM CURRICULUM.—Under the Pro-*  
17           *gram, the Administrator shall establish requirements*  
18           *for the curriculum to be provided under the Program.*  
19           *Such curriculum shall include—*

20                   *(A) a nationally standardized, non-air car-*  
21                   *rier or aircraft-specific training curriculum*  
22                   *which shall—*

23                           *(i) ensure prospective pilots have ap-*  
24                           *propriate knowledge at the commercial pilot*



1           *certificate, multi-engine rating, and instru-*  
2           *ment rating level;*

3                   *(ii) introduce the pilots to concepts as-*  
4                   *sociated with air carrier operations;*

5                   *(iii) meet all requirements for an ATP*  
6                   *Certification Training Program under part*  
7                   *61.156 or part 142 of title 14, Code of Fed-*  
8                   *eral Regulations; and*

9                   *(iv) include a course of instruction de-*  
10                  *signed to prepare the prospective pilot to*  
11                  *take the ATP Multiengine Airplane Knowl-*  
12                  *edge Test;*

13                  *(B) an aircraft-specific training cur-*  
14                  *riculum, developed by the air carrier using objec-*  
15                  *tives and learning standards developed by the*  
16                  *Administrator, which shall—*

17                          *(i) only be administered to prospective*  
18                          *pilots who have completed the requirements*  
19                          *under subparagraph (A);*

20                          *(ii) resemble a type rating training*  
21                          *curriculum that includes aircraft ground*  
22                          *and flight training that culminates in—*

23    *(I) the completion of a maneuvers*  
24    *evaluation that incorporates elements*  
25    *of a type rating practical test; or*

- 1                   (ii) at the discretion of the air  
2                   carrier, an actual type rating practical  
3                   test resulting in the issuance of a type  
4                   rating for the specific aircraft; and
- 5                   (iii) ensure the prospective pilot has  
6                   an adequate understanding and working  
7                   knowledge of transport category aircraft au-  
8                   tomation and autoflight systems; and
- 9                   (C) air carrier-specific procedures using ob-  
10                  jectives and learning standards developed by the  
11                  Administrator to further expand on the concepts  
12                  described in subparagraphs (A) and (B), which  
13                  shall—
- 14                   (i) only be administered to prospective  
15                   pilots who have completed requirements  
16                   under subparagraphs (A) and (B) and an  
17                   ATP Multiengine Airplane Knowledge Test;
- 18                   (ii) include instructions on air carrier  
19                   checklist usage and standard operating pro-  
20                   cedures; and
- 21                   (iii) integrate aircraft-specific training  
22                   in appropriate flight simulation training  
23                   devices representing the specific aircraft  
24                   type, including complete crew resource man-  
25                   agement and scenario-based training.

1           (5) *APPLICATION AND CERTIFICATION.*—Under  
2           the Program, the Administrator shall establish a  
3           process for air carriers to apply for training program  
4           certification. Such process shall include a review to  
5           ensure that the training provided by the air carrier  
6           will meet the requirements of this section, including—

7                   (A) the assessment requirements under  
8                   paragraph (3);

9                   (B) the curriculum requirements under  
10                  paragraph (4);

11                  (C) the requirements for qualified instruc-  
12                  tors under subsection (d)(5); and

13                  (D) the requirements for eligible pilots  
14                  under subsection (d)(2).

15           (6) *DATA.*—Under the Program, the Adminis-  
16           trator shall require that each qualified air carrier  
17           participating in the Program collect and submit to  
18           the Administrator such data from the Program that  
19           the Administrator determines is appropriate for the  
20           Administrator to provide for oversight of the Pro-  
21           gram.

22           (7) *REGULAR INSPECTION.*—Under the Program,  
23           the Administrator shall provide for the regular in-  
24           spection of qualified air carriers certified under para-

1        *graph (5) to ensure that the air carrier continues to*  
2        *meet the requirements under the Program.*

3        (b) *REGULATIONS.—The Administrator may issue reg-*  
4        *ulations or guidance as determined necessary to carry out*  
5        *the Program.*

6        (c) *CLARIFICATION REGARDING REQUIRED FLIGHT*  
7        *HOURS.—The provisions of this section shall have no effect*  
8        *on the total flight hours required under part 61.159 of title*  
9        *14, Code of Federal Regulations, to receive an airline trans-*  
10       *port pilot certificate, or the Administrator’s authority*  
11       *under section 217(d) of the Airline Safety and Federal*  
12       *Aviation Administration Extension Act of 2010 (49 U.S.C.*  
13       *44701 note) (as in effect on the date of enactment of this*  
14       *section).*

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

16            (1) *AIR CARRIER.—The term “air carrier” has*  
17        *the meaning given that term in section 40102 of title*  
18        *49, United States Code.*

19            (2) *ELIGIBLE PILOT.—The term “eligible pilot”*  
20        *means a pilot that—*

21                    (A) *has—*

22                            (i) *graduated from a United States*  
23                            *Armed Forces undergraduate pilot training*  
24                            *school;*

1                   (ii) obtained a degree with an aviation  
2                   major from an institution of higher edu-  
3                   cation (as defined in part 61.1 of title 14,  
4                   Code of Federal Regulations) that has been  
5                   issued a letter of authorization by the Ad-  
6                   ministrator under part 61.169 of such title  
7                   14; or

8                   (iii) completed flight and ground  
9                   training for a commercial pilot certificate  
10                  in the airplane category and an airplane  
11                  instrument rating at a certified training  
12                  institution under part 141 of such title 14;

13                  (B) has a current commercial pilot certifi-  
14                  cate under part 61.123 of such title 14, with air-  
15                  plane category multi-engine and instrument rat-  
16                  ings under part 61.129 of such title 14; and

17                  (C) meets the pilot assessment requirements  
18                  under subsection (a)(3).

19                  (3) *QUALIFIED AIR CARRIER.*—The term “quali-  
20                  fied air carrier” means an air carrier that has been  
21                  issued a part 119 operating certificate for conducting  
22                  operations under part 121 of title 14, Code of Federal  
23                  Regulations.

24                  (4) *QUALIFIED EVALUATOR.*—The term “quali-  
25                  fied evaluator” means an individual that meets the

1        *requirements for a training center evaluator under*  
2        *part 142.55 of title 14, Code of Federal Regulations,*  
3        *or for check airmen under part 121.411 of such title.*

4            (5) *QUALIFIED INSTRUCTOR.—The term “quali-*  
5        *fied instructor” means an individual that—*

6            (A) *is qualified in accordance with the min-*  
7        *imum training requirements for an ATP Certifi-*  
8        *cation Training Program under paragraphs (1)*  
9        *through (3) of part 121.410(b) of title 14, Code*  
10       *of Federal Regulations;*

11          (B) *if the instructor is a flight instructor,*  
12       *is qualified in accordance with part*  
13       *121.410(b)(4) of such title;*

14          (C) *if the instructor is administering type*  
15       *rating practical tests, is qualified as an appro-*  
16       *priate examiner for such rating;*

17          (D) *received training in threat and error*  
18       *management, facilitation, and risk mitigation*  
19       *determined appropriate by the Administrator;*  
20       *and*

21          (E) *meets any other requirement determined*  
22       *appropriate by the Administrator.*

## 23        ***Subtitle B—Aviation Cybersecurity***

### 24        **SEC. 391. FINDINGS.**

25        *Congress finds the following:*

1           (1) *Congress has tasked the FAA with responsi-*  
2           *bility for securing the national airspace system, in-*  
3           *cluding the air traffic control system and other air*  
4           *navigation services, civil aircraft, and aeronautical*  
5           *products and articles through safety regulation and*  
6           *oversight. These mandates have included protecting*  
7           *against cyber threats affecting aviation safety or the*  
8           *Administration’s provision of safe, secure, and effi-*  
9           *cient air navigation services and airspace manage-*  
10          *ment.*

11          (2) *In 2016, Congress passed the FAA Extension,*  
12          *Safety, and Security Act of 2016, pursuant to which*  
13          *the FAA enhanced the cybersecurity of the national*  
14          *airspace system by—*

15                 (A) *developing a cybersecurity strategic*  
16                 *plan;*

17                 (B) *coordinating with other Federal agen-*  
18                 *cies to identify cyber vulnerabilities;*

19                 (C) *developing a cyber threat model; and*

20                 (D) *completing a comprehensive, strategic*  
21                 *policy framework to identify and mitigate cyber-*  
22                 *security risks to the air traffic control system.*

23          (3) *In 2018, Congress passed the FAA Reauthor-*  
24          *ization Act of 2018 which—*

1           (A) authorized funding for the construction  
2 of FAA facilities dedicated to improving the cy-  
3 bersecurity of the national airspace system;

4           (B) required the FAA to review and update  
5 its comprehensive, strategic policy framework for  
6 cybersecurity to assess the degree to which the  
7 framework identifies and addresses known cyber-  
8 security risks associated with the aviation sys-  
9 tem, and evaluate existing short- and long-term  
10 objectives for addressing cybersecurity risks to  
11 the national airspace system;

12          (C) created a Chief Technology Officer posi-  
13 tion within the FAA to be responsible for, among  
14 other things, coordinating the implementation,  
15 operation, maintenance, and cybersecurity of  
16 technology programs relating to the air traffic  
17 control system with the aviation industry and  
18 other Federal agencies; and

19          (D) directed the National Academy of  
20 Sciences to study the cybersecurity workforce of  
21 the FAA in order to develop recommendations to  
22 increase the size, quality, and diversity of such  
23 workforce.

24          (4) Congress has declared that the FAA is the  
25 primary Federal agency to assess and address the



1        *threats posed from cyber incidents relating to FAA-*  
2        *provided air traffic control and air navigation serv-*  
3        *ices and the threats posed from cyber incidents relat-*  
4        *ing to civil aircraft, aeronautical products and arti-*  
5        *cles, aviation networks, aviation systems, services,*  
6        *and operations, and the aerospace industry affecting*  
7        *aviation safety or the provision of safe, secure, and ef-*  
8        *ficent air navigation services and airspace manage-*  
9        *ment by the Administration.*

10    **SEC. 392. AEROSPACE PRODUCT SAFETY.**

11        *(a) CYBERSECURITY STANDARDS.—Section 44701(a)*  
12        *of title 49, United States Code, is amended—*

13                *(1) in paragraph (1) by inserting “cybersecu-*  
14                *arity,” after “quality of work,”; and*

15                *(2) in paragraph (5)—*

16                        *(A) by inserting “cybersecurity and” after*  
17                        *“standards for”; and*

18                        *(B) by striking “procedure” and inserting*  
19                        *“procedures”.*

20        *(b) EXCLUSIVE RULEMAKING AUTHORITY.—Section*  
21        *44701 of title 49, United States Code, is amended by adding*  
22        *at the end the following:*

23                *“(g) EXCLUSIVE RULEMAKING AUTHORITY.—Notwith-*  
24        *standing any other provision of law and except as provided*  
25        *in section 40131, the Administrator, in consultation with*

1 *the heads of such other agencies as the Administrator deter-*  
2 *mines necessary, shall have exclusive authority to prescribe*  
3 *regulations for purposes of assuring the cybersecurity of*  
4 *civil aircraft, aircraft engines, propellers, and appliances.”.*

5 **SEC. 393. FEDERAL AVIATION ADMINISTRATION REGULA-**  
6 **TIONS, POLICY, AND GUIDANCE.**

7 *(a) IN GENERAL.—Chapter 401 of title 49, United*  
8 *States Code, is amended by adding at the end the following:*

9 **“§40131. National airspace system cyber threat man-**  
10 **agement process**

11 *“(a) ESTABLISHMENT.—The Administrator of the Fed-*  
12 *eral Aviation Administration, in consultation with the*  
13 *heads of other agencies as the Administrator determines*  
14 *necessary, shall establish a national airspace system cyber*  
15 *threat management process to protect the national airspace*  
16 *system cyber environment, including the safety, security,*  
17 *and efficiency of air navigation services provided by the*  
18 *Administration.*

19 *“(b) ISSUES TO BE ADDRESSED.—In establishing the*  
20 *national airspace system cyber threat management process*  
21 *under subsection (a), the Administrator shall, at a min-*  
22 *imum—*

23 *“(1) monitor the national airspace system for*  
24 *significant cybersecurity incidents;*

1           “(2) *in consultation with appropriate Federal*  
2           *agencies, evaluate the cyber threat landscape for the*  
3           *national airspace system, including updating such*  
4           *evaluation on both annual and threat-based timelines;*

5           “(3) *conduct national airspace system cyber in-*  
6           *cident analyses;*

7           “(4) *create a cyber common operating picture for*  
8           *the national airspace system cyber environment;*

9           “(5) *coordinate national airspace system signifi-*  
10          *cant cyber incident responses with other appropriate*  
11          *Federal agencies;*

12          “(6) *track significant cyber incident detection,*  
13          *response, mitigation implementation, recovery, and*  
14          *closure;*

15          “(7) *establish a process, or utilize existing proc-*  
16          *esses, to share relevant significant cyber incident data*  
17          *related to the national airspace system;*

18          “(8) *facilitate significant cybersecurity report-*  
19          *ing, including through the Cybersecurity and Infra-*  
20          *structure Agency; and*

21          “(9) *consider any other matter the Adminis-*  
22          *trator determines appropriate.*

23          “(c) *DEFINITIONS.—In this section:*

24                 “(1) *CYBER COMMON OPERATING PICTURE.—The*  
25                 *term ‘cyber common operating picture’ means the cor-*

1 *relation of a detected cyber incident or cyber threat*  
2 *in the national airspace system and other operational*  
3 *anomalies to provide a holistic view of potential cause*  
4 *and impact.*

5 “(2) *CYBER ENVIRONMENT.*—*The term ‘cyber en-*  
6 *vironment’ means the information environment con-*  
7 *sisting of the interdependent networks of information*  
8 *technology infrastructures and resident data, includ-*  
9 *ing the internet, telecommunications networks, com-*  
10 *puter systems, and embedded processors and control-*  
11 *lers.*

12 “(3) *CYBER INCIDENT.*—*The term ‘cyber inci-*  
13 *dent’ means an action that creates noticeable deg-*  
14 *radation, disruption, or destruction to the cyber envi-*  
15 *ronment and causes a safety or other negative impact*  
16 *on operations of—*

17 “(A) *the national airspace system;*

18 “(B) *civil aircraft; or*

19 “(C) *aeronautical products and articles.*

20 “(4) *CYBER THREAT.*—*The term ‘cyber threat’*  
21 *means the threat of an action that, if carried out,*  
22 *would constitute a cyber incident or an electronic at-*  
23 *tack.*

24 “(5) *ELECTRONIC ATTACK.*—*The term ‘electronic*  
25 *attack’ means the use of electromagnetic spectrum en-*

1        *ergy to impede operations in the cyber environment,*  
 2        *including through techniques such as jamming or*  
 3        *spoofing.*

4            “(6) *SIGNIFICANT CYBER INCIDENT.*—*The term*  
 5        *‘significant cyber incident’ means a cyber incident, or*  
 6        *a group of related cyber incidents, that the Adminis-*  
 7        *trator determines is likely to result in demonstrable*  
 8        *harm to the national airspace system of the United*  
 9        *States.”.*

10        (b) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
 11        *401 of title 49, United States Code, is amended by adding*  
 12        *at the end the following:*

*“40131. National airspace system cyber threat management process.”.*

13        **SEC. 394. SECURING AIRCRAFT AVIONICS SYSTEMS.**

14        *Section 506(a) of the FAA Reauthorization Act of 2018*  
 15        *(49 U.S.C. 44704 note) is amended—*

16            (1) *in the matter preceding paragraph (1) by*  
 17        *striking “consider, where appropriate, revising” and*  
 18        *inserting “revise, as appropriate, existing”;*

19            (2) *in paragraph (1) by striking “and” at the*  
 20        *end;*

21            (3) *in paragraph (2) by striking the period at*  
 22        *the end and inserting “; and”;* and

23            (4) *by adding at the end the following:*

24            *“(3) to establish a process and timeline by which*  
 25        *software-based systems and equipment, including air-*

1       *craft flight critical systems of aircraft operated under*  
2       *part 121 of title 14, Code of Federal Regulations, can*  
3       *be regularly screened to attempt to determine whether*  
4       *the software-based systems and equipment have been*  
5       *compromised by unauthorized external or internal ac-*  
6       *cess.”.*

7       **SEC. 395. CIVIL AVIATION CYBERSECURITY RULEMAKING**  
8                 **COMMITTEE.**

9       *(a) IN GENERAL.—Not later than 1 year after the date*  
10       *of enactment of this Act, the Administrator shall convene*  
11       *an aviation rulemaking committee on civil aircraft cyberse-*  
12       *curity to conduct reviews (as segmented under subsection*  
13       *(c)) and develop findings and recommendations on cyberse-*  
14       *curity standards for civil aircraft, aircraft ground support*  
15       *information systems, airports, air traffic control mission*  
16       *systems, and aeronautical products and articles.*

17       *(b) DUTIES.—The Administrator shall—*

18               *(1) for each segmented review conducted by the*  
19       *committee convened under subsection (a), submit to*  
20       *the appropriate committees of Congress a report based*  
21       *on the findings of such review; and*

22               *(2) not later than 180 days after the date of sub-*  
23       *mission of a report under paragraph (1) and, in con-*  
24       *sultation with other agencies as the Administrator de-*

1 *termines necessary, for consensus recommendations*  
2 *reached by such aviation rulemaking committee—*

3 *(A) undertake a rulemaking, if appropriate,*  
4 *based on such recommendations; and*

5 *(B) submit to the appropriate committees of*  
6 *Congress a supplemental report with expla-*  
7 *nations for each consensus recommendation not*  
8 *addressed, if applicable, by a rulemaking under*  
9 *subparagraph (A).*

10 *(c) SEGMENTATION.—In tasking the aviation rule-*  
11 *making committee with developing findings and rec-*  
12 *ommendations relating to aviation cybersecurity, the Ad-*  
13 *ministrator shall direct such committee to segment and se-*  
14 *quence work by the topic or subject matter of regulation,*  
15 *including by directing the committee to establish subgroups*  
16 *to consider different topics and subject matters.*

17 *(d) COMPOSITION.—The aviation rulemaking com-*  
18 *mittee convened under subsection (a) shall consist of mem-*  
19 *bers appointed by the Administrator, including representa-*  
20 *tives of—*

21 *(1) aircraft manufacturers, to include at least 1*  
22 *manufacturer of transport category aircraft;*

23 *(2) air carriers;*

24 *(3) unmanned aircraft system stakeholders, in-*  
25 *cluding operators, service suppliers, and manufactur-*

1        *ers of hardware components and software applica-*  
2        *tions;*

3            *(4) manufacturers of powered-lift aircraft;*

4            *(5) airports;*

5            *(6) original equipment manufacturers of ground*  
6        *and space-based aviation infrastructure;*

7            *(7) aviation safety experts with specific knowl-*  
8        *edge of aircraft cybersecurity; and*

9            *(8) a nonprofit which operates 1 or more feder-*  
10        *ally funded research and development centers with*  
11        *specific knowledge of aviation and cybersecurity.*

12        *(e) MEMBER ELIGIBILITY.—Prior to a member’s ap-*  
13        *pointment under subsection (c), the Administrator shall es-*  
14        *tablish appropriate requirements related to nondisclosure,*  
15        *background investigations, security clearances, or other*  
16        *screening mechanisms for applicable members of the avia-*  
17        *tion rulemaking committee who require access to sensitive*  
18        *security information or other protected information rel-*  
19        *evant to the member’s duties on the rulemaking committee.*  
20        *Members shall protect the sensitive security information in*  
21        *accordance with part 1520 of title 49, Code of Federal Regu-*  
22        *lations.*

23        *(f) PROHIBITION ON COMPENSATION.—The members of*  
24        *the aviation rulemaking committee convened under sub-*  
25        *section (a) shall not receive pay, allowances, or benefits*



1 *from the Government by reason of their service on such com-*  
2 *mittee.*

3 (g) *CONSIDERATIONS.—The Administrator may direct*  
4 *such committee to consider—*

5 (1) *existing aviation cybersecurity standards,*  
6 *regulations, policies, and guidance, including those*  
7 *from other Federal agencies, and the need to har-*  
8 *monize or deconflict proposed and existing standards,*  
9 *regulations, policies, and guidance;*

10 (2) *threat- and risk-based security approaches*  
11 *used by the aviation industry, including the assess-*  
12 *ment of the potential costs and benefits of cybersecu-*  
13 *rity actions;*

14 (3) *data gathered from cybersecurity or safety re-*  
15 *porting;*

16 (4) *the diversity of operations and systems on*  
17 *aircraft and amongst air carriers;*

18 (5) *design approval holder aircraft network secu-*  
19 *rity guidance for operators;*

20 (6) *FAA services, aviation industry services, and*  
21 *aircraft use of positioning, navigation, and timing*  
22 *data in the context of Executive Order No. 13905, as*  
23 *in effect on the date of enactment of this Act;*

24 (7) *updates needed to airworthiness regulations*  
25 *and systems safety assessment methods used to show*

1 *compliance with airworthiness requirements for de-*  
2 *sign, function, installation, and certification of civil*  
3 *aircraft, aeronautical products and articles, and air-*  
4 *craft networks;*

5 *(8) updates needed to air carrier operating and*  
6 *maintenance regulations to ensure continued adher-*  
7 *ence with processes and procedures established in air-*  
8 *worthiness regulations to provide cybersecurity pro-*  
9 *tections for aircraft systems, including for continued*  
10 *airworthiness;*

11 *(9) policies and procedures to coordinate with*  
12 *other Federal agencies, including intelligence agen-*  
13 *cies, and the aviation industry in sharing informa-*  
14 *tion and analyses related to cyber threats to civil air-*  
15 *craft information, data, networks, systems, services,*  
16 *operations, and technology and aeronautical products*  
17 *and articles;*

18 *(10) the response of the Administrator and avia-*  
19 *tion industry to, and recovery from, cyber incidents,*  
20 *including by coordinating with other Federal agen-*  
21 *cies, including intelligence agencies;*

22 *(11) processes for members of the aviation indus-*  
23 *try to voluntarily report to the FAA cyber incidents*  
24 *that may affect aviation safety in a manner that pro-*

1        *protects trade secrets and confidential business informa-*  
2        *tion;*

3            (12) *appropriate cybersecurity controls for air-*  
4        *craft networks, aircraft systems, and aeronautical*  
5        *products and articles to protect aviation safety, in-*  
6        *cluding airworthiness;*

7            (13) *appropriate cybersecurity controls for air-*  
8        *ports relative to the size and nature of airside oper-*  
9        *ations of such airports to ensure aviation safety;*

10          (14) *minimum standards for protecting civil air-*  
11        *craft, aeronautical products and articles, aviation*  
12        *networks, aviation systems, services, and operations*  
13        *from cyber threats and cyber incidents;*

14          (15) *international collaboration, where appro-*  
15        *priate and consistent with the interests of aviation*  
16        *safety in air commerce and national security, with*  
17        *other civil aviation authorities, international avia-*  
18        *tion and standards organizations, and any other ap-*  
19        *propriate entities to protect civil aviation from cyber*  
20        *incidents and cyber threats;*

21          (16) *activities of the Administrator under section*  
22        *506 of the FAA Reauthorization Act of 2018 (49*  
23        *U.S.C. 44704 note) (as amended by section 394); and*

24          (17) *any other matter the Administrator deter-*  
25        *mines appropriate.*

1       (h) *DEFINITIONS.*—*The definitions set forth in section*  
2 *40131 of title 49, United States Code (as added by this sub-*  
3 *title), shall apply to this section.*

4 **SEC. 396. GAO REPORT ON CYBERSECURITY OF COMMERCIAL AVIATION AVIONICS.**  
5

6       (a) *IN GENERAL.*—*The Comptroller General shall con-*  
7 *duct a review on the consideration, identification, and in-*  
8 *clusion of aircraft cybersecurity into the strategic frame-*  
9 *work of principles and policies developed pursuant to sec-*  
10 *tion 2111 of the FAA Extension, Safety, and Security Act*  
11 *of 2016 (49 U.S.C. 44903 note).*

12       (b) *CONTENTS.*—*In carrying out the review under sub-*  
13 *section (a), the Comptroller General shall assess—*

14               (1) *how onboard aircraft cybersecurity risks and*  
15 *vulnerabilities are defined, identified, and accounted*  
16 *for in the comprehensive and strategic framework de-*  
17 *scribed in subsection (a), including how the imple-*  
18 *mentation of such framework protects and defends*  
19 *FAA networks and systems to mitigate risks to FAA*  
20 *missions and service delivery;*

21               (2) *how onboard aircraft cybersecurity, particu-*  
22 *larly of aircraft avionics, is considered, incorporated,*  
23 *and prioritized for mitigation in the cybersecurity*  
24 *strategy, including pursuant to the framework de-*  
25 *scribed in paragraph (1);*

1           (3) *how the Transportation Security Agency and*  
2           *FAA differentiate and manage the roles and respon-*  
3           *sibilities for the cybersecurity of aircraft and ground*  
4           *systems;*

5           (4) *how cybersecurity vulnerabilities of aircraft*  
6           *and ground systems are considered, incorporated, and*  
7           *prioritized for mitigation in the cybersecurity strat-*  
8           *egy; and*

9           (5) *the budgets of the parties responsible for im-*  
10          *plementing the strategy framework for aviation secu-*  
11          *rity, as identified in subsection (a), to satisfy mitiga-*  
12          *tion requirements necessary to secure the aviation eco-*  
13          *system from onboard cybersecurity vulnerabilities.*

14          (c) *REPORT REQUIRED.*—*Not later than 2 years after*  
15          *the date of the enactment of this Act, the Comptroller Gen-*  
16          *eral shall submit a report containing the results of the re-*  
17          *view required by this section to—*

18                 (1) *the appropriate committees of Congress;*

19                 (2) *the Committee on Homeland Security of the*  
20                 *House of Representatives; and*

21                 (3) *the Committee on Homeland Security and*  
22                 *Governmental Affairs of the Senate.*

1                   **TITLE IV—AEROSPACE**  
2                                   **WORKFORCE**

3   **SEC. 401. REPEAL OF DUPLICATIVE OR OBSOLETE WORK-**  
4                                   **FORCE PROGRAMS.**

5           (a) *REPEAL.*—Sections 44510 and 44515 of title 49,  
6   *United States Code*, are repealed.

7           (b) *CLERICAL AMENDMENTS.*—The analysis for chap-  
8   *ter 445 of title 49, United States Code*, is amended by strik-  
9   *ing the items relating to sections 44510 and 44515.*

10 **SEC. 402. CIVIL AIRMEN STATISTICS.**

11           (a) *PUBLICATION FREQUENCY.*—The Administrator  
12   *shall publish the study commonly referred to as the “U.S.*  
13   *Civil Airmen Statistics” on a monthly basis.*

14           (b) *PRESENTATION OF DATA.*—The Administrator  
15   *shall make the data from the study under subsection (a)*  
16   *publicly available on the website of the Administration in*  
17   *a user-friendly, downloadable format.*

18           (c) *EXPANDED DATA CRITERIA.*—Not later than 1  
19   *year after the date of enactment of this Act, the Adminis-*  
20   *trator shall ensure that data sets and tables published as*  
21   *part of the study described in subsection (a) display infor-*  
22   *mation relating to the sex of certificate holders in more in-*  
23   *stances.*

24           (d) *HISTORICAL DATA.*—Not later than 1 year after  
25   *the date of enactment of this Act, the Administrator shall*

1 *make all previously published annual data from the study*  
2 *described in subsection (a) available on the website of the*  
3 *Administration.*

4 **SEC. 403. BESSIE COLEMAN WOMEN IN AVIATION ADVISORY**  
5 **COMMITTEE.**

6 (a) *ESTABLISHMENT.*—*Not later than 6 months after*  
7 *the date of enactment of this Act, the Secretary shall estab-*  
8 *lish the Bessie Coleman Women in Aviation Advisory Com-*  
9 *mittee (in this section referred to as the “Committee”).*

10 (b) *PURPOSE.*—*The Committee shall advise the Sec-*  
11 *retary and the Administrator on matters and policies re-*  
12 *lated to promoting the recruitment, retention, employment,*  
13 *education, training, career advancement, and well-being of*  
14 *women in the aviation industry and aviation-focused Fed-*  
15 *eral civil service positions.*

16 (c) *FORM OF DIRECTIVES.*—*All activities carried out*  
17 *by the Committee, including special committees, shall be in*  
18 *response to written terms of work from the Secretary or*  
19 *taskings approved by a majority of the voting members of*  
20 *the Committee and may not duplicate the objectives of the*  
21 *Air Carrier Training Aviation Rulemaking Committee.*

22 (d) *FUNCTIONS.*—*In carrying out the directives de-*  
23 *scribed in subsection (c), the functions of the Committee are*  
24 *as follows:*

1           (1) *Foster industry collaboration in an open and*  
2 *transparent manner by engaging, as prescribed by*  
3 *this section, with representatives of the private sector*  
4 *associated with an entity described in subsection*  
5 *(e)(1)(B).*

6           (2) *Make recommendations for strategic objec-*  
7 *tives, priorities, and policies that would improve the*  
8 *recruitment, retention, training, and career advance-*  
9 *ment of women in aviation professions.*

10          (3) *Evaluate opportunities for the Administra-*  
11 *tion to improve the recruitment and retention of*  
12 *women in the Administration.*

13          (4) *Periodically review and update the rec-*  
14 *ommendations directed to the FAA and non-FAA en-*  
15 *tities produced by the Advisory Board created pursu-*  
16 *ant to section 612 of the FAA Reauthorization Act of*  
17 *2018 (49 U.S.C. 40101 note) to improve the imple-*  
18 *mentation of such recommendations.*

19          (5) *Coordinate with the Office of Civil Rights of*  
20 *the Department of Transportation and the Federal*  
21 *Women's Program of the FAA to ensure directives de-*  
22 *scribed in subsection (c) do not duplicate objectives of*  
23 *such office or program.*

24          (e) *MEMBERSHIP.—*



1           (1) *VOTING MEMBERS.*—*The Committee shall be*  
2           *composed of the following members:*

3                   (A) *The Administrator, or the designee of*  
4                   *the Administrator.*

5                   (B) *At least 25 individuals, appointed by*  
6                   *the Secretary, representing the following:*

7                           (i) *Aircraft manufacturers and aero-*  
8                           *space companies.*

9                           (ii) *Public and private aviation labor*  
10                          *organizations, including collective bar-*  
11                          *gaining representatives of—*

12                                   (I) *aviation safety inspectors and*  
13                                   *safety engineers of the FAA;*

14                                   (II) *air traffic controllers;*

15                                   (III) *certified aircraft mainte-*  
16                                   *nance technicians; and*

17                                   (IV) *commercial airline crew-*  
18                                   *members.*

19                                   (iii) *General aviation operators.*

20                                   (iv) *Air carriers.*

21                                   (v) *Business aviation operators, in-*  
22                                   *cluding powered-lift operators.*

23                                   (vi) *Unmanned aircraft systems opera-*  
24                                   *tors.*

1                   (vii) *Aviation safety management ex-*  
2                   *perts.*

3                   (viii) *Aviation maintenance, repair,*  
4                   *and overhaul entities.*

5                   (ix) *Airport owners, operators, and*  
6                   *employees.*

7                   (x) *Institutions of higher education (as*  
8                   *defined in section 101 of the Higher Edu-*  
9                   *cation Act of 1965 (20 U.S.C. 1001)), a*  
10                  *postsecondary vocational institution (as de-*  
11                  *defined in section 102(c) of the Higher Edu-*  
12                  *cation Act of 1965 (20 U.S.C. 1002)), or a*  
13                  *high school or secondary school (as such*  
14                  *terms are defined in section 8101 of the Ele-*  
15                  *mentary and Secondary Education Act of*  
16                  *1965 (20 U.S.C. 7801)).*

17                  (xi) *A flight school that provides flight*  
18                  *training, as defined in part 61 of title 14,*  
19                  *Code of Federal Regulations, or that holds*  
20                  *a pilot school certificate under part 141 of*  
21                  *title 14, Code of Federal Regulations.*

22                  (xii) *Aviation maintenance technician*  
23                  *schools governed under part 147 of title 14,*  
24                  *Code of Federal Regulations.*

1                   (xiii) *Engineering business associa-*  
2                   *tions.*

3                   (xiv) *Civil Air Patrol.*

4                   (xv) *Nonprofit organizations within*  
5                   *the aviation industry.*

6                   (2) *NONVOTING MEMBERS.—*

7                   (A) *IN GENERAL.—In addition to the mem-*  
8                   *bers appointed under paragraph (1), the Com-*  
9                   *mittee shall be composed of not more than 5 non-*  
10                  *voting members appointed by the Secretary from*  
11                  *among officers or employees of the FAA, at least*  
12                  *1 of which shall be an employee of the Office of*  
13                  *Civil Rights of the FAA.*

14                  (B) *ADDITIONAL NONVOTING MEMBERS.—*  
15                  *The Secretary may invite representatives from*  
16                  *the Department of Education and Department of*  
17                  *Labor to serve as nonvoting members on the*  
18                  *Committee.*

19                  (C) *DUTIES.—The nonvoting members*  
20                  *may—*

21                         (i) *take part in deliberations of the*  
22                         *Committee; and*

23                         (ii) *provide subject matter expertise*  
24                         *with respect to reports and recommenda-*  
25                         *tions of the Committee.*

1           (D) *LIMITATION.*—*The nonvoting members*  
2           *may not represent any stakeholder interest other*  
3           *than that of the respective Federal agency of the*  
4           *member.*

5           (3) *TERMS.*—*Each voting member and non-*  
6           *voting member of the Committee appointed by the*  
7           *Secretary shall be appointed for a term that expires*  
8           *not later than the date on which the authorization of*  
9           *the Committee expires under subsection (k).*

10          (4) *COMMITTEE CHARACTERISTICS.*—*The Com-*  
11          *mittee shall have the following characteristics:*

12               (A) *The ability to obtain necessary informa-*  
13               *tion from additional experts in the aviation and*  
14               *aerospace communities.*

15               (B) *A membership that enables the Com-*  
16               *mittee to have substantive discussions and reach*  
17               *consensus on issues in a timely manner.*

18               (C) *Appropriate expertise, including exper-*  
19               *tise in human resources, human capital manage-*  
20               *ment, policy, labor relations, employment train-*  
21               *ing, workforce development, and youth outreach.*

22          (5) *DATE.*—*Not later than 9 months after the*  
23          *date of enactment of this Act, the Secretary shall*  
24          *make the appointments described in this subsection.*

25          (f) *CHAIRPERSON.*—

1           (1) *IN GENERAL.*—*The Committee shall select a*  
2 *chairperson from among the voting members of the*  
3 *Committee.*

4           (2) *TERM.*—*The Chairperson shall serve a 2-year*  
5 *term.*

6           (g) *MEETINGS.*—

7           (1) *FREQUENCY.*—*The Committee shall meet at*  
8 *least twice each year at the call of the Chairperson or*  
9 *the Secretary.*

10          (2) *PUBLIC ATTENDANCE.*—*The meetings of the*  
11 *Committee shall be open and accessible to the public.*

12          (3) *ADMINISTRATIVE SUPPORT.*—*The Secretary*  
13 *shall furnish the Committee with logistical and ad-*  
14 *ministrative support to enable the Committee to per-*  
15 *form the duties of the Committee.*

16          (h) *SPECIAL COMMITTEES.*—

17          (1) *ESTABLISHMENT.*—*The Committee may es-*  
18 *tablish special committees composed of industry rep-*  
19 *resentatives, members of the public, labor representa-*  
20 *tives, and other relevant parties in complying with*  
21 *the consultation and participation requirements*  
22 *under subsection (d).*

23          (2) *APPLICABLE LAW.*—*Chapter 10 of title 5,*  
24 *United States Code, shall not apply to a special com-*  
25 *mittee established by the Committee.*

1       (i) *PERSONNEL MATTERS.*—

2               (1) *NO COMPENSATION OF MEMBERS.*—

3                       (A) *NON-FEDERAL EMPLOYEES.*—*A member*  
4                       *of the Committee who is not an officer or em-*  
5                       *ployee of the Government shall serve without*  
6                       *compensation.*

7                       (B) *FEDERAL EMPLOYEES.*—*A member of*  
8                       *the Committee who is an officer or employee of*  
9                       *the Federal Government shall serve without com-*  
10                      *ensation in addition to the compensation re-*  
11                      *ceived for the services of the member as an officer*  
12                      *or employee of the Federal Government.*

13               (2) *DEATH OR RESIGNATION.*—*If a member of*  
14               *the Committee dies or resigns during the term of serv-*  
15               *ice of such member, the Secretary shall designate a*  
16               *successor for the unexpired term of such member.*

17       (j) *REPORTS.*—

18               (1) *TASK REPORTS.*—*The Committee shall sub-*  
19               *mit to the Secretary and the appropriate committees*  
20               *of Congress annual reports detailing the completion of*  
21               *each directive summarizing the—*

22                       (A) *findings and associated recommenda-*  
23                       *tions of the Committee for any legislative and*  
24                       *administrative actions the Committee considers*

1           *appropriate to improve the advancement of*  
2           *women in aviation; and*

3                     *(B) planned activities of the Committee, as*  
4           *directed by the Secretary or approved by a ma-*  
5           *jority of voting members of the Committee, and*  
6           *proposed terms of work to fulfill each activity.*

7           *(2) ADDITIONAL REPORTS.—The Committee may*  
8           *submit to the appropriate committees of Congress, the*  
9           *Secretary, and the Administrator additional reports*  
10          *and recommendations related to education, training,*  
11          *recruitment, retention, and advancement of women in*  
12          *the aviation industry as the Committee determines*  
13          *appropriate.*

14          *(k) SUNSET.—The authorization of the Committee*  
15          *shall expire on October 1, 2028.*

16   **SEC. 404. FAA ENGAGEMENT AND COLLABORATION WITH**  
17                     **HBCUS AND MSIS.**

18          *(a) IN GENERAL.—The Administrator—*

19                     *(1) shall continue—*

20                             *(A) to partner with and conduct outreach to*  
21           *Historically Black Colleges and Universities and*  
22           *minority serving institutions to promote aware-*  
23           *ness of educational and career opportunities, in-*  
24           *cluding the Educational Partnership Initiative*

1           *of the FAA, and develop curriculum related to*  
2           *aerospace, aviation, and air traffic control; and*

3                   *(B) operation of the Minority Serving Insti-*  
4           *tutions Internship Program; and*

5           *(2) may—*

6                   *(A) make internship placements under the*  
7           *Minority Serving Institutions Internship Pro-*  
8           *gram available during academic sessions*  
9           *throughout the year; and*

10                   *(B) extend an internship placement under*  
11           *the Minority Serving Institutions Internship*  
12           *Program for a student beyond a single academic*  
13           *session.*

14           *(b) PROGRAM DATA.—In carrying out the Minority*  
15           *Serving Institutions Internship Program, the Adminis-*  
16           *trator shall track data, including annual metrics meas-*  
17           *uring the following with respect to such Program:*

18                   *(1) The total number of applicants.*

19                   *(2) The total number of applicants offered an in-*  
20           *ternship and the total number of applicants who ac-*  
21           *cept an internship.*

22                   *(3) The line of business in which each intern is*  
23           *placed.*

24                   *(4) The conversion rate of interns in the Pro-*  
25           *gram who are hired as full-time FAA employees.*



1           (c) *MINORITY SERVING INSTITUTION DEFINED.*—In  
2 *this section, the term “minority serving institution” means*  
3 *an institution described in paragraphs (1) through (7) of*  
4 *section 371(a) of the Higher Education Act of 1965 (20*  
5 *U.S.C. 1067q(a)).*

6 **SEC. 405. AIRMAN KNOWLEDGE TESTING WORKING GROUP.**

7           (a) *WORKING GROUP.*—Not later than 1 year after the  
8 *date of enactment of this Act, the Administrator shall task*  
9 *the Aviation Rulemaking Advisory Committee to establish*  
10 *a working group to assess and evaluate the appropriateness*  
11 *of allowing a high school student, upon successful comple-*  
12 *tion of an aviation maintenance curriculum, to take the*  
13 *general written knowledge portion of the mechanic exam de-*  
14 *scribed in section 65.75 of title 14, Code of Federal Regula-*  
15 *tions, at an FAA-approved testing center.*

16           (b) *REPORT.*—Not later than 18 months after the  
17 *Aviation Rulemaking Advisory Committee tasks the work-*  
18 *ing group under subsection (a), the working group shall*  
19 *submit to the Administrator a final report with relevant*  
20 *findings and recommendations.*

21           (c) *HIGH SCHOOL DEFINED.*—In this section, the term  
22 *“high school” has the meaning given such term in section*  
23 *8101 of the Elementary and Secondary Education Act of*  
24 *1965 (20 U.S.C. 7801).*

1 **SEC. 406. AIRMAN CERTIFICATION STANDARDS.**

2 (a) *IN GENERAL.*—*The Administrator shall use the*  
3 *Aviation Rulemaking Advisory Committee Airman Certifi-*  
4 *cation System Working Group (in this section referred to*  
5 *as the “Working Group”)* to review airman certification  
6 standards and ensure that airman proficiency and knowl-  
7 edge correlates and corresponds to regulations, procedures,  
8 equipment, aviation infrastructure, and safety trends at the  
9 time of such review.

10 (b) *DUTIES.*—*In carrying out subsection (a), the*  
11 *Working Group shall—*

12 (1) *obtain industry recommendations on main-*  
13 *taining and updating airman certification standards,*  
14 *including guidance documents and airman tests;*

15 (2) *ensure tasks carried out by the Working*  
16 *Group are addressed and completed in a timely and*  
17 *efficient manner; and*

18 (3) *recommend to the Administrator a means by*  
19 *which the FAA may communicate to industry the*  
20 *process for establishing, updating, and maintaining*  
21 *airman certification standards, including relevant*  
22 *guidance documents, handbooks, and airman test ma-*  
23 *terials.*

24 **SEC. 407. AIRMAN’S MEDICAL BILL OF RIGHTS.**

25 (a) *IN GENERAL.*—

1           (1) *DEVELOPMENT.*—Not later than 1 year after  
2           the date of enactment of this Act, the Administrator  
3           shall develop a document (in this section referred to  
4           as the “Airman’s Medical Bill of Rights”) detailing  
5           the rights of an individual before, during, and after  
6           a medical examination conducted by an Aviation  
7           Medical Examiner.

8           (2) *CONTENTS.*—The Airman’s Medical Bill of  
9           Rights required under paragraph (1) shall, at a min-  
10          imum, contain information about the right of an in-  
11          dividual to—

12                   (A) bring a trusted companion or request to  
13                   have a chaperone present for a medical examina-  
14                   tion;

15                   (B) terminate an exam in accordance with  
16                   guidelines from the Administrator for appro-  
17                   priately terminating such exam;

18                   (C) receive medical examination with re-  
19                   spect and recognition of the dignity of the indi-  
20                   vidual;

21                   (D) be assured of privacy and confiden-  
22                   tiality;

23                   (E) select an Aviation Medical Examiner of  
24                   the choice of the individual, as long as the Avia-

1            *tion Medical Examiner has the required designa-*  
2            *tions;*

3            *(F) privacy when changing, undressing,*  
4            *and using the restroom;*

5            *(G) ask questions about FAA medical stand-*  
6            *ards and the applicability to the current health*  
7            *status of the individual;*

8            *(H) report an incident of misconduct by an*  
9            *Aviation Medical Examiner to the appropriate*  
10           *authorities, including to the State licensing*  
11           *board of the Aviation Medical Examiner or the*  
12           *FAA;*

13           *(I) report to the Administrator an allega-*  
14           *tion regarding alleged Aviation Medical Exam-*  
15           *iner misconduct without fear of retaliation or*  
16           *negative action relating to an airman certificate*  
17           *of the individual; and*

18           *(J) be advised of any known conflicts of in-*  
19           *terest an Aviation Medical Examiner may have*  
20           *with respect to the medical examination of the*  
21           *individual.*

22           *(3) PUBLIC AVAILABILITY.—The Airman’s Med-*  
23           *ical Bill of Rights required under paragraph (1) shall*  
24           *be—*

1           (A) made available to, and acknowledged  
2           by, an individual in the MedXpress system (or  
3           any successor system);

4           (B) made available in a hard-copy format  
5           by an Aviation Medical Examiner at the time of  
6           exam upon request by an individual; and

7           (C) displayed in a common space in the of-  
8           fice of the Aviation Medical Examiner.

9           (b) *EXPECTATIONS FOR MEDICAL EXAMINATIONS.*—

10           (1) *IN GENERAL.*—Not later than 1 year after  
11           the date of enactment of this Act, the Administrator  
12           shall develop a simplified document explaining the  
13           standard procedures performed during a medical ex-  
14           amination conducted by an Aviation Medical Exam-  
15           iner.

16           (2) *PUBLIC AVAILABILITY.*—The document re-  
17           quired under paragraph (1) shall be—

18           (A) made available to, and acknowledged  
19           by, an individual in the MedXpress system (or  
20           any successor system);

21           (B) made available in a hard-copy format  
22           by an Aviation Medical Examiner at the time of  
23           exam upon request by an individual; and

24           (C) displayed in a common space in the of-  
25           fice of the Aviation Medical Examiner.

1 **SEC. 408. IMPROVED DESIGNEE MISCONDUCT REPORTING**  
2 **PROCESS.**

3 (a) *IMPROVED DESIGNEE MISCONDUCT REPORTING*  
4 *PROCESS.*—

5 (1) *IN GENERAL.*—Not later than 1 year after  
6 the date of enactment of this Act, the Administrator  
7 shall establish a streamlined process for individuals  
8 involved in incidents of alleged misconduct by a des-  
9 ignee to report such incidents in a manner that pro-  
10 tects the privacy and confidentiality of such individ-  
11 uals.

12 (2) *PUBLIC ACCESS TO REPORTING PROCESS.*—  
13 The process for reporting alleged misconduct by a des-  
14 ignee shall be made available to the public on the  
15 website of the Administration, including—

16 (A) the designee locator search webpage; and  
17 (B) the webpage of the Office of Audit and  
18 Evaluation of the FAA.

19 (3) *OBLIGATION TO REPORT CRIMINAL*  
20 *CHARGES.*—Not later than 90 days after the date of  
21 enactment of this Act, the Administrator shall revise  
22 the orders and policies governing the Designee Man-  
23 agement System to clarify that designees are obligated  
24 to report any arrest, indictment, or conviction for  
25 violation of a local, State, or Federal law within a  
26 period of time specified by the Administrator.

1           (4) *AUDIT OF REPORTING PROCESS BY INSPEC-*  
2           *TOR GENERAL.*—

3           (A) *IN GENERAL.*—*Not later than 3 years*  
4           *after the date on which the Administrator final-*  
5           *izes the update of the reporting process under*  
6           *paragraph (1), the inspector general of the De-*  
7           *partment of Transportation shall conduct an*  
8           *audit of such reporting process.*

9           (B) *CONTENTS.*—*In conducting the audit of*  
10          *the reporting process described in subparagraph*  
11          *(A), the inspector general shall, at a minimum—*

12               (i) *review the efforts of the Administra-*  
13               *tion to improve the reporting process and*  
14               *solutions developed to respond to and inves-*  
15               *tigate allegations of misconduct;*

16               (ii) *analyze reports of misconduct*  
17               *brought to the Administrator prior to any*  
18               *changes made to the reporting process as a*  
19               *result of the enactment of this Act, includ-*  
20               *ing the ultimate outcomes of those reports*  
21               *and whether any reports resulted in the Ad-*  
22               *ministrator taking action against the ac-*  
23               *cused designee;*

24               (iii) *determine whether the reporting*  
25               *process results in appropriate action, in-*

1           cluding reviewing, investigating, and clos-  
2           ing out reports; and

3                   (iv) if applicable, make recommenda-  
4           tions to improve the reporting process.

5           (C) *REPORT.*—Not later than 1 year after  
6           the date of initiation of the audit described in  
7           subparagraph (A), the inspector general shall  
8           submit to the appropriate committees of Congress  
9           a report on the results of such audit, including  
10          findings and recommendations.

11          (b) *DESIGNEE DEFINED.*—In this section, the term  
12          “designee” means an individual who has been designated  
13          to act as a representative of the Administrator as—

14                   (1) an Aviation Medical Examiner (as described  
15                  in section 183.21 of title 14, Code of Federal Regula-  
16                  tions);

17                   (2) a pilot examiner (as described in section  
18                  183.23 of such title); or

19                   (3) a technical personnel examiner (as described  
20                  in section 183.25 of such title).

21          **SEC. 409. REPORT ON SAFE UNIFORM OPTIONS FOR CER-**  
22   **TAIN AVIATION EMPLOYEES.**

23          (a) *IN GENERAL.*—The Administrator shall review  
24          whether air carriers operating under part 121 of title 14,  
25          Code of Federal Regulations, and repair stations certifi-



1 cated under part 145 of such title have in place uniform  
2 policies and uniform offerings that ensure pregnant employ-  
3 ees can perform required duties safely.

4 (b) *CONSULTATION.*—In conducting the review re-  
5 quired under subsection (a), the Administrator shall consult  
6 with air carriers and repair stations described in subsection  
7 (a) and employees of such air carriers and such stations  
8 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 appropriate committees of Congress on the results of the re-  
12 view required under subsection (a).

13 **SEC. 410. HUMAN FACTORS PROFESSIONALS.**

14 The Administrator shall take such actions as may be  
15 necessary to establish a new work code for human factors  
16 professionals who—

17 (1) perform work involving the design and test-  
18 ing of technologies, processes, and systems which re-  
19 quire effective and safe human performance;

20 (2) generate and apply theories, principles, prac-  
21 tical concepts, systems, and processes related to the  
22 design and testing of technologies, systems, and train-  
23 ing programs to support and evaluate human per-  
24 formance in work contexts; and

1           (3) *meet education or experience requirements as*  
2           *determined by the Administrator.*

3 **SEC. 411. AEROMEDICAL INNOVATION AND MODERNIZA-**  
4                                   **TION WORKING GROUP.**

5           (a) *ESTABLISHMENT.*—*Not later than 180 days after*  
6 *the date of enactment of this Act, the Administrator shall*  
7 *establish a working group (in this section referred to as the*  
8 *“working group”)* *to review the medical processes, policies,*  
9 *and procedures of the Administration and to make rec-*  
10 *ommendations to the Administrator on modernizing such*  
11 *processes, policies, and procedures to ensure timely and effi-*  
12 *cient certification of airmen.*

13           (b) *MEMBERSHIP.*—

14           (1) *IN GENERAL.*—*The working group shall con-*  
15 *sist of—*

16                           (A) *2 co-chairs described in paragraph (2);*

17                           *and*

18                           (B) *not less than 15 individuals appointed*  
19 *by the Administrator, each of whom shall have*  
20 *knowledge or a background in aerospace medi-*  
21 *cine, psychiatry, neurology, cardiology, or inter-*  
22 *nal medicine.*

23           (2) *CO-CHAIRS.*—*The working group shall be co-*  
24 *chaired by—*

1           (A) *the Federal Air Surgeon of the FAA;*  
2           *and*

3           (B) *a member described under paragraph*  
4           (1)(A) *to be selected by members of the working*  
5           *group.*

6           (3) *PREFERENCE.—The Administrator, in ap-*  
7           *pointing members pursuant to paragraph (1)(B),*  
8           *shall give preference to—*

9           (A) *Aviation Medical Examiners (as de-*  
10           *scribed in section 183.21 of title 14, Code of Fed-*  
11           *eral Regulations);*

12           (B) *licensed medical physicians;*

13           (C) *practitioners holding a pilot certificate;*  
14           *and*

15           (D) *individuals having demonstrated re-*  
16           *search and expertise in aeromedical research or*  
17           *sciences.*

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 working*  
21           *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 the list of*  
2 *such medical conditions as of the date of enactment*  
3 *of this Act;*

4           (3) *assess the special issuance process;*

5           (4) *determine the appropriateness of whether a*  
6 *renewal of a special issuance can be based on a med-*  
7 *ical evaluation and treatment plan by the treating*  
8 *medical specialist of the individual pursuant to ap-*  
9 *proval from an Aviation Medical Examiner;*

10          (5) *evaluate advancements in technologies to ad-*  
11 *dress forms of red-green color blindness and determine*  
12 *whether such technologies may be approved for use by*  
13 *airmen;*

14          (6) *review policies and guidance relating to At-*  
15 *tention-Deficit Hyperactivity Disorder and Attention*  
16 *Deficit Disorder;*

17          (7) *evaluate whether medications used to treat*  
18 *such disorders may be safely prescribed to airmen;*

19          (8) *review protocols pertaining to the Human*  
20 *Intervention Motivation Study of the FAA;*

21          (9) *review protocols and policies relating to—*

22                (A) *neurological disorders; and*

23                (B) *cardiovascular conditions to ensure*  
24 *alignment with medical best practices, latest re-*  
25 *search;*

1           (10) review mental health protocols and medica-  
2           tions approved for treating such mental health condi-  
3           tions, including such actions taken resulting from rec-  
4           ommendations by the Mental Health and Aviation  
5           Medical Clearances Rulemaking Committee;

6           (11) assess processes and protocols pertaining to  
7           recertification of airmen receiving disability insur-  
8           ance post-recovery from the medical condition, injury,  
9           or disability that precludes airmen from exercising  
10          the privileges of an airman certificate;

11          (12) assess processes and protocols pertaining to  
12          the certification of veterans reporting a disability rat-  
13          ing from the Department of Veterans Affairs; and

14          (13) assess and evaluate the user interface and  
15          information-sharing capabilities of any online med-  
16          ical portal administered by the FAA.

17          (d) AVIATION WORKFORCE MENTAL HEALTH TASK  
18          GROUP.—

19               (1) ESTABLISHMENT.—Not later than 120 days  
20               after the working group pursuant to subsection (a) is  
21               established, the co-chairs of such working group shall  
22               establish an aviation workforce mental health task  
23               group (referred to in this subsection as the “task  
24               group”) to oversee, monitor, and evaluate efforts of the

1 *Administrator related to supporting the mental health*  
2 *of the aviation workforce.*

3 (2) *COMPOSITION.—The co-chairs of such work-*  
4 *ing group shall appoint—*

5 (A) *a Chair of the task group; and*

6 (B) *members of the task group from among*  
7 *the members of the working group appointed by*  
8 *the Administrator under subsection (b)(1).*

9 (3) *DUTIES.—The duties of the task group shall*  
10 *include—*

11 (A) *carrying out the activities described in*  
12 *subsection (c)(10);*

13 (B) *soliciting feedback from aviation indus-*  
14 *try professionals or other licensed professionals*  
15 *representing air carrier operations under part*  
16 *121 and part 135 of title 14, Code of Federal*  
17 *Regulations, and general aviation operations*  
18 *under part 91 of title 14, Code of Federal Regu-*  
19 *lations;*

20 (C) *reviewing and evaluating guidance*  
21 *issued by the International Civil Aviation Orga-*  
22 *nization on aviation workforce mental health;*

23 (D) *providing advice, as appropriate, on*  
24 *the implementation of the final recommendations*  
25 *issued by the inspector general of the Depart-*

1           *ment of Transportation in the report titled,*  
2           *“FAA Conduct Comprehensive Evaluations of*  
3           *Pilots With Mental Health Challenges, but Op-*  
4           *portunities Exist to Further Mitigate Safety*  
5           *Risks”, published on July 12, 2023*  
6           *(AV2023038);*

7           *(E) monitoring and evaluating the imple-*  
8           *mentation of recommendations by the Mental*  
9           *Health and Aviation Medical Clearances Rule-*  
10          *making Committee;*

11          *(F) expanding and improving mental*  
12          *health outreach, education, and assistance pro-*  
13          *grams for the aviation workforce; and*

14          *(G) reducing the stigma associated with*  
15          *mental healthcare in the aviation workforce.*

16          (4) *REPORT.—Not later than 2 years after the*  
17          *date of the establishment of the task group, the task*  
18          *group shall submit to the Secretary and the appro-*  
19          *priate committees of Congress a report detailing—*

20                *(A) the results of the review under para-*  
21                *graph (3)(A); and*

22                *(B) progress on the implementation of rec-*  
23                *ommendations pursuant to subparagraphs (D)*  
24                *and (E) of paragraph (3); and*

1                   (C) the activities carried out pursuant to  
2                   fulfilling the duties described in subparagraphs  
3                   (F) and (G) of paragraph (3).

4           (e) *SUPPORT.*—The Administrator shall seek to enter  
5 into 1 or more agreements with the National Academies to  
6 support the activities of the working group described in sub-  
7 section (c).

8           (f) *FINDINGS AND RECOMMENDATIONS.*—Not later  
9 than 1 year after the date of enactment of this Act, and  
10 annually thereafter, the working group shall submit to the  
11 Administrator and the appropriate committees of Congress  
12 a report on the findings and recommendations resulting  
13 from the activities carried out under subsection (c).

14           (g) *IMPLEMENTATION.*—Not later than 1 year after re-  
15 ceiving recommendations outlined in the report under sub-  
16 section (f), the Administrator may take such action, as ap-  
17 propriate, to implement such recommendations.

18           (h) *SUNSET.*—The working group shall terminate on  
19 October 1, 2028.

20 **SEC. 412. FRONTLINE MANAGER WORKLOAD STUDY.**

21           (a) *IN GENERAL.*—Not later than 2 years after the  
22 date of enactment of this Act, the Administrator shall con-  
23 duct a study on frontline manager workload challenges in  
24 air traffic control facilities.



1           (b) *CONSIDERATIONS.*—*In conducting the study re-*  
2 *quired under subsection (a), the Administrator may—*

3                   (1) *consider—*

4                           (A) *workload challenges including—*

5                                   (i) *the tasks expected to be performed*  
6 *by frontline managers, including employee*  
7 *development, management, and counseling;*

8                                   (ii) *the number of supervisory posi-*  
9 *tions of operations requiring watch coverage*  
10 *in each air traffic control facility;*

11                                  (iii) *the complexity of traffic and man-*  
12 *agerial responsibilities; and*

13                                  (iv) *proficiency and training require-*  
14 *ments;*

15                           (B) *facility type;*

16                           (C) *facility staffing levels; and*

17                           (D) *any other factors as the Administrator*  
18 *considers appropriate; and*

19                   (2) *describe recommendations for updates to the*  
20 *Frontline Manager’s Quick Reference Guide that re-*  
21 *flect current operational standards.*

22           (c) *BRIEFING.*—*Not later than 3 years after the date*  
23 *of enactment of this Act, the Administrator shall brief the*  
24 *appropriate committees of Congress on the results of the*  
25 *study conducted under subsection (a).*

1 **SEC. 413. MEDICAL PORTAL MODERNIZATION TASK GROUP.**

2       (a) *ESTABLISHMENT.*—Not later than 120 days after  
3 the working group pursuant to section 411 is established,  
4 the co-chairs of such working group shall establish a med-  
5 ical portal modernization task group (in this section re-  
6 ferred to as the “task group”) to evaluate the user interface  
7 and information sharing capabilities of an online medical  
8 portal administered by the FAA.

9       (b) *COMPOSITION.*—The co-chairs of the working group  
10 provided for in section 411 shall appoint—

11           (1) a Chair of the task group; and

12           (2) members of the task group from among the  
13 members of the working group appointed by the Ad-  
14 ministrator under section 411(b).

15       (c) *ASSESSMENT; RECOMMENDATIONS.*—The task  
16 group shall, at a minimum, assess and evaluate the capa-  
17 bilities of any such medical portal and provide rec-  
18 ommendations to improve the following:

19           (1) The cybersecurity protections and protocols of  
20 any such medical portal, including the secure ex-  
21 change of health information and records between  
22 Aviation Medical Examiners and pilots, or their des-  
23 ignee, including the ability for airmen to submit ad-  
24 ditional information requested by the Administrator.

25           (2) The status of an airman’s medical applica-  
26 tion and the disclosure of how long an airman can

1        *expect to wait for a final determination to be issued*  
2        *by the Administrator.*

3            *(3) The disclosure of the name and contact infor-*  
4        *mation of the Administrator's representative man-*  
5        *aging an airman's case so that an Aviation Medical*  
6        *Examiner has a point of contact within the Adminis-*  
7        *tration who is familiar with an airman's applica-*  
8        *tion.*

9            *(d) CONSULTATION.—In carrying out the duties de-*  
10       *scribed in subsection (c), the task group may consult with*  
11       *cybersecurity experts and individuals with a knowledge of*  
12       *securing electronic health care transactions.*

13           *(e) REPORT.—Not later than 1 year after the date of*  
14       *the establishment of the task group, the task group shall sub-*  
15       *mit to the Administrator and the appropriate committees*  
16       *of Congress a report detailing activities and recommenda-*  
17       *tions of the task group.*

18           *(f) IMPLEMENTATION.—Not later than 1 year after re-*  
19       *ceiving the report described in subsection (e), the Adminis-*  
20       *trator may take such action as may be necessary to imple-*  
21       *ment recommendations of the task group to improve any*  
22       *such medical portal.*

1 **SEC. 414. STUDY OF HIGH SCHOOL AVIATION MAINTENANCE TRAINING PROGRAMS.**  
2

3 (a) *IN GENERAL.*—Not later than 1 year after the date  
4 of enactment of this Act, the Comptroller General shall ini-  
5 tiate a study to assess high school aviation maintenance  
6 technician programs and identify any barriers for grad-  
7 uates of such programs with respect to—

8 (1) *pursuing post-secondary or vocational aca-*  
9 *demie training at an FAA-approved aviation mainte-*  
10 *nance technician school; or*

11 (2) *obtaining the training and experience nec-*  
12 *essary to become an FAA-certificated mechanic*  
13 *through on-the-job training or alternative pathways.*

14 (b) *CONTENTS.*—The study required under subsection  
15 (a) shall assess the following:

16 (1) *The number of high school aviation mainte-*  
17 *nance programs in the United States and the typical*  
18 *career outcomes for graduates of such programs.*

19 (2) *The extent to which such programs offer cur-*  
20 *ricula that align with FAA mechanic Airman Certifi-*  
21 *cation Standards.*

22 (3) *The number of such programs that partner*  
23 *with FAA-approved aviation maintenance technician*  
24 *schools (as described in part 147 of title 14, Code of*  
25 *Federal Regulations).*

1           (4) *The level of engagement between the FAA and*  
2           *high school aviation maintenance programs with re-*  
3           *spect to developing curricula to build the foundational*  
4           *knowledge and skills necessary for a student to attain*  
5           *FAA mechanic certification and associated ratings.*

6           (5) *Barriers to accessing the general knowledge*  
7           *test described in section 65.71(a)(3) of title 14, Code*  
8           *of Federal Regulations.*

9           (6) *The applicability of all FAA regulations and*  
10          *policies in effect on the day before the date of enact-*  
11          *ment of this Act as such regulations and policies*  
12          *apply to student enrollees of high school aviation*  
13          *maintenance programs and whether such regulations*  
14          *or policies pose any barriers to students interested in*  
15          *pursuing a career in the field of aviation mainte-*  
16          *nance.*

17          (c) *REPORT.*—*Not later than 2 years after the comple-*  
18          *tion of the study required under this section, the Comp-*  
19          *troller General shall provide to the Administrator and the*  
20          *appropriate committees of Congress a report on the findings*  
21          *of such study, including recommendations for any legisla-*  
22          *tive and administrative actions as the Comptroller General*  
23          *determines appropriate.*

1 **SEC. 415. IMPROVED ACCESS TO AIR TRAFFIC CONTROL**  
2 **SIMULATION TRAINING.**

3 (a) *IN GENERAL.*—*The Administrator shall continue*  
4 *making tower simulator systems (in this section referred to*  
5 *as “TSS”) more accessible to all air traffic controller spe-*  
6 *cialists assigned to an air traffic control tower of the FAA*  
7 *(in this section referred to as an “ATCT”), regardless of*  
8 *facility assignment.*

9 (b) *CLOUD-BASED VISUAL DATABASE AND SOFTWARE*  
10 *SYSTEM.*—*Not later than 30 months after the date of enact-*  
11 *ment of this Act, the Administrator shall develop and im-*  
12 *plement a cloud-based visual database and software system*  
13 *that is compatible with existing and future TSS that, at*  
14 *a minimum, includes—*

15 (1) *the unique runway layout, approach paths,*  
16 *and lines of sight of every ATCT; and*

17 (2) *specifications that meet all applicable data*  
18 *security requirements.*

19 (c) *TSS UPGRADES.*—*Not later than 2 years after the*  
20 *date of enactment of this Act, the Administrator shall up-*  
21 *grade existing, permanent TSS so that the TSS is, at a*  
22 *minimum, capable of—*

23 (1) *securely and quickly downloading data from*  
24 *the cloud-based visual database and software system*  
25 *described in subsection (b); and*

1           (2) *running scenarios for each ATCT involving*  
2           *differing levels of air traffic volume and varying com-*  
3           *plexities, including, aircraft emergencies, rapidly*  
4           *changing weather, issuance of safety alerts, special air*  
5           *traffic procedures for events of national or inter-*  
6           *national significance, and recovering from unforeseen*  
7           *events or losses of separation.*

8           (d) *MOBILE TSS.—Not later than 4 years after the*  
9           *date of enactment of this Act, the Administrator shall ac-*  
10           *quire and implement mobile TSS at each ATCT that is*  
11           *without an existing, permanent TSS so that the mobile TSS*  
12           *is capable of, at a minimum, the capabilities described in*  
13           *paragraphs (1) and (2) of subsection (c).*

14           (e) *COLLABORATION.—In carrying out this section, the*  
15           *Administrator may collaborate with the exclusive bar-*  
16           *gaining representative of air traffic controllers certified*  
17           *under section 7111 of title 5, United States Code.*

18           **SEC. 416. AIR TRAFFIC CONTROLLER INSTRUCTOR RE-**  
19           **CRUITMENT, HIRING, AND RETENTION.**

20           (a) *IN GENERAL.—No later than 270 days after the*  
21           *date of enactment of this Act, the Administrator shall ini-*  
22           *tiate a study examining the recruitment, hiring, and reten-*  
23           *tion of air traffic controller instructors and the projected*  
24           *number of instructors needed to maintain the safety of the*

1 *national airspace system over a 5-year period beginning*  
2 *with fiscal year 2025.*

3 (b) *CONTENTS.—The Administrator shall include in*  
4 *the study required under subsection (a) the following:*

5 (1) *An examination of projected instructor staff-*  
6 *ing targets, including the number of on-the-job in-*  
7 *structors needed for the instruction and training of*  
8 *Certified Professional Controllers (in this section re-*  
9 *ferred to as “CPCs”) in training.*

10 (2) *An analysis on whether involving additional*  
11 *retired CPCs as instructors, including for classroom*  
12 *training, would produce improvements in air traffic*  
13 *controller instruction and training.*

14 (3) *Recommendations on how and where to uti-*  
15 *lize retired CPCs.*

16 (4) *The effect on the ability of active CPCs to*  
17 *carry out on-the-job duties, other than instruction,*  
18 *and any related efficiencies if additional retired CPCs*  
19 *were involved as instructors.*

20 (5) *The known vulnerabilities, as categorized by*  
21 *FAA Air Traffic Organization regions, in cases in*  
22 *which the FAA requires CPCs to provide instruction*  
23 *and training to CPCs in training is a significant*  
24 *burden on FAA air traffic controller staffing levels.*



1       (c) *DEADLINE.*—Not later than 2 years after the date  
2 on which the Administrator initiates the study required  
3 under subsection (a), the Administrator shall brief the ap-  
4 propriate committees of Congress on the results of the study  
5 and any actions that may be taken by the Administrator  
6 based on such results.

7 **SEC. 417. ENSURING HIRING OF AIR TRAFFIC CONTROL**  
8                   **SPECIALISTS IS BASED ON ASSESSMENT OF**  
9                   **JOB-RELEVANT APTITUDES.**

10       (a) *REVIEW OF THE AIR TRAFFIC SKILLS ASSESS-*  
11 *MENT.*—Not later than 180 days after the date of enactment  
12 of this Act, the Administrator shall review and revise, if  
13 necessary, the Air Traffic Skills Assessment (in this section  
14 referred to as the “AT–SA”) administered to air traffic con-  
15 troller applicants described in clauses (ii) and (iii) of sec-  
16 tion 44506(f)(1)(B) of title 49, United States Code, in ac-  
17 cordance with the following requirements, the Adminis-  
18 trator shall:

19               (1) *Evaluate all questions on the AT–SA and de-*  
20 *termine whether a peer-reviewed job analysis that en-*  
21 *sures all questions test job-relevant aptitudes would*  
22 *result in improvements in the air traffic control spe-*  
23 *cialist workforce training and hiring process.*

1           (2) *Assess the assumptions and methodologies*  
2           *used to develop the AT–SA, the job-relevant aptitudes*  
3           *measured, and the scoring process for the assessment.*

4           (3) *Assess whether any other revisions to the AT–*  
5           *SA are necessary to enhance the air traffic control*  
6           *specialist workforce training and hiring process.*

7           (b) *DOT INSPECTOR GENERAL REPORT.—Not later*  
8           *than 180 days after the completion of the review and any*  
9           *necessary revision of the AT–SA required under subsection*  
10           *(a), the inspector general of the Department of Transpor-*  
11           *tation shall submit to the Administrator, the appropriate*  
12           *committees of Congress, and, upon request, to any member*  
13           *of Congress, a report that assesses the AT–SA and any ap-*  
14           *plicable revisions, a description of any associated actions*  
15           *taken by the Administrator, and any other recommenda-*  
16           *tions to address the results of the report.*

17           **SEC. 418. PILOT PROGRAM TO PROVIDE VETERANS WITH**  
18                                    **PILOT TRAINING SERVICES.**

19           (a) *IN GENERAL.—The Secretary, in consultation with*  
20           *the Secretary of Education and the Secretary of Veterans*  
21           *Affairs, shall establish a pilot program to provide grants*  
22           *to eligible entities to provide pilot training activities and*  
23           *related education to support a pathway for veterans to be-*  
24           *come commercial aviators.*

1       (b) *ELIGIBLE ENTITY.*—*In this section, the term “eli-*  
2 *gible entity” means a pilot school or provisional pilot school*  
3 *that—*

4           (1) *holds an Air Agency Certificate under part*  
5 *141 of title 14, Code of Federal Regulations; and*

6           (2) *has an established employment pathway with*  
7 *at least 1 air carrier operating under part 121 or 135*  
8 *of title 14, Code of Federal Regulations.*

9       (c) *PRIORITY APPLICATION.*—*In selecting eligible enti-*  
10 *ties under this section, the Secretary shall prioritize eligible*  
11 *entities that meet the following criteria:*

12           (1) *An eligible entity accredited (as defined in*  
13 *section 61.1 of title 14, Code of Federal Regulations)*  
14 *by an accrediting agency recognized by the Secretary*  
15 *of Education.*

16           (2) *An eligible entity that holds a letter of au-*  
17 *thorization issued in accordance with section 61.169*  
18 *of title 14, Code of Federal Regulations.*

19       (d) *USE OF FUNDS.*—*Amounts from a grant received*  
20 *by an eligible entity under the pilot program established*  
21 *under subsection (a) shall be used for the following:*

22           (1) *Administrative costs related to implementa-*  
23 *tion of the program described in subsection (a) not to*  
24 *exceed 5 percent of the amount awarded.*

1           (2) *To provide guidance and pilot training serv-*  
2           *ices, including tuition and flight training fees for vet-*  
3           *erans enrolled with an eligible entity, to support such*  
4           *veterans in obtaining any of the following pilot cer-*  
5           *tificates and ratings:*

6                   (A) *Private pilot certificate with airplane*  
7                   *single-engine or multi-engine ratings.*

8                   (B) *Instrument rating.*

9                   (C) *Commercial pilot certificate with air-*  
10                  *plane single-engine or multi-engine ratings.*

11                  (D) *Multi-engine rating.*

12                  (E) *Certificated flight instructor single-en-*  
13                  *gine certificate, if applicable to the degree sought.*

14                  (F) *Certificated flight instructor multi-en-*  
15                  *gine certificate, if applicable to the degree sought.*

16                  (G) *Certificated flight instructor instrument*  
17                  *certificate, if applicable to the degree sought.*

18           (3) *To provide educational materials, training*  
19           *materials, and equipment to support pilot training*  
20           *activities and related education for veterans enrolled*  
21           *with the eligible entity.*

22           (4) *To provide periodic reports to the Secretary*  
23           *on use of the grant funds, including documentation of*  
24           *training completion of the certificates and ratings de-*

1       scribed in subparagraphs (A) through (G) of para-  
2       graph (2).

3       (e) *AWARD AMOUNT LIMIT.*—An award granted to an  
4       eligible entity shall not exceed more than \$750,000 in any  
5       given fiscal year.

6       (f) *APPROPRIATIONS.*—To carry out this section, there  
7       is authorized to be appropriated \$5,000,000 for each of fis-  
8       cal years 2025 through 2028.

9       **SEC. 419. PROVIDING NON-FEDERAL WEATHER OBSERVER**  
10       **TRAINING TO AIRPORT PERSONNEL.**

11       *The Administrator may take such actions as are nec-*  
12       *essary to provide training that is easily accessible and*  
13       *streamlined for airport personnel to become certified as*  
14       *non-Federal weather observers so that such personnel can*  
15       *manually provide weather observations in any case in*  
16       *which automated surface observing systems and automated*  
17       *weather observing systems experience outages and errors to*  
18       *ensure operational safety at airports.*

19       **SEC. 420. PROHIBITION OF REMOTE DISPATCHING.**

20       (a) *AMENDMENTS TO PROHIBITION.*—

21               (1) *IN GENERAL.*—Section 44711(a) of title 49,  
22       *United States Code, is amended—*

23                       (A) *in paragraph (9) by striking “or” after*  
24       *the semicolon;*

1           (B) by redesignating paragraph (10) as  
2           paragraph (11); and

3           (C) by inserting after paragraph (9) the fol-  
4           lowing:

5           “(10) work as an aircraft dispatcher outside of  
6           a physical location designated as a dispatching center  
7           or flight following center of an air carrier, except as  
8           provided under section 44747; or”.

9           (2) *REGULATIONS.*—Not later than 1 year after  
10          the date of enactment of this Act, the Administrator  
11          shall issue regulations requiring persons to comply  
12          with section 44711(a)(10) of title 49, United States  
13          Code (as added by paragraph (1)).

14          (b) *AIRCRAFT DISPATCHING.*—

15           (1) *IN GENERAL.*—Chapter 447 of title 49,  
16          United States Code, is further amended by adding at  
17          the end the following:

18          “**§ 44748. Aircraft dispatching**

19           “(a) *AIRCRAFT DISPATCHING CERTIFICATE.*—No per-  
20          son may serve as an aircraft dispatcher for an air carrier  
21          unless such person holds the appropriate aircraft dispatcher  
22          certificate issued by the Administrator of the Federal Avia-  
23          tion Administration.

24           “(b) *PROOF OF CERTIFICATION.*—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 certificate,*  
3 *and is performing dispatching, shall present the certificate*  
4 *for inspection.*

5       “(c) *DISPATCH CENTERS AND FLIGHT FOLLOWING*  
6 *CENTERS.*—

7               “(1) *ESTABLISHMENT.*—*Each air carrier shall*  
8 *establish and maintain sufficient dispatch centers and*  
9 *flight following centers necessary to maintain oper-*  
10 *ational control of each flight of the air carrier at all*  
11 *times.*

12               “(2) *REQUIREMENTS.*—*An air carrier shall en-*  
13 *sure that each dispatch center and flight following*  
14 *center of the air carrier—*

15                       “(A) *has a sufficient number of aircraft dis-*  
16 *patchers on duty at the dispatch center or flight*  
17 *following center to ensure proper operational*  
18 *control of each flight of the air carrier at all*  
19 *times;*

20                       “(B) *has the necessary equipment, in good*  
21 *repair, to maintain proper operational control of*  
22 *each flight of the air carrier at all times; and*

23                       “(C) *includes the presence of physical secu-*  
24 *rity and cybersecurity protections to prevent un-*  
25 *authorized access to the dispatch center or flight*

1           *following center or to the operations of either*  
2           *such center.*

3           “(d) *PROHIBITION.*—

4                 “(1) *IN GENERAL.*—*Except as provided in para-*  
5                 *graph (2), an air carrier may not dispatch aircraft*  
6                 *from any location other than the dispatch center or*  
7                 *flight following center of the air carrier.*

8                 “(2) *EMERGENCY AUTHORITY.*—*In the event of*  
9                 *an emergency or other event that renders a dispatch*  
10                 *center or a flight following center inoperable, an air*  
11                 *carrier may dispatch aircraft from a location other*  
12                 *than the dispatch center or flight following center of*  
13                 *the air carrier for a period of time not to exceed 14*  
14                 *consecutive days per location without approval of the*  
15                 *Administrator.”.*

16                 “(2) *CLERICAL AMENDMENT.*—*The analysis for*  
17                 *chapter 447 of such title is further amended by add-*  
18                 *ing at the end the following:*

          “44748. *Aircraft dispatching.*”.

19   **SEC. 421. CREWMEMBER PUMPING GUIDANCE.**

20           “(a) *IN GENERAL.*—*Not later than 180 days after the*  
21           *date of enactment of this Act, the Administrator shall issue*  
22           *guidance to part 121 air carriers relating to the expression*  
23           *of milk by crewmembers on an aircraft during noncritical*  
24           *phases of flight, consistent with the performance of the crew-*  
25           *member’s duties aboard the aircraft. The guidance shall be*



1 *equally applicable to any lactating crewmember. In devel-*  
2 *oping the guidance, the Administrator shall—*

3 *(1) consider multiple methods of expressing*  
4 *breast milk that could be used by crewmembers, in-*  
5 *cluding the use of wearable lactation technology; and*

6 *(2) ensure the guidance will not require an air*  
7 *carrier or foreign air carrier to incur significant ex-*  
8 *pense, such as through—*

9 *(A) the addition of an extra crewmember in*  
10 *response to providing a break;*

11 *(B) removal or retrofitting of seats on the*  
12 *aircraft; or*

13 *(C) modification or retrofitting of an air-*  
14 *craft.*

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

16 *(1) CREWMEMBER.—The term “crewmember”*  
17 *has the meaning given such term in section 1.1 of*  
18 *title 14, Code of Federal Regulations.*

19 *(2) CRITICAL PHASES OF FLIGHT.—The term*  
20 *“critical phases of flight” has the meaning given such*  
21 *term in section 121.542 of title 14, Code of Federal*  
22 *Regulations.*

23 *(3) PART 121.—The term “part 121” means part*  
24 *121 of title 14, Code of Federal Regulations.*

1       (c) *AVIATION SAFETY.*—Nothing in this section shall  
 2 limit the authority of the Administrator relating to avia-  
 3 tion safety under subtitle VII of title 49, United States  
 4 Code.

5 **SEC. 422. GAO STUDY AND REPORT ON EXTENT AND EF-**  
 6                   **FECTS OF COMMERCIAL AVIATION PILOT**  
 7                   **SHORTAGE ON REGIONAL/COMMUTER CAR-**  
 8                   **RIERS.**

9       (a) *STUDY.*—The Comptroller General shall conduct a  
 10 study to identify the extent and effects of the commercial  
 11 aviation pilot shortage on regional/commuter carriers (as  
 12 such term is defined in section 41719(d) of title 49, United  
 13 States Code).

14       (b) *REPORT.*—Not later than 12 months after the date  
 15 of enactment of this Act, the Comptroller General shall sub-  
 16 mit to the appropriate committees of Congress a report con-  
 17 taining the results of the study conducted under subsection  
 18 (a), including recommendations for such legislation and ad-  
 19 ministrative action as the Comptroller General determines  
 20 appropriate.

1 **SEC. 423. REPORT ON IMPLEMENTATION OF RECOMMENDA-**  
2 **TIONS OF FEDERAL AVIATION ADMINISTRA-**  
3 **TION YOUTH ACCESS TO AMERICAN JOBS IN**  
4 **AVIATION TASK FORCE.**

5 *Not later than 2 years after the date of enactment of*  
6 *this Act, the Secretary, acting through the Administrator,*  
7 *shall submit to the appropriate committees of Congress a*  
8 *report on the implementation of the following recommenda-*  
9 *tions of the Youth Access to American Jobs in Aviation*  
10 *Task Force of the FAA established under section 602 of the*  
11 *FAA Reauthorization Act of 2018 (Public Law 115–254):*

12 *(1) Improve information access about careers in*  
13 *aviation and aerospace.*

14 *(2) Collaboration across regions of the FAA on*  
15 *outreach and workforce development programs.*

16 *(3) Increase opportunities for mentoring, pre-ap-*  
17 *prenticeships, and apprenticeships in aviation.*

18 **SEC. 424. SENSE OF CONGRESS ON IMPROVING UNMANNED**  
19 **AIRCRAFT SYSTEM STAFFING AT FAA.**

20 *It is the sense of Congress that the Administrator*  
21 *should leverage the Unmanned Aircraft System Collegiate*  
22 *Training Initiative to address any staffing challenges and*  
23 *skills gaps within the FAA to support efforts to facilitate*  
24 *the safe integration of unmanned aircraft systems and other*  
25 *new airspace entrants into the national airspace system.*

1 **SEC. 425. JOINT AVIATION EMPLOYMENT TRAINING WORK-**  
2 **ING GROUP.**

3 (a) *ESTABLISHMENT.*—Not later than 120 days after  
4 the date of enactment of this Act, the Secretary shall estab-  
5 lish an interagency working group (in this section referred  
6 to as the “working group”) to advise the Secretary and the  
7 Secretary of Defense on matters and policies related to in-  
8 creasing awareness of the eligibility, training, and experi-  
9 ence requirements needed to become an FAA-certified or a  
10 military-covered aviation professional in order to improve  
11 career transitions between the military and civilian  
12 workforces.

13 (b) *MEMBERSHIP.*—

14 (1) *IN GENERAL.*—The working group shall con-  
15 sist of—

16 (A) 2 co-chairs described in paragraph (2);

17 (B) not less than 6 representatives of the  
18 FAA, to be appointed by the co-chair described  
19 in paragraph (2)(A); and

20 (C) not less than 1 representative of each  
21 component of the armed forces (as such term is  
22 defined in section 101 of title 10, United States  
23 Code), to be appointed by the co-chair described  
24 in paragraph (2)(B).

25 (2) *CO-CHAIRS.*—The working group shall be co-  
26 chaired by—

1           (A) a representative of the Department of  
2           Transportation, to be appointed by the Sec-  
3           retary; and

4           (B) a representative of the Department of  
5           Defense, to be appointed by the Secretary of De-  
6           fense.

7           (c) *ACTIVITIES.*—The working group shall—

8           (1) evaluate and compare all eligibility, train-  
9           ing, and experience requirements for individuals in-  
10          terested in becoming FAA-certified, or serving in the  
11          armed forces, as covered aviation professionals, in-  
12          cluding agency policies, guidance, and orders affect-  
13          ing covered aviation professionals;

14          (2) identify challenges that inhibit recruitment,  
15          training, and retention within the respective  
16          workforces of such professionals;

17          (3) assess methods to improve outreach, engage-  
18          ment, and awareness of eligibility, training, and ex-  
19          perience requirements needed to enter careers of cov-  
20          ered aviation professionals;

21          (4) consult with representatives from nonprofit  
22          organizations supporting veterans and representatives  
23          from aviation industry organizations representing  
24          covered aviation professionals in the development of

1       *recommendations required pursuant to subsection*  
2       *(d)(2)(B); and*

3             (5) *identify opportunities for increased inter-*  
4       *agency information sharing across workforces on mat-*  
5       *ters related to certification pathways, including*  
6       *knowledge testing, affecting covered aviation profes-*  
7       *sionals.*

8       *(d) INITIAL REPORT TO CONGRESS.—*

9             (1) *IN GENERAL.—Not later than 1 year after*  
10       *the date on which the Secretary establishes the work-*  
11       *ing group, the working group shall submit to the cov-*  
12       *ered committees of Congress an initial report on the*  
13       *activities of the working group.*

14            (2) *CONTENTS.—The report required under*  
15       *paragraph (1) shall include—*

16                (A) *a detailed description of the findings of*  
17       *the working group pursuant to the activities re-*  
18       *quired under subsection (c), including feedback*  
19       *offered by representatives described in subsection*  
20       *(c)(4); and*

21                (B) *recommendations for regulatory, policy,*  
22       *or legislative action to improve awareness of the*  
23       *eligibility, training, and experience requirements*  
24       *needed to become FAA-certified or military-cov-*

1            *ered aviation professionals across the civilian*  
2            *and military workforces.*

3            *(e) ANNUAL REPORTING.—Not later than 1 year after*  
4 *the date on which the working group submits the initial*  
5 *report under subsection (d), and annually thereafter, the*  
6 *working group shall submit to the covered committees of*  
7 *Congress a report—*

8            *(1) describing the continued activities of the*  
9            *working group;*

10           *(2) describing any progress made by the Sec-*  
11 *retary or Secretary of Defense in implementing the*  
12 *recommendations described in subsection (d)(2)(B);*  
13 *and*

14           *(3) containing any other recommendations the*  
15 *working group may have with respect to efforts to im-*  
16 *prove the employment and training of covered avia-*  
17 *tion professionals in the civilian and military*  
18 *workforces.*

19           *(f) SUNSET.—The working group shall terminate on*  
20 *the date that is 4 years after the date on which the working*  
21 *group submits the initial report to Congress pursuant to*  
22 *subsection (d).*

23           *(g) DEFINITIONS.—In this section:*

24           *(1) COVERED COMMITTEES OF CONGRESS.—The*  
25 *term “covered committees of Congress” means—*

1           (A) *the Committee on Armed Services of the*  
2           *House of Representatives;*

3           (B) *the Committee on Armed Services of the*  
4           *Senate;*

5           (C) *the Committee on Transportation and*  
6           *Infrastructure of the House of Representatives;*  
7           *and*

8           (D) *the Committee on Commerce, Science,*  
9           *and Transportation of the Senate.*

10          (2) *COVERED AVIATION PROFESSIONAL.—The*  
11          *term “covered aviation professional” means—*

12               (A) *an airman;*

13               (B) *an aircraft maintenance and repair*  
14               *technician;*

15               (C) *an air traffic controller; and*

16               (D) *any other aviation-related professional*  
17               *that has comparable tasks and duties across the*  
18               *civilian and military workforces, as determined*  
19               *jointly by the co-chairs of the working group.*

20          **SEC. 426. MILITARY AVIATION MAINTENANCE TECHNICIANS**

21                       **RULE.**

22               (a) *STREAMLINED CERTIFICATION FOR ELIGIBLE*  
23               *MILITARY MAINTENANCE TECHNICIANS.—*

24                       (1) *RULEMAKING.—Not later than 18 months*  
25                       *after the date of enactment of this Act, the Adminis-*



1        *trator shall issue a notice of proposed rulemaking to*  
2        *revise part 65 of title 14, Code of Federal Regula-*  
3        *tions, to—*

4                *(A) create a military mechanic written*  
5                *competency test that addresses gaps between*  
6                *military and civilian experience; and*

7                *(B) develop, as necessary, a relevant Air-*  
8                *man Certification Standard to qualify eligible*  
9                *military maintenance technicians for a civilian*  
10               *mechanic certificate with airframe or powerplant*  
11               *ratings.*

12               *(2) CONSIDERATION.—In carrying out para-*  
13               *graph (1), the Administrator shall evaluate and con-*  
14               *sider—*

15               *(A) whether to allow a certificate of eligi-*  
16               *bility from the Joint Services Aviation Mainte-*  
17               *nance Technician Certification Council (in this*  
18               *section referred to as the “JSAMTCC”) evidenc-*  
19               *ing completion of a training curriculum for any*  
20               *rating sought to serve as a substitute to fulfill the*  
21               *requirement under such part 65 for oral and*  
22               *practical tests administered by a designated me-*  
23               *chanic examiner for eligible military mainte-*  
24               *nance technicians;*

1           (B) aeronautical knowledge subject areas  
2           contained in the Aviation Mechanic General,  
3           Airframe, and Powerplant Airman Certification  
4           Standards as described in section 65.75 of title  
5           14, Code of Federal Regulations, as appropriate,  
6           to the rating sought; and

7           (C) any applicable recommendations by the  
8           Aviation Rulemaking Advisory Committee Air-  
9           man Certification System Working Group.

10       (b) *EXPANSION OF TESTING LOCATIONS.*—Not later  
11       than 1 year after the date of enactment of this Act, the Ad-  
12       ministrators, in consultation with the Secretary of Defense  
13       and the Secretary of Homeland Security, shall determine—

14           (1) whether an expansion of the number of active  
15           testing locations operated within military installation  
16           testing centers would increase access to testing; and

17           (2) how to implement such expansion, if appro-  
18           priate.

19       (c) *OUTREACH AND AWARENESS.*—Not later than 1  
20       year after the date of enactment of this Act, the Adminis-  
21       trator, in coordination with the Secretary of Defense, the  
22       Secretary of Veterans Affairs, and the Secretary of Home-  
23       land Security, shall develop a plan to increase outreach and  
24       awareness regarding services made available by the  
25       JSAMTCC and how such services can assist in facilitating

1 *the transition between military and civilian aviation main-*  
2 *tenance careers.*

3 (d) *BRIEFINGS.*—

4 (1) *INITIAL BRIEFING.*—*Not later than 180 days*  
5 *after the date on which the Administrator develops the*  
6 *outreach and awareness plan pursuant to subsection*  
7 *(c), the Administrator shall provide to the Committee*  
8 *on Commerce, Science, and Transportation and the*  
9 *Committee on Veterans' Affairs of the Senate and the*  
10 *Committee on Transportation and Infrastructure and*  
11 *the Committee on Veterans' Affairs of the House of*  
12 *Representatives a briefing on the activities planned to*  
13 *implement the outreach and awareness plan.*

14 (2) *PERIODIC BRIEFING.*—*Not later than 2 years*  
15 *after the date of enactment of this Act, and 2 years*  
16 *thereafter, the Administrator shall provide to the*  
17 *Committee on Commerce, Science, and Transpor-*  
18 *tation and the Committee on Veterans' Affairs of the*  
19 *Senate and the Committee on Transportation and In-*  
20 *frastructure and the Committee on Veterans' Affairs*  
21 *of the House of Representatives a briefing on any*  
22 *rulemaking activities carried out pursuant to sub-*  
23 *section (a), including a timeline for the issuance of a*  
24 *final rule.*

1           (e) *ELIGIBLE MILITARY MAINTENANCE TECHNICIAN*  
2 *DEFINED.*—*For purposes of this section, the term “eligible*  
3 *military maintenance technician” means an individual*  
4 *who—*

5           (1) *has been a maintenance technician during*  
6 *service in the armed forces who was honorably dis-*  
7 *charged or has retired from the armed forces (as de-*  
8 *finied in section 101 of title 10, United States Code);*

9           (2) *presents an official record of service in the*  
10 *armed forces confirming that the individual has been*  
11 *a military aviation maintenance technician, holding*  
12 *an appropriate Military Occupational Specialty*  
13 *Code, as determined by the Administrator, in coordi-*  
14 *nation with the Secretary of Defense; and*

15           (3) *presents documentary evidence of experience*  
16 *in accordance with the requirements under section*  
17 *65.77 of title 14, Code of Federal Regulations.*

18 **SEC. 427. CREWMEMBER SELF-DEFENSE TRAINING.**

19           *Section 44918 of title 49, United States Code, is*  
20 *amended—*

21           (1) *in subsection (a) by—*

22                   (A) *in paragraph (1) by inserting “and un-*  
23 *ruly passenger behavior” before the period at the*  
24 *end;*

25                   (B) *in paragraph (2)—*

1                   (i) by striking subparagraph (A) and  
2                   inserting the following:

3                   “(A) Recognize suspicious behavior and ac-  
4                   tivities and determine the seriousness of any oc-  
5                   currence of such behavior and activities.”;

6                   (ii) by striking subparagraph (H) and  
7                   inserting the following:

8                   “(H) De-escalation training based on rec-  
9                   ommendations issued by the Air Carrier Train-  
10                  ing Aviation Rulemaking Committee.”;

11                  (iii) by redesignating subparagraphs  
12                  (I) and (J) as subparagraphs (J) and (K),  
13                  respectively; and

14                  (iv) by inserting after subparagraph  
15                  (H) the following:

16                  “(I) Methods to subdue and restrain an ac-  
17                  tive attacker.”;

18                  (C) by striking paragraph (4) and inserting  
19                  the following:

20                  “(4) *MINIMUM STANDARDS.*—Not later than 180  
21                  days after the date of enactment of the *FAA Reau-*  
22                  *thorization Act of 2024*, the Administrator of the  
23                  *Transportation Security Administration*, in consulta-  
24                  tion with the *Federal Air Marshal Service* and the

1       *Aviation Security Advisory Committee, shall establish*  
2       *minimum standards for—*

3               “(A) *the training provided under this sub-*  
4               *section and any for recurrent training; and*

5               “(B) *the individuals or entities providing*  
6               *such training.*”; and

7               (D) *in paragraph (6)—*

8                       (i) *in the first sentence—*

9                               (I) *by inserting “and the Federal*  
10                               *Air Marshal Service” after “consulta-*  
11                               *tion with the Administrator”;*

12                               (II) *by striking “and periodically*  
13                               *shall” and inserting “and shall peri-*  
14                               *odically”;* and

15                               (III) *by inserting “based on*  
16                               *changes in the potential or actual*  
17                               *threat conditions” before the period at*  
18                               *the end; and*

19                       (ii) *in the third sentence by inserting*  
20                       *“, including self-defense training expertise*  
21                       *and experience” before the period at the end;*  
22                       *and*

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

1           (A) in paragraph (4) by striking “Neither”  
2           and inserting “Except as provided in paragraph  
3           (8), neither”; and

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

5           “(8) AIR CARRIER ACCOMMODATION.—An air  
6           carrier with a crew member participating in the  
7           training program under this subsection shall provide  
8           a process through which each such crew member may  
9           obtain reasonable accommodations.”.

10 **SEC. 428. DIRECT-HIRE AUTHORITY UTILIZATION.**

11           (a) IN GENERAL.—The Administrator shall utilize di-  
12           rect hire authorities (as such authorities existed on the day  
13           before the date of enactment of this Act) to hire individuals  
14           on a non-competitive basis for positions related to aircraft  
15           certification and aviation safety. In utilizing such authori-  
16           ties, the Administrator shall take into consideration any  
17           staffing gaps in the safety workforce of the FAA, including  
18           in positions supporting the safe integration of unmanned  
19           aircraft systems and other new airspace entrants.

20           (b) CONGRESSIONAL BRIEFING.—Not later than 180  
21           days after the date of enactment of this Act, and annually  
22           thereafter through 2028, the Administrator shall brief the  
23           appropriate committees of Congress on the—

24                   (1) utilization of the Administrator’s direct-hire  
25           authorities described in subsection (a);

1           (2) *utilization of the Administrator’s direct-hire*  
2           *authorities with respect to the Unmanned Aircraft*  
3           *System Collegiate Training Initiative of the FAA;*  
4           *and*

5           (3) *number of employees hired as a result of the*  
6           *utilization of such authorities by the Administrator,*  
7           *the relevant lines of business or offices in which such*  
8           *employees were hired, and the occupational series of*  
9           *the positions filled.*

10 **SEC. 429. FAA WORKFORCE REVIEW AUDIT.**

11           (a) *IN GENERAL.*—*Not later than 90 days after the*  
12           *date of enactment of this Act, the inspector general of the*  
13           *Department of Transportation shall initiate an audit of*  
14           *any FAA workforce plans completed during the 5 fiscal*  
15           *years preceding the fiscal year in which such audit is initi-*  
16           *ated related to occupations the agency relies on to accom-*  
17           *plish its aviation safety mission.*

18           (b) *CONTENTS.*—*In conducting the audit under sub-*  
19           *section (a), the inspector general shall—*

20                   (1) *identify whether any safety-critical positions*  
21                   *have not been reviewed within the period specified in*  
22                   *subsection (a);*

23                   (2) *assess staffing levels and workforce retention*  
24                   *trends relating to safety-critical occupations within*  
25                   *all offices of the FAA that support such services;*



1           (3) review FAA workforce gaps in safety-critical  
2           and senior positions, including the average vacancy  
3           period of such positions during the most recent fiscal  
4           year in the period specified in subsection (a);

5           (4) evaluate any applicable assessments of the  
6           historic workload of safety-critical positions and  
7           changes in workload demands over time;

8           (5) analyze any applicable assessments of crit-  
9           ical competencies and skills gaps among safety-crit-  
10          ical positions conducted by the FAA and any relevant  
11          agency actions in response;

12          (6) review whether existing FAA workforce devel-  
13          opment programs are producing intended results, es-  
14          pecially in rural communities, such as increased re-  
15          cruitment and retention of agency personnel; and

16          (7) review opportunities (as such opportunities  
17          exist on the date of enactment of this Act) for employ-  
18          ees of the FAA to gain or enhance expertise, knowl-  
19          edge, skills, and abilities through cooperative training  
20          with appropriate aerospace companies and organiza-  
21          tions, including—

22                  (A) assessing the appropriateness of existing  
23                  cooperative training programs and any conflicts  
24                  of interest or the appearance of such conflicts  
25                  with FAA policies and obligations relating to

1            *FAA employee interactions with aviation indus-*  
2            *try;*

3            *(B) identifying a means by which to lever-*  
4            *age such programs to support credentialing and*  
5            *recurrent training activities for FAA employees,*  
6            *as appropriate;*

7            *(C) assessing the policies and procedures the*  
8            *FAA has established to avoid both conflicts of in-*  
9            *terest and the appearance of such conflicts for*  
10           *employees participating in such opportunities,*  
11           *which may include requirements under—*

12                    *(i) chapter 131 of title 5, United States*  
13                    *Code;*

14                    *(ii) chapter 11 of title 18, United*  
15                    *States Code;*

16                    *(iii) subchapter B of chapter XVI of*  
17                    *title 5, Code of Federal Regulations; and*

18                    *(iv) sections 2635.101 and 2635.502 of*  
19                    *title 5, Code of Federal Regulations; and*

20            *(D) evaluating whether the conflict of inter-*  
21            *est policies and procedures of the FAA for such*  
22            *opportunities provide for the appropriate means*  
23            *by which employees return to work at the FAA*  
24            *after having engaged in such opportunities.*

1       (c) *INSPECTOR GENERAL REPORT.*—Not later than 1  
2 year after the date of enactment of this Act, the inspector  
3 general shall submit to the Administrator and the appro-  
4 priate committees of Congress—

5           (1) a report on the results of the audit conducted  
6 under subsection (a); and

7           (2) recommendations for such legislative and ad-  
8 ministrative action as the inspector general deter-  
9 mines appropriate.

10 **SEC. 430. STAFFING MODEL FOR AVIATION SAFETY INSPEC-**  
11 **TORS.**

12       (a) *IN GENERAL.*—Not later than 2 years after the  
13 date of enactment of this Act, the Administrator shall re-  
14 view and, as necessary, revise the staffing model for avia-  
15 tion safety inspectors.

16       (b) *REQUIREMENTS.*—

17           (1) *CONSIDERATION OF PRIOR STUDIES AND RE-*  
18 *PORTS.*—In reviewing and revising the model, the Ad-  
19 ministrator shall take into consideration the contents  
20 and recommendations contained in the following:

21           (A) The 2006 report released by the Na-  
22 tional Research Council titled “Staffing Stand-  
23 ards for Aviation Safety Inspectors”.

1           (B) *The 2007 study released by the National*  
2           *Academy of Sciences titled “Staffing Standards*  
3           *for Aviation Safety Inspectors”.*

4           (C) *The 2013 report released by Grant*  
5           *Thornton LLP, titled “ASTARS Gap Analysis*  
6           *Study: Comparison of the AVS Staffing Model*  
7           *for Aviation Safety Inspectors to the National*  
8           *Academy of Sciences’ Recommendations Final*  
9           *Report”.*

10          (D) *The 2021 report released by the inspec-*  
11          *tor general of the Department of Transportation*  
12          *titled “FAA Can Increase Its Inspector Staffing*  
13          *Model’s Effectiveness by Implementing System*  
14          *Improvements and Maximizing Its Capabilities”.*

15          (E) *The FAA Fiscal Year 2023 Aviation*  
16          *Safety Workforce Plan conducted to satisfy the*  
17          *requirements of section 104 of the Aircraft Cer-*  
18          *tification, Safety, and Accountability Act, as en-*  
19          *acted in the Consolidated Appropriations Act,*  
20          *2021 (49 U.S.C. 44701 note).*

21          (2) *ASSESSMENTS.—In carrying out this section,*  
22          *the Administrator shall assess the following:*

23                 (A) *Projected staffing needs at the service*  
24                 *and office level.*

1           (B) *Forecasted attrition of the aviation*  
2 *safety inspector workforce.*

3           (C) *Forecasted workload of aviation safety*  
4 *inspectors, including responsibilities associated*  
5 *with overseeing aviation manufacturers and new*  
6 *airspace entrants.*

7           (D) *Means by which field managers use the*  
8 *model to assess aviation safety inspector staffing*  
9 *and provide feedback on resources needed at the*  
10 *office level.*

11           (E) *Work performed by aviation safety in-*  
12 *spectors in comparison to designees acting on be-*  
13 *half of the Administrator.*

14           (F) *Any associated performance metrics to*  
15 *inform periodic comparisons to actual aviation*  
16 *safety inspector staffing level results.*

17           (3) *CONSULTATION.—In carrying out this sec-*  
18 *tion, the Administrator shall consult with interested*  
19 *persons, including the exclusive collective bargaining*  
20 *representative for aviation safety inspectors certified*  
21 *under section 7111 of title 5, United States Code.*

22 **SEC. 431. SAFETY-CRITICAL STAFFING.**

23           (a) *IMPLEMENTATION OF STAFFING STANDARDS FOR*  
24 *SAFETY INSPECTORS.—Upon completion of the revised*  
25 *staffing model for aviation safety inspectors under section*

1 430, and validation of the model by the Administrator, the  
2 Administrator shall take all appropriate actions in re-  
3 sponse to the number of aviation safety inspectors, aviation  
4 safety technicians, and operation support positions that are  
5 identified in such model to meet the responsibilities of the  
6 Flight Standards Service and Aircraft Certification Serv-  
7 ice, including potentially increasing the number of safety  
8 critical positions in the Flight Standards Service and Air-  
9 craft Certification Service each fiscal year, as appropriate,  
10 so long as such staffing increases are measured relative to  
11 the number of individuals serving in safety-critical posi-  
12 tions as of September 30, 2023.

13 (b) AVAILABILITY OF APPROPRIATIONS.—Any increase  
14 in safety critical staffing pursuant to this subsection shall  
15 be subject to the availability of appropriations.

16 (c) SAFETY-CRITICAL POSITIONS DEFINED.—In this  
17 section, the term “safety-critical positions” means—

18 (1) aviation safety inspectors, aviation safety  
19 specialists (1801 job series), aviation safety techni-  
20 cians, and operations support positions in the Flight  
21 Standards Service; and

22 (2) manufacturing safety inspectors, pilots, engi-  
23 neers, Chief Scientist Technical Advisors, aviation  
24 safety specialists (1801 job series), safety technical

1       specialists, and operational support positions in the  
2       Aircraft Certification Service.

3       **SEC. 432. DETERRING CREWMEMBER INTERFERENCE.**

4       (a) *TASK FORCE.*—

5               (1) *IN GENERAL.*—Not later than 120 days after  
6       the date of enactment of this Act, the Administrator  
7       shall convene a task force to develop voluntary stand-  
8       ards and best practices relating to suspected viola-  
9       tions of sections 46318, 46503, and 46504 of title 49,  
10      United States Code, including—

11               (A) proper and consistent incident docu-  
12      mentation and reporting techniques;

13               (B) best practices for flight crew and cabin  
14      crew response, including de-escalation;

15               (C) improved coordination between stake-  
16      holders, including flight crew and cabin crew,  
17      airport staff, other Federal agencies as appro-  
18      priate, and law enforcement; and

19               (D) appropriate enforcement actions.

20               (2) *MEMBERSHIP.*—The task force convened  
21      under paragraph (1) shall be comprised of representa-  
22      tives of—

23               (A) air carriers;

24               (B) airport sponsors and airport law en-  
25      forcement agencies;

1           (C) other Federal agencies determined nec-  
2           essary by the Administrator;

3           (D) labor organizations representing air  
4           carrier pilots;

5           (E) labor organizations representing flight  
6           attendants; and

7           (F) labor organizations representing  
8           ticketing, check-in, or other customer service rep-  
9           resentatives employed by air carriers.

10       (b) ANNOUNCEMENTS.—Not later than 90 days after  
11       the date of enactment of this Act, the Administrator shall  
12       initiate such actions as may be necessary to include in the  
13       briefing of passengers before takeoff required under section  
14       121.571 of title 14, Code of Federal Regulations, a state-  
15       ment informing passengers that it is against Federal law  
16       to assault or threaten to assault any individual on an air-  
17       craft or interfere with the duties of a crewmember.

18       (c) DEFINITIONS.—For purposes of this section, the  
19       definitions in section 40102(a) of title 49, United States  
20       Code, shall apply to terms in this section.

21       **SEC. 433. USE OF BIOGRAPHICAL ASSESSMENTS.**

22       Section 44506(f)(2)(A) of title 49, United States Code,  
23       is amended by striking “paragraph (1)(B)(ii)” and insert-  
24       ing “paragraph (1)(B)”.



1 **SEC. 434. EMPLOYEE ASSAULT PREVENTION AND RE-**  
2 **SPONSE PLAN STANDARDS AND BEST PRAC-**  
3 **TICES.**

4 (a) *SENSE OF CONGRESS.*—*It is the sense of Congress*  
5 *that—*

6 (1) *each air carrier operating under part 121 of*  
7 *title 14, Code of Federal Regulations, shall submit to*  
8 *the Administrator an Employee Assault Prevention*  
9 *and Response Plan pursuant to section 551 of the*  
10 *FAA Reauthorization Act of 2018 (49 U.S.C. 44903*  
11 *note);*

12 (2) *each such air carrier should have in place*  
13 *and deploy an Employee Assault Prevention and Re-*  
14 *sponse Plan to facilitate appropriate protocols, stand-*  
15 *ards, and training to equip employees with best prac-*  
16 *tices and the experience necessary to respond effec-*  
17 *tively to hostile situations and disruptive behavior*  
18 *and maintain a safe traveling experience; and*

19 (3) *any air carrier formed after the date of en-*  
20 *actment of this Act should develop and implement an*  
21 *Employee Assault Prevention and Response Plan.*

22 (b) *REQUIRED BRIEFING.*—*Section 551 of the FAA*  
23 *Reauthorization Act of 2018 (49 U.S.C. 44903 note) is*  
24 *amended by adding at the end the following:*

25 “(f) *BRIEFING TO CONGRESS.*—*Not later than 90 days*  
26 *after the date of enactment of this subsection, the Adminis-*

1 *trator of the Federal Aviation Administration shall provide*  
2 *to the appropriate committees of Congress a briefing on the*  
3 *Employee Assault Prevention and Response Plan submitted*  
4 *by each air carrier pursuant to this section.”.*

5 **SEC. 435. FORMAL POLICY ON SEXUAL ASSAULT AND HAR-**  
6 **ASSMENT ON AIR CARRIERS.**

7 (a) *IN GENERAL.*—Not later than 180 days after the  
8 date of enactment of this Act, passenger air carriers oper-  
9 ating under part 121 of title 14, Code of Federal Regula-  
10 tions, shall issue, in consultation with labor unions rep-  
11 resenting personnel, a formal policy with respect to sexual  
12 assault or harassment incidents.

13 (b) *CONTENTS.*—Each policy required under sub-  
14 section (a) shall include—

15 (1) *a statement indicating that no sexual assault*  
16 *or harassment incident is acceptable under any cir-*  
17 *cumstance;*

18 (2) *procedures that facilitate the reporting of a*  
19 *sexual assault or harassment incident, including—*

20 (A) *appropriate public outreach activities;*  
21 *and*

22 (B) *confidential phone and internet-based*  
23 *opportunities for reporting;*

24 (3) *procedures that personnel should follow upon*  
25 *the reporting of a sexual assault or harassment inci-*

1        *dent, including actions to protect affected individuals*  
2        *from continued sexual assault or harassment and to*  
3        *notify law enforcement, including the Federal Bureau*  
4        *of Investigation, when appropriate;*

5            *(4) procedures that may limit or prohibit, to the*  
6        *extent practicable, future travel with the air carrier*  
7        *by any passenger who commits a sexual assault or*  
8        *harassment incident; and*

9            *(5) training that is required for all appropriate*  
10       *personnel with respect to each such policy, including*  
11       *specific training for personnel who may receive re-*  
12       *ports of sexual assault or harassment incidents.*

13        *(c) PASSENGER INFORMATION.—An air carrier de-*  
14       *scribed in subsection (a) shall display, on the website of the*  
15       *air carrier and through the use of appropriate signage, a*  
16       *written statement that informs passengers and personnel of*  
17       *the procedure for reporting a sexual assault or harassment*  
18       *incident.*

19        *(d) STANDARD OF CARE.—Compliance with the re-*  
20       *quirements of this section, and any policy issued there-*  
21       *under, shall not determine whether the air carrier described*  
22       *in subsection (a) has acted with any requisite standard of*  
23       *care.*

24        *(e) RULES OF CONSTRUCTION.—*

1           (1) *EFFECT ON AUTHORITIES.*—*Nothing in this*  
2 *section shall be construed as granting the Secretary*  
3 *any additional authorities beyond ensuring that a*  
4 *passenger air carrier operating under part 121 of*  
5 *title 14, Code of Federal Regulations issues a formal*  
6 *policy and displays required information in compli-*  
7 *ance with this section.*

8           (2) *EFFECT ON OTHER LAWS.*—*Nothing in this*  
9 *section shall be construed to alter existing authorities*  
10 *of the Equal Employment Opportunity Commission,*  
11 *the Department of Labor, or the Department of Jus-*  
12 *tice to enforce applicable employment and sexual as-*  
13 *sault and sexual harassment laws.*

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

15           (1) *PERSONNEL.*—*The term “personnel” means*  
16 *an employee or contractor of passenger air carrier op-*  
17 *erating under part 121 of title 14, Code of Federal*  
18 *Regulations.*

19           (2) *SEXUAL ASSAULT.*—*The term “sexual as-*  
20 *sault” means the occurrence of an act that constitutes*  
21 *any nonconsensual sexual act proscribed by Federal,*  
22 *tribal, or State law, including when the victim lacks*  
23 *capacity to consent.*

24           (3) *SEXUAL ASSAULT OR HARASSMENT INCI-*  
25 *DENT.*—*The term “sexual assault or harassment inci-*

1       *dent*” means the occurrence, or reasonably suspected  
2       occurrence, of an act that—

3               (A) constitutes sexual assault or sexual har-  
4       assment; and

5               (B) is committed—

6                       (i) by a passenger or personnel against  
7       another passenger or personnel; and

8                       (ii) within an aircraft or in an area  
9       in which passengers are entering or exiting  
10      an aircraft.

11 **SEC. 436. INTERFERENCE WITH SECURITY SCREENING PER-**  
12 **SONNEL.**

13       Section 46503 of title 49, United States Code, is  
14 *amended—*

15               (1) by striking “An individual” and inserting  
16      *the following:*

17       “(a) *IN GENERAL.—An individual*”; and

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

19       “(b) *AIRPORT AND AIR CARRIER EMPLOYEES.—For*  
20 *purposes of this section, an airport or air carrier employee*  
21 *who has security duties within the airport includes an air-*  
22 *port or air carrier employee performing ticketing, check-*  
23 *in, baggage claim, or boarding functions.”.*

1 **SEC. 437. AIR TRAFFIC CONTROL WORKFORCE STAFFING.**

2 (a) *MAXIMUM HIRING.*—Subject to the availability of  
3 appropriations, for each of fiscal years 2024 through 2028,  
4 the Administrator shall set as the minimum hiring target  
5 for new air traffic controllers (excluding individuals de-  
6 scribed in section 44506(f)(1)(A) of title 49, United States  
7 Code) the maximum number of individuals able to be  
8 trained at the Federal Aviation Administration Academy.

9 (b) *TRANSPORTATION RESEARCH BOARD ASSESS-*  
10 *MENT.*—

11 (1) *REVIEW.*—Not later than 30 days after the  
12 date of enactment of this Act, the Administrator shall  
13 submit an attestation to the appropriate committees  
14 of Congress demonstrating an agreement entered into  
15 with the with the National Academies Transportation  
16 Research Board to—

17 (A) compare the Certified Professional Con-  
18 troller (in this section referred to as “CPC”)  
19 operational staffing models and methodologies in  
20 determining the FAA Controller Staffing Stand-  
21 ard included in the 2023 Air Traffic Controller  
22 Workforce Plan of the FAA, with such models  
23 and methodologies developed by the Collaborative  
24 Resource Workgroup of the FAA (in this sub-  
25 section referred to as “CRWG”) to determine  
26 CPC operational staffing targets necessary to

1           *meet facility operational, statutory, contractual*  
2           *and safety requirements, including—*

3                   *(i) the availability factor multiplier*  
4                   *and other formula components;*

5                   *(ii) the independent facility staffing*  
6                   *targets of CPCs able to control traffic;*

7                   *(iii) air traffic controller position uti-*  
8                   *lization;*

9                   *(iv) attrition rates at each air traffic*  
10                  *control facility operated by the Administra-*  
11                  *tion; and*

12                  *(v) the time needed to meet facility*  
13                  *operational, statutory, and contractual re-*  
14                  *quirements, including relevant resources to*  
15                  *develop, evaluate, and implement processes*  
16                  *and initiatives affecting the national air-*  
17                  *space system;*

18                  *(B) examine the current and estimated*  
19                  *budgets of the FAA to implement the FAA Con-*  
20                  *troller Staffing Standard included in the 2023*  
21                  *Controller Workforce Plan in comparison to the*  
22                  *funding needed to implement the CRWG CPC*  
23                  *operational staffing targets;*

24                  *(C) assess future needs of the air traffic con-*  
25                  *trol system and potential impacts on staffing*

1           standards, including projected air traffic in the  
2           airspace of each air traffic control facility oper-  
3           ated by the Administration; and

4           (D) determine which staffing models and  
5           methodologies evaluated pursuant to this sub-  
6           section best accounts for the operational staffing  
7           needs of the air traffic control system and pro-  
8           vide a justification for such determination.

9           (2) *REPORT.*—Not later than 180 days after the  
10          agreement entered into pursuant to paragraph (b)(1),  
11          the Transportation Research Board of the National  
12          Academies shall submit a report to the Administrator  
13          and appropriate committees of Congress on the find-  
14          ings and recommendations under this subsection, in-  
15          cluding the determination pursuant to subparagraph  
16          (D).

17          (3) *CONSULTATION.*—In conducting the assess-  
18          ment under this subsection, the Transportation Re-  
19          search Board shall consult with—

20                 (A) the exclusive bargaining representatives  
21                 of air traffic control specialists of the Adminis-  
22                 tration certified under section 7111 of title 5,  
23                 United States Code;

24                 (B) front line managers of the air traffic  
25                 control system;



1           (C) managers and employees responsible for  
2 training air traffic controllers;

3           (D) the MITRE Corporation;

4           (E) the Chief Operating Officer of the Air  
5 Traffic Organization of the FAA, and other Fed-  
6 eral Government representatives;

7           (F) users and operators in the air traffic  
8 control system;

9           (G) relevant industry representatives; and

10           (H) other parties determined appropriate  
11 by the Transportation Research Board of the Na-  
12 tional Academies.

13       (c) *REQUIRED IMPLEMENTATION OF IDENTIFIED*  
14 *STAFFING MODEL.—*

15           (1) *USE OF STAFFING MODEL.—The Adminis-*  
16 *trator shall, as appropriate, take such action that*  
17 *may be necessary to implement and use the staffing*  
18 *model identified by the Transportation Research*  
19 *Board pursuant to subsection (b)(1)(D), including*  
20 *any recommendations for improving such model, not*  
21 *later than one year after enactment of this Act.*

22           (2) *BRIEFING.—Not later than 90 days after tak-*  
23 *ing such actions to implement and use the staffing*  
24 *model identified by the Transportation Research*  
25 *Board pursuant to subsection (b)(1)(D), the Adminis-*

1        *trator shall brief the appropriate committees of Con-*  
2        *gress regarding the reasons for why any recommenda-*  
3        *tion by the Transportation Research Board study was*  
4        *not incorporated into the implemented staffing model.*

5        *(d) REVISED STAFFING STANDARDS.—The Adminis-*  
6        *tration shall revise the FAA CPC operational staffing*  
7        *standards of the Administration implemented under sub-*  
8        *section (c) to—*

9            *(1) provide that the controller and management*  
10        *workforce is sufficiently staffed to safely and effi-*  
11        *ciently manage and oversee the air traffic control sys-*  
12        *tem;*

13            *(2) account for the target number of CPCs able*  
14        *to control traffic at each independent facility; and*

15            *(3) avoid any required or requested reduction of*  
16        *national airspace system capacity or aircraft oper-*  
17        *ations as a result of inadequate air traffic control*  
18        *system staffing.*

19        *(e) INTERIM ADOPTION OF COLLABORATIVE RE-*  
20        *SOURCE WORKGROUP MODELS.—*

21            *(1) IN GENERAL.—In submitting a Controller*  
22        *Workforce Plan of the FAA to Congress published*  
23        *after the date of enactment of this Act, the Adminis-*  
24        *trator shall adopt and use the staffing models and*  
25        *methodologies developed by the Collaborative Resource*

1        *Workgroup that were recommended in the 2023 Con-*  
2        *troller Workforce Plan.*

3            (2) *REVISIONS TO THE CONTROLLER WORK-*  
4        *FORCE PLAN.—Section 44506(e) of title 49, United*  
5        *States Code is amended—*

6            (A) *in paragraph (1) by striking “the num-*  
7        *ber of air traffic controllers needed” and insert-*  
8        *ing “the number of fully certified air traffic con-*  
9        *trollers needed”;*

10          (B) *by redesignating paragraphs (2) and*  
11        *(3) as paragraphs (3) and (4), respectively; and*

12          (C) *by inserting after paragraph (1) the fol-*  
13        *lowing:*

14            “(2) *for each air traffic control facility operated*  
15        *by the Federal Aviation Administration—*

16            “(A) *the current certified professional con-*  
17        *troller staffing levels;*

18            “(B) *the operational staffing targets for cer-*  
19        *tified professional controllers;*

20            “(C) *the anticipated certified professional*  
21        *controller attrition for each of the next 3 years;*  
22        *and*

23            “(D) *the number of certified professional*  
24        *controller trainees;”.*

1           (3) *EFFECTIVE DATE.*—*The requirements of*  
2           *paragraph (1) shall cease to be effective upon the*  
3           *adoption and implementation of a revised staffing*  
4           *model by the Administrator as required under sub-*  
5           *section (c).*

6           (f) *CONTROLLER TRAINING.*—*In any Controller Work-*  
7           *force Plan of the FAA published after the date of enactment*  
8           *of this Act, the Administrator shall—*

9                 (1) *identify all limiting factors on the ability of*  
10            *the Administrator to hire and train controllers in line*  
11            *with the staffing standards target set out in such*  
12            *Plan; and*

13                 (2) *describe what actions the Administrator in-*  
14            *tends to take to rectify any impediments to meeting*  
15            *staffing standards targets and identify contributing*  
16            *factors that are outside the control of the Adminis-*  
17            *trator.*

18 **SEC. 438. AIRPORT SERVICE WORKFORCE ANALYSIS.**

19           (a) *IN GENERAL.*—*Not later than 1 year after the date*  
20           *of enactment of this Act, the Comptroller General shall com-*  
21           *plete a comprehensive review of the domestic airport service*  
22           *workforce and examine the role of, impact on, and impor-*  
23           *tance of such workforce to the aviation economy.*

24           (b) *WORKING GROUP.*—

1           (1) *REPORT.*—Upon completion of the review re-  
2           quired under subsection (a), the Comptroller General  
3           shall submit to the Secretary a report containing such  
4           review.

5           (2) *PUBLIC WORKING GROUP.*—The Secretary  
6           may convene a public working group to evaluate and  
7           discuss the report under paragraph (1) containing—

8                   (A) the entities the Comptroller General  
9                   consulted with in carrying out the review under  
10                  subsection (a);

11                   (B) representatives of other relevant Federal  
12                  agencies; and

13                   (C) any other appropriate stakeholder.

14           (3) *TERMINATION.*—If the Secretary convenes a  
15           working group under paragraph (2), such working  
16           group shall terminate on the date that is 1 year after  
17           the date on which the working group is convened.

18 **SEC. 439. FEDERAL AVIATION ADMINISTRATION ACADEMY**

19                   **AND FACILITY EXPANSION PLAN.**

20           (a) *PLAN.*—

21                   (1) *IN GENERAL.*—No later than 90 days after  
22                   the date of enactment of this Act, the Administrator  
23                   shall initiate the development of a plan to expand  
24                   overall FAA capacity relating to facilities, instruc-  
25                   tion, equipment, and training resources to grow the

1        *number of developmental air traffic controllers en-*  
2        *rolled per fiscal year and support increases in FAA*  
3        *air controller staffing to advance the safety of the na-*  
4        *tional airspace system.*

5            (2) *CONSIDERATIONS.—In developing the plan*  
6        *under paragraph (1), the Administrator shall con-*  
7        *sider—*

8            (A) *the resources needed to support an in-*  
9        *crease in the total number of developmental air*  
10       *traffic controllers enrolled at the FAA Academy;*

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 and*  
16       *technologies to support instruction;*

17          (D) *the equipment needed to support ex-*  
18       *panded instruction, including air traffic control*  
19       *simulation systems, virtual reality, and other*  
20       *virtual training platforms;*

21          (E) *projected staffing needs associated with*  
22       *FAA Academy expansion and the operation of*  
23       *education platforms, including the number of on-*  
24       *the-job instructors needed to educate and train*  
25       *additional developmental air traffic controllers;*

1           (F) the costs of expanding FAA capacity at  
2           the existing air traffic control academy (as de-  
3           scribed in paragraph (1)(A));

4           (G) soliciting input from, and coordinating  
5           with, relevant stakeholders as appropriate, in-  
6           cluding the exclusive bargaining representative of  
7           air traffic control specialists of the FAA certified  
8           under section 7111 of title 5, United States Code;  
9           and

10           (H) other logistical and financial consider-  
11           ations as determined appropriate by the Admin-  
12           istrator.

13           (b) *REPORT.*—Not later than 1 year after the date of  
14           enactment of this Act, the Administrator shall submit to  
15           the appropriate committees of Congress the plan developed  
16           under subsection (a).

17           (c) *BRIEFING.*—Not later than 180 days after the sub-  
18           mission of the plan under subsection (b), the Administrator  
19           shall brief the appropriate committees of Congress on the  
20           plan, including the implementation of the plan.

21           **SEC. 440. IMPROVING FEDERAL AVIATION WORKFORCE DE-**  
22           **VELOPMENT PROGRAMS.**

23           (a) *IN GENERAL.*—Section 625 of the FAA Reauthor-  
24           ization Act of 2018 (49 U.S.C. 40101 note) is amended to  
25           read as follows:

1 **“SEC. 625. AVIATION WORKFORCE DEVELOPMENT PRO-**  
2 **GRAMS.**

3 *“(a) IN GENERAL.—The Secretary of Transportation*  
4 *shall establish—*

5 *“(1) a program to provide grants for eligible*  
6 *projects to support the education and recruitment of*  
7 *future aircraft pilots and the development of the air-*  
8 *craft pilot workforce;*

9 *“(2) a program to provide grants for eligible*  
10 *projects to support the education and recruitment of*  
11 *aviation maintenance technical workers and the de-*  
12 *velopment of the aviation maintenance workforce; and*

13 *“(3) a program to provide grants for eligible*  
14 *projects to support the education and recruitment of*  
15 *aviation manufacturing technical workers and aero-*  
16 *space engineers and the development of the aviation*  
17 *manufacturing workforce.*

18 *“(b) PROJECT GRANTS.—*

19 *“(1) IN GENERAL.—Out of amounts made avail-*  
20 *able under section 48105 of title 49, United States*  
21 *Code, there is authorized to be appropriated—*

22 *“(A) \$20,000,000 for each of fiscal years*  
23 *2025 through 2028 to provide grants under the*  
24 *program established under subsection (a)(1);*



1           “(B) \$20,000,000 for each of fiscal years  
2           2025 through 2028 to provide grants under the  
3           program established under subsection (a)(2); and

4           “(C) \$20,000,000 for each of fiscal years  
5           2025 through 2028 to provide grants under the  
6           program established under subsection (a)(3).

7           “(2) *DOLLAR AMOUNT LIMIT.*—In providing  
8           grants under the programs established under sub-  
9           section (a), the Secretary may not make any grant  
10          more than \$1,000,000 to any eligible entity in any 1  
11          fiscal year.

12          “(3) *EDUCATION PROJECTS.*—The Secretary  
13          shall ensure that not less than 20 percent of the  
14          amounts made available under this subsection is used  
15          to carry out a grant program that shall be referred  
16          to as the ‘Willa Brown Aviation Education Program’  
17          under which the Secretary shall provide grants for el-  
18          igible projects described in subsection (d) that are car-  
19          ried out in counties containing at least 1 qualified  
20          opportunity zone (as such term is defined in section  
21          1400Z–1(a) of the Internal Revenue Code of 1986).

22          “(4) *SET ASIDE FOR TECHNICAL ASSISTANCE.*—  
23          The Secretary may set aside up to 2 percent of the  
24          funds appropriated to carry out this subsection for  
25          each of fiscal years 2025 through 2028 to provide

1 *technical assistance to eligible applicants for a grant*  
2 *under this subsection.*

3 “(5) *CONSIDERATION FOR CERTAIN APPLI-*  
4 *CANTS.—In reviewing and selecting applications for*  
5 *grants under the programs established under sub-*  
6 *section (a), the Secretary may give consideration to*  
7 *applicants that provide an assurance—*

8 “(A) *to use grant funds to encourage the*  
9 *participation of populations that are underrep-*  
10 *resented in the aviation industry, including in*  
11 *economically disadvantaged geographic areas*  
12 *and rural communities;*

13 “(B) *to address the workforce needs of rural*  
14 *and regional airports; or*

15 “(C) *to strengthen aviation programs at a*  
16 *minority-serving institution (as described in sec-*  
17 *tion 371(a) of the Higher Education Act of 1965*  
18 *(20 U.S.C. 1067q(a)), a public institution of*  
19 *higher education, or a public postsecondary voca-*  
20 *tional institution.*

21 “(c) *ELIGIBLE APPLICATIONS.—*

22 “(1) *APPLICATION FOR AIRCRAFT PILOT PRO-*  
23 *GRAM.—An application for a grant under the pro-*  
24 *gram established under subsection (a)(1) may be sub-*

1       mitted, in such form as the Secretary may specify,  
2       by—

3               “(A) an air carrier (as such term is defined  
4               in section 40102 of title 49, United States Code);

5               “(B) an entity that holds management spec-  
6               ifications under subpart K of title 91 of title 14,  
7               Code of Federal Regulations;

8               “(C) an accredited institution of higher  
9               education, a postsecondary vocational institu-  
10              tion, or a high school or secondary school;

11              “(D) a flight school that provides flight  
12              training, as such term is defined in part 61 of  
13              title 14, Code of Federal Regulations, or that  
14              holds a pilot school certificate under part 141 of  
15              title 14, Code of Federal Regulations;

16              “(E) a labor organization representing pro-  
17              fessional aircraft pilots;

18              “(F) an aviation-related nonprofit organi-  
19              zation described in section 501(c)(3) of the Inter-  
20              nal Revenue Code of 1986 that is exempt from  
21              taxation under section 501(a) of such Code; or

22              “(G) a State, local, territorial, or Tribal  
23              governmental entity.

24              “(2) *APPLICATION FOR AVIATION MAINTENANCE*  
25              *PROGRAM.*—An application for a grant under the

1        *program established under subsection (a)(2) may be*  
2        *submitted, in such form as the Secretary may specify,*  
3        *by—*

4                *“(A) a holder of a certificate issued under*  
5                *part 21, 121, 135, 145, or 147 of title 14, Code*  
6                *of Federal Regulations;*

7                *“(B) a labor organization representing*  
8                *aviation maintenance workers;*

9                *“(C) an accredited institution of higher*  
10                *education, a postsecondary vocational institu-*  
11                *tion, or a high school or secondary school;*

12                *“(D) an aviation-related nonprofit organi-*  
13                *zation described in section 501(c)(3) of the Inter-*  
14                *nal Revenue Code of 1986 that is exempt from*  
15                *taxation under section 501(a) of such Code; or*

16                *“(E) a State, local, territorial, or Tribal*  
17                *governmental entity.*

18                *“(3) APPLICATION FOR AVIATION MANUFAC-*  
19                *TURING PROGRAM.—An application for a grant under*  
20                *the program established under subsection (a)(3) may*  
21                *be submitted, in such form as the Secretary may*  
22                *specify, by—*

23                *“(A) a holder of a type or production cer-*  
24                *tificate or similar authorization issued under*  
25                *section 44704 of title 49, United States Code;*

1           “(B) an accredited institution of higher  
2 education, a postsecondary vocational institu-  
3 tion, or a high school or secondary school;

4           “(C) an aviation-related nonprofit organi-  
5 zation described in section 501(c)(3) of the Inter-  
6 nal Revenue Code of 1986 that is exempt from  
7 taxation under section 501(a) of such Code;

8           “(D) a labor organization representing  
9 aerospace engineering, design, or manufacturing  
10 workers; or

11           “(E) a State, local, territorial, or Tribal  
12 governmental entity.

13       “(d) *ELIGIBLE PROJECTS.*—

14           “(1) *AIRCRAFT PILOT PROGRAM.*—For purposes  
15 of the program established under subsection (a)(1), an  
16 eligible project is a project—

17           “(A) to create and deliver a program or  
18 curriculum that provides high school or sec-  
19 ondary school students and students of institu-  
20 tions of higher education with meaningful avia-  
21 tion education to become aircraft pilots or un-  
22 manned aircraft systems operators, including  
23 purchasing and operating a computer-based sim-  
24 ulator associated with such curriculum;

1           “(B) to establish or improve registered ap-  
2           prenticeship, internship, or scholarship programs  
3           for individuals pursuing employment as a pro-  
4           fessional aircraft pilot or unmanned aircraft sys-  
5           tems operator;

6           “(C) to create and deliver curriculum that  
7           provides certified flight instructors with the nec-  
8           essary instructional, leadership, and communica-  
9           tion skills to better educate student pilots;

10          “(D) to support the transition to profes-  
11          sional aircraft pilot or unmanned systems oper-  
12          ator careers, including for members and veterans  
13          of the armed forces;

14          “(E) to support robust outreach about ca-  
15          reers in commercial aviation as a professional  
16          aircraft pilot or unmanned system operator, in-  
17          cluding outreach to populations that are under-  
18          represented in the aviation industry; or

19          “(F) to otherwise enhance or expand the  
20          aircraft pilot or unmanned aircraft system oper-  
21          ator workforce.

22          “(2) AVIATION MAINTENANCE PROGRAM.—For  
23          purposes of the program established under subsection  
24          (a)(2), an eligible project is a project—

1           “(A) to create and deliver a program or  
2 curriculum that provides high school and sec-  
3 ondary school students and students of institu-  
4 tions of higher education with meaningful avia-  
5 tion maintenance education to become an avia-  
6 tion mechanic or aviation maintenance techni-  
7 cian, including purchasing and operating equip-  
8 ment associated with such curriculum;

9           “(B) to establish or improve registered ap-  
10 prenticeship, internship, or scholarship programs  
11 for individuals pursuing employment in the  
12 aviation maintenance industry;

13           “(C) to support the transition to aviation  
14 maintenance careers, including for members and  
15 veterans of the armed forces;

16           “(D) to support robust outreach about ca-  
17 reers in the aviation maintenance industry, in-  
18 cluding outreach to populations that are under-  
19 represented in the aviation industry; or

20           “(E) to otherwise enhance or expand the  
21 aviation maintenance technical workforce.

22           “(3) AVIATION MANUFACTURING PROGRAM.—For  
23 purposes of the program established under subsection  
24 (a)(3), an eligible project is a project—

1           “(A) to create and deliver a program or  
2 curriculum that provides high school and sec-  
3 ondary school students and students of institu-  
4 tions of higher education with meaningful avia-  
5 tion manufacturing education to become an  
6 aviation manufacturing technical worker or  
7 aerospace engineer, including teaching technical  
8 skills used in the engineering and production of  
9 components, parts, or systems thereof for inclu-  
10 sion in an aircraft, aircraft engine, propeller, or  
11 appliance;

12           “(B) to establish registered apprenticeship,  
13 internship, or scholarship programs for individ-  
14 uals pursuing employment in the aviation man-  
15 ufacturing industry;

16           “(C) to support the transition to aviation  
17 manufacturing careers, including for members  
18 and veterans of the armed forces;

19           “(D) to support robust outreach about ca-  
20 reers in the aviation manufacturing industry,  
21 including outreach to populations that are  
22 underrepresented in the aviation industry; or

23           “(E) to otherwise enhance or expand the  
24 aviation manufacturing workforce.



1       “(e) *REPORTING AND MONITORING REQUIREMENTS.*—  
2 *The Secretary shall establish reasonable reporting and mon-*  
3 *itoring requirements for grant recipients under this section*  
4 *to measure relevant outcomes for the grant programs estab-*  
5 *lished under subsection (a).*

6       “(f) *NOTICE OF GRANTS.*—

7           “(1) *TIMELY PUBLIC NOTICE.*—*The Secretary*  
8 *shall provide public notice of any grant awarded*  
9 *under this section in a timely fashion after the Sec-*  
10 *retary awards such grant.*

11           “(2) *NOTICE TO CONGRESS.*—*The Secretary shall*  
12 *provide to the appropriate Committees of Congress*  
13 *advance notice of a grant to be made under this sec-*  
14 *tion.*

15       “(g) *GRANT AUTHORITY.*—

16           “(1) *LIMIT ON FAA AUTHORITY.*—*The authority*  
17 *of the Administrator of the Federal Aviation Admin-*  
18 *istration, acting on behalf of the Secretary, to issue*  
19 *grants under this section shall terminate on October*  
20 *1, 2027.*

21           “(2) *NONDELEGATION.*—*Beginning on October 1,*  
22 *2027, the Secretary shall issue grants under this sec-*  
23 *tion and may not delegate any of the authorities or*  
24 *responsibilities under this section to the Adminis-*  
25 *trator.*

1       “(h) *PROGRAM NAME REDESIGNATION.*—Beginning on  
2 *October 1, 2027, the Secretary shall redesignate the name*  
3 *of the program established under subsection (a) as the ‘Co-*  
4 *operative Aviation Recruitment, Enrichment, and Employ-*  
5 *ment Readiness Program’ or the ‘CAREER Program’.*

6       “(i) *CONSULTATION WITH SECRETARY OF EDU-*  
7 *CATION.*—The Secretary may consult with the Secretary of  
8 *Education, as appropriate, in—*

9               “(1) *reviewing applications for grants for eligi-*  
10 *ble projects under this section; and*

11               “(2) *developing considerations regarding pro-*  
12 *gram quality and measurement of student outcomes.*

13       “(j) *REPORT.*—Not later than September 30, 2028, the  
14 *Secretary shall submit to the appropriate committees of*  
15 *Congress a report on the administration of the programs*  
16 *established under subsection (a) covering each of fiscal years*  
17 *2025 through 2028 that includes—*

18               “(1) *a summary of projects awarded grants*  
19 *under this section and the progress of each recipient*  
20 *towards fulfilling program expectations;*

21               “(2) *an evaluation of how such projects cumula-*  
22 *tively impact the future supply of individuals in the*  
23 *United States aviation workforce, including any re-*  
24 *lated best practices for carrying out such projects;*

1           “(3) *recommendations for better coordinating ac-*  
2           *tions by governmental entities, educational institu-*  
3           *tions, and businesses, aviation labor organizations, or*  
4           *other stakeholders to support aviation workforce*  
5           *growth;*

6           “(4) *a review of how many grant recipients en-*  
7           *gaged with veterans and the resulting impact, if ap-*  
8           *plicable, on recruiting and retaining veterans as part*  
9           *of the aviation workforce; and*

10           “(5) *a review of outreach conducted by grant re-*  
11           *cipients to encourage individuals to participate in*  
12           *aviation careers and the resulting impact, if applica-*  
13           *ble, on recruiting and retaining such individuals as*  
14           *part of the aviation workforce.*

15           “(k) *PROGRAM AUTHORITY SUNSET.—The authority*  
16           *of the Secretary to issue grants under this section shall ex-*  
17           *pire on October 1, 2028.*

18           “(l) *DEFINITIONS.—In this section:*

19           “(1) *ARMED FORCES.—The term ‘armed forces’*  
20           *has the meaning given such term in section 101 of*  
21           *title 10, United States Code.*

22           “(2) *HIGH SCHOOL.—The term ‘high school’ has*  
23           *the meaning given such term in section 8101 of the*  
24           *Elementary and Secondary Education Act of 1965*  
25           *(20 U.S.C. 7801)).*

1           “(3) *INSTITUTION OF HIGHER EDUCATION.*—The  
2           term ‘institution of higher education’ has the meaning  
3           given such term in section 101(a) of the Higher Edu-  
4           cation Act of 1965 (20 U.S.C. 1001(a)).

5           “(4) *POSTSECONDARY VOCATIONAL INSTITU-*  
6           *TION.*—The term ‘postsecondary vocational institu-  
7           tion’ has the meaning given such term in section  
8           102(c) of the Higher Education Act of 1965 (20  
9           U.S.C. 1002(c)).

10           “(5) *SECONDARY SCHOOL.*—The term ‘secondary  
11           school’ has the meaning given such term in section  
12           8101 of the Elementary and Secondary Education  
13           Act of 1965 (20 U.S.C. 7801).”.

14           (b) *EFFECTIVE DATE.*—The amendment made by sub-  
15           section (a) shall take effect on October 1, 2024.

16   **SEC. 441. NATIONAL STRATEGIC PLAN FOR AVIATION**  
17                                   **WORKFORCE DEVELOPMENT.**

18           (a) *IN GENERAL.*—Chapter 401 of title 49, United  
19           States Code, is further amended by adding at the end the  
20           following:

21   **“§40132. National strategic plan for aviation work-**  
22                                   **force development**

23           “(a) *IN GENERAL.*—Not later than September 30,  
24           2025, the Secretary of Transportation shall, in consultation  
25           with other Federal agencies and the Cooperative Aviation

1 *Recruitment, Enrichment, and Employment Readiness*  
2 *Council (in this section referred to as the ‘CAREER Coun-*  
3 *cil’)* established in subsection (c), establish and maintain  
4 *a national strategic plan to improve recruitment, hiring,*  
5 *and retention and address projected challenges in the civil*  
6 *aviation workforce, including—*

7           “(1) any short-term, medium-term, and long-  
8           term workforce challenges relevant to the economy,  
9           workforce readiness, and priorities of the United  
10          States aviation sector;

11           “(2) any existing or projected workforce short-  
12          ages; and

13           “(3) any workforce situation or condition that  
14          warrants special attention by the Federal Govern-  
15          ment.

16          “(b) *REQUIREMENTS.*—The national strategic plan de-  
17          scribed in subsection (a) shall—

18           “(1) take into account the activities and accom-  
19          plishments of all Federal agencies that are related to  
20          carrying out such plan;

21           “(2) include recommendations for carrying out  
22          such plan; and

23           “(3) project and identify, on an annual basis,  
24          aviation workforce challenges, including any applica-  
25          ble workforce shortages.

1       “(c) *CAREER COUNCIL.*—

2               “(1) *ESTABLISHMENT.*—*Not later than Sep-*  
3 *tember 30, 2025, the Secretary, in consultation with*  
4 *the Administrator, shall establish a council comprised*  
5 *of individuals with expertise in the civil aviation in-*  
6 *dustry to—*

7                       “(A) *assist with developing and maintain-*  
8 *ing the national strategic plan described in sub-*  
9 *section (a); and*

10                      “(B) *provide advice to the Secretary, as ap-*  
11 *propriate, relating to the CAREER Program es-*  
12 *tablished under section 625 of the FAA Reau-*  
13 *thorization Act of 2018, including as such advice*  
14 *relates to program administration and grant ap-*  
15 *plication selection, and support the development*  
16 *of performance metrics regarding the quality and*  
17 *outcomes of the Program.*

18               “(2) *APPOINTMENT.*—*The CAREER Council*  
19 *shall be appointed by the Secretary from candidates*  
20 *nominated by national associations representing var-*  
21 *ious sectors of the aviation industry, including—*

22                      “(A) *commercial aviation;*

23                      “(B) *general aviation;*

24                      “(C) *aviation labor organizations, includ-*  
25 *ing collective bargaining representatives of Fed-*

1           *eral Aviation Administration aviation safety in-*  
 2           *spectors, aviation safety engineers, and air traf-*  
 3           *fic controllers;*

4                   “(D) *aviation maintenance, repair, and*  
 5           *overhaul;*

6                   “(E) *aviation manufacturers; and*

7                   “(F) *unmanned aviation.*

8                   “(3) *TERM.—Each council member appointed by*  
 9           *the Secretary under paragraph (2) shall serve a term*  
 10          *of 2 years.*

11                  “(d) *NONDELEGATION.—The Secretary may not dele-*  
 12          *gate any of the authorities or responsibilities under this sec-*  
 13          *tion to the Administrator of the Federal Aviation Adminis-*  
 14          *tration.”.*

15                  “(b) *CLERICAL AMENDMENT.—The analysis for chapter*  
 16          *401 of title 49, United States Code, is further amended by*  
 17          *adding at the end the following:*

                  “40132. *National strategic plan for aviation workforce development.”.*

18                                   ***TITLE V—PASSENGER***  
 19                                   ***EXPERIENCE IMPROVEMENTS***  
 20                                   ***Subtitle A—Consumer***  
 21                                   ***Enhancements***

22          ***SEC. 501. ESTABLISHMENT OF OFFICE OF AVIATION CON-***  
 23                                   ***SUMER PROTECTION.***

24                  *Section 102 of title 49, United States Code, is amend-*  
 25          *ed—*

1           (1) *in subsection (e)(1)—*

2                 (A) *in the matter preceding subparagraph*

3           (A) *by striking “7” and inserting “8”; and*

4                 (B) *in subparagraph (A) by striking “and*

5           *an Assistant Secretary for Transportation Pol-*

6           *icy” and inserting “an Assistant Secretary for*

7           *Transportation Policy, and an Assistant Sec-*

8           *retary for Aviation Consumer Protection”; and*

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

10           “(j) *OFFICE OF AVIATION CONSUMER PROTECTION.—*

11                 “(1) *ESTABLISHMENT.—There is established in*

12           *the Department an Office of Aviation Consumer Pro-*

13           *tection (in this subsection referred to as the ‘Office’)*

14           *to administer and enforce the aviation consumer pro-*

15           *tection and civil rights authorities provided to the De-*

16           *partment by statute, including the authorities under*

17           *section 41712—*

18                 “(A) *to assist, educate, and protect pas-*

19                 *sengers; and*

20                 “(B) *to monitor compliance with, conduct*

21                 *investigations relating to, and enforce, with sup-*

22                 *port of attorneys in the Office of the General*

23                 *Counsel, including by taking appropriate action*

24                 *to address violations of aviation consumer pro-*

25                 *tection and civil rights.*



1           “(2) *LEADERSHIP.*—*The Office shall be headed*  
2           *by the Assistant Secretary for Aviation Consumer*  
3           *Protection (in this subsection referred to as the ‘As-*  
4           *stant Secretary’).*

5           “(3) *TRANSITION.*—*Not later than 180 days after*  
6           *funding is appropriated for an Office of Aviation*  
7           *Consumer Protection headed by an Assistant Sec-*  
8           *retary, the Office of Aviation Consumer Protection*  
9           *that is a unit within the Office of the General Counsel*  
10           *of the Department which is headed by the Assistant*  
11           *General Counsel for Aviation Consumer Protection*  
12           *shall cease to exist. The Secretary shall determine*  
13           *which employees are necessary to fulfill the respon-*  
14           *sibilities of the new Office of Aviation Consumer Pro-*  
15           *tection and such employees shall be transferred from*  
16           *the Office of the General Counsel, as appropriate, to*  
17           *the newly established Office of Aviation Consumer*  
18           *Protection.*

19           “(4) *COORDINATION.*—*The Assistant Secretary*  
20           *shall coordinate with the General Counsel appointed*  
21           *under subsection (e)(1)(E), in accordance with section*  
22           *1.26 of title 49, Code of Federal Regulations (or a*  
23           *successor regulation), on all legal matters relating*  
24           *to—*

25                           “(A) *aviation consumer protection; and*

1           “(B) the duties and activities of the Office  
2           described in subparagraphs (A) through (C) of  
3           paragraph (1).

4           “(5) ANNUAL REPORT.—The Assistant Secretary  
5           shall submit to the Secretary, who shall submit to  
6           Congress and make publicly available on the website  
7           of the Department, an annual report that, with re-  
8           spect to matters under the jurisdiction of the Depart-  
9           ment, or otherwise within the statutory authority of  
10          the Department—

11                  “(A) analyzes trends in aviation consumer  
12                  protection, civil rights, and licensing;

13                  “(B) identifies major challenges facing pas-  
14                  sengers; and

15                  “(C) addresses any other relevant issues, as  
16                  the Assistant Secretary determines to be appro-  
17                  priate.

18           “(6) FUNDING.—There is authorized to be appro-  
19           priated \$12,000,000 for fiscal year 2024, \$13,000,000  
20           for fiscal year 2025, \$14,000,000 for fiscal year 2026,  
21           \$15,000,000 for fiscal year 2027, and \$16,000,000 for  
22           fiscal year 2028 to carry out this subsection.”.

1 **SEC. 502. ADDITIONAL WITHIN AND BEYOND PERIMETER**  
2 **SLOT EXEMPTIONS AT RONALD REAGAN**  
3 **WASHINGTON NATIONAL AIRPORT.**

4 *(a) INCREASE IN NUMBER OF SLOT EXEMPTIONS.—*  
5 *Section 41718 of title 49, United States Code, is amended*  
6 *by adding at the end the following new subsection:*

7 *“(i) ADDITIONAL SLOT EXEMPTIONS.—*

8 *“(1) INCREASE IN SLOT EXEMPTIONS.—Not later*  
9 *than 60 days after the date of enactment of the FAA*  
10 *Reauthorization Act of 2024, the Secretary shall*  
11 *grant, by order, 10 exemptions from—*

12 *“(A) the application of sections*  
13 *49104(a)(5), 49109, and 41714 to air carriers to*  
14 *operate limited frequencies and aircraft on*  
15 *routes between Ronald Reagan Washington Na-*  
16 *tional Airport and domestic airports located*  
17 *within or beyond the perimeter described in sec-*  
18 *tion 49109; and*

19 *“(B) the requirements of subparts K, S, and*  
20 *T of part 93 of title 14, Code of Federal Regula-*  
21 *tions.*

22 *“(2) NON-LIMITED INCUMBENTS.—Of the slot ex-*  
23 *emptions made available under paragraph (1), the*  
24 *Secretary shall make 8 available to incumbent air*  
25 *carriers qualifying for status as a non-limited incum-*  
26 *berent carrier at Ronald Reagan Washington National*

1 *Airport as of the date of enactment of the FAA Reau-*  
2 *thorization Act of 2024.*

3 “(3) *LIMITED INCUMBENTS.*—*Of the slot exemp-*  
4 *tions made available under paragraph (1), the Sec-*  
5 *retary shall make 2 available to incumbent air car-*  
6 *riers qualifying for status as a limited incumbent*  
7 *carrier at Ronald Reagan Washington National Air-*  
8 *port as of the date of enactment of the FAA Reauthor-*  
9 *ization Act of 2024.*

10 “(4) *ALLOCATION PROCEDURES.*—*The Secretary*  
11 *shall allocate the 10 slot exemptions provided under*  
12 *paragraph (1) pursuant to the application process es-*  
13 *tablished by the Secretary under subsection (d), sub-*  
14 *ject to the following:*

15 “(A) *LIMITATIONS.*—*Each air carrier that*  
16 *is eligible under paragraph (2) and paragraph*  
17 *(3) shall be eligible to operate no more and no*  
18 *less than 2 of the newly authorized slot exemp-*  
19 *tions.*

20 “(B) *CRITERIA.*—*The Secretary shall con-*  
21 *sider the extent to which the exemptions will—*

22 “(i) *enhance options for nonstop travel*  
23 *to beyond-perimeter airports that do not*  
24 *have nonstop service from Ronald Reagan*  
25 *Washington National Airport as of the date*

1           *of enactment of the FAA Reauthorization*  
2           *Act of 2024; or*

3           “(ii) *have a positive impact on the*  
4           *overall level of competition in the markets*  
5           *that will be served as a result of those ex-*  
6           *emptions.*

7           “(5) *PROHIBITION.—*

8           “(A) *IN GENERAL.—The Metropolitan*  
9           *Washington Airports Authority may not assess*  
10           *any penalty or similar levy against an indi-*  
11           *vidual air carrier solely for obtaining and oper-*  
12           *ating a slot exemption authorized under this sub-*  
13           *section.*

14           “(B) *RULE OF CONSTRUCTION.—Subpara-*  
15           *graph (A) shall not be construed as prohibiting*  
16           *the Metropolitan Washington Airports Authority*  
17           *from assessing and collecting any penalty, fine,*  
18           *or other levy, such as a handling fee or landing*  
19           *fee, that is—*

20           “(i) *authorized by the Metropolitan*  
21           *Washington Airports Regulations;*

22           “(ii) *agreed to in writing by the air*  
23           *carrier; or*

24           “(iii) *charged in the ordinary course of*  
25           *business to an air carrier operating at Ron-*

1            *ald Reagan Washington National Airport*  
2            *regardless of whether or not the air carrier*  
3            *obtained a slot exemption authorized under*  
4            *this subsection.”.*

5            (b)        *CONFORMING        AMENDMENTS.—Section*  
6            *41718(c)(2)(A) of title 49, United States Code, is amend-*  
7            *ed—*

8                    (1) *in clause (i) by striking “and (b)” and in-*  
9                    *serting “, (b), and (i)”;* and

10                   (2) *in clause (ii) by striking “and (g)” and in-*  
11                   *serting “(g), and (i)”.*

12            (c) *PRESERVATION OF EXISTING WITHIN PERIMETER*  
13            *SERVICE.—Nothing in this section, or the amendments*  
14            *made by this section, shall be construed as authorizing the*  
15            *conversion of a within-perimeter exemption or slot at Ron-*  
16            *ald Reagan Washington National Airport that is in effect*  
17            *on the date of enactment of this Act to serve an airport*  
18            *located beyond the perimeter described in section 49109 of*  
19            *title 49, United States Code.*

20            **SEC. 503. REFUNDS.**

21            (a) *IN GENERAL.—Chapter 423 of title 49, United*  
22            *States Code, is amended by inserting after section 42304*  
23            *the following:*

1 **“§42305. Refunds for cancelled or significantly de-**  
2 **layed or changed flights**

3 “(a) *IN GENERAL.*—*In the case of a passenger that*  
4 *holds a nonrefundable ticket on a scheduled flight to, from,*  
5 *or within the United States, an air carrier or a foreign*  
6 *air carrier shall, upon request as set forth in subsection (f),*  
7 *provide a full refund, including any taxes and ancillary*  
8 *fees, for the fare such carrier collected for any cancelled*  
9 *flight or significantly delayed or changed flight where the*  
10 *passenger chooses not to—*

11 “(1) *fly on the significantly delayed or changed*  
12 *flight or accept rebooking on an alternative flight; or*

13 “(2) *accept any voucher, credit, or other form of*  
14 *compensation offered by the air carrier or foreign air*  
15 *carrier pursuant to subsection (c).*

16 “(b) *TIMING OF REFUND.*—*Any refund required under*  
17 *subsection (a) shall be issued by the air carrier or foreign*  
18 *air carrier—*

19 “(1) *in the case of a ticket purchased with a*  
20 *credit card, not later than 7 business days after the*  
21 *earliest date the refund was requested as set forth in*  
22 *subsection (f); or*

23 “(2) *in the case of a ticket purchased with cash*  
24 *or another form of payment, not later than 20 days*  
25 *after the earliest date the refund was requested as set*  
26 *forth in subsection (f).*

1       “(c) *ALTERNATIVE TO REFUND.*—*An air carrier and*  
2 *a foreign air carrier may offer a voucher, credit, or other*  
3 *form of compensation as an explicit alternative to pro-*  
4 *viding a refund required by subsection (a) but only if—*

5               “(1) *the offer includes a clear and conspicuous*  
6 *notice of—*

7                       “(A) *the terms of the offer; and*

8                       “(B) *the passenger’s right to a full refund*  
9 *under this section;*

10               “(2) *the voucher, credit, or other form of com-*  
11 *penetration offered explicitly as an alternative to pro-*  
12 *viding a refund required by subsection (a) remains*  
13 *valid and redeemable by the consumer for a period of*  
14 *at least 5 years from the date on which such voucher,*  
15 *credit, or other form of compensation is issued;*

16               “(3) *upon the issuance of such voucher, credit, or*  
17 *other form of compensation, an air carrier, foreign*  
18 *air carrier, or ticket agent, where applicable, notifies*  
19 *the recipient of the expiration date of the voucher,*  
20 *credit, or other form of compensation; and*

21               “(4) *upon request by an individual who self-*  
22 *identifies as having a disability (as defined in section*  
23 *382.3 of title 14, Code of Federal Regulations), an air*  
24 *carrier, foreign air carrier, or ticket agent provides a*



1       *notification under paragraph (3) in an electronic for-*  
2       *mat that is accessible to the recipient.*

3       “(d) *SIGNIFICANTLY DELAYED OR CHANGED FLIGHT*  
4       *DEFINED.—In this section, the term ‘significantly delayed*  
5       *or changed flight’ includes, at a minimum, a flight where*  
6       *the passenger arrives at a destination airport—*

7               “(1) *in the case of a domestic flight, 3 or more*  
8       *hours after the original scheduled arrival time; and*

9               “(2) *in the case of an international flight, 6 or*  
10       *more hours after the original scheduled arrival time.*

11       “(e) *APPLICATION TO TICKET AGENTS.—*

12               “(1) *IN GENERAL.—Not later than 1 year after*  
13       *the date of enactment of this section, the Secretary*  
14       *shall issue a final rule to apply refund requirements*  
15       *to ticket agents in the case of cancelled flights and*  
16       *significantly delayed or changed flights.*

17               “(2) *TRANSFER OF FUNDS.—The Secretary shall*  
18       *issue regulations requiring air carriers and foreign*  
19       *air carriers to promptly transfer funds to a ticket*  
20       *agent if—*

21                       “(A) *the Secretary has determined that the*  
22       *ticket agent is responsible for providing the re-*  
23       *fund; and*

24                       “(B) *the ticket agent does not possess the*  
25       *funds of the passenger.*

1           “(3) *TIMING AND ALTERNATIVES.*—A refund pro-  
2           vided by a ticket agent shall comply with the require-  
3           ments in subsections (b) and (c) of this section.

4           “(f) *REFUND.*—An air carrier and a foreign air car-  
5           rier shall consider a passenger to have requested a refund  
6           if—

7           “(1) a flight is cancelled and a passenger is not  
8           offered an alternative flight or any voucher, credit, or  
9           other form of compensation by the air carrier or for-  
10          eign air carrier pursuant to subsection (c);

11          “(2) a passenger rejects the significantly delayed  
12          or changed flight, rebooking on an alternative flight,  
13          or any voucher, credit, or other form of compensation  
14          offered by the air carrier or foreign air carrier pursu-  
15          ant to subsection (c); or

16          “(3) a passenger does not respond to an offer  
17          of—

18                 “(A) a significantly delayed or changed  
19                 flight or an alternative flight and the flight de-  
20                 parts without the passenger; or

21                 “(B) a voucher, credit, or other form of  
22                 compensation by the date on which the cancelled  
23                 flight was scheduled to depart or the date that  
24                 the significantly delayed or changed flight de-  
25                 parts.

1       “(g) *REFUND NOTIFICATION.*—An air carrier and a  
2 foreign air carrier shall update their passenger notification  
3 systems to ensure passengers owed a refund under this sec-  
4 tion are notified of their right to receive a refund.”.

5       (b) *CLERICAL AMENDMENT.*—The analysis for chapter  
6 423 of title 49, United States Code, is amended by inserting  
7 after the item relating to section 42304 the following:

“42305. Refunds for cancelled or significantly delayed or changed flights.”.

8 **SEC. 504. KNOW YOUR RIGHTS POSTERS.**

9       (a) *IN GENERAL.*—Chapter 423 of title 49, United  
10 States Code, is further amended by inserting after section  
11 42305 the following:

12 **“§ 42306. Know Your Rights posters**

13       “(a) *IN GENERAL.*—Each large hub airport, medium  
14 hub airport, and small hub airport with scheduled pas-  
15 senger service shall prominently display posters that clearly  
16 and concisely outline the rights of airline passengers under  
17 Federal law with respect to, at a minimum—

18               “(1) flight delays and cancellations;

19               “(2) refunds;

20               “(3) bumping of passengers from flights and the  
21 oversale of flights; and

22               “(4) lost, delayed, or damaged baggage.

23       “(b) *LOCATION.*—Posters described in subsection (a)  
24 shall be displayed in conspicuous locations throughout the

1 *airport, including ticket counters, security checkpoints, and*  
2 *boarding gates.*

3       “(c) *ACCESSIBILITY ASSISTANCE.*—*Each large hub*  
4 *airport, medium hub airport, and small hub airport with*  
5 *scheduled passenger service shall ensure that passengers*  
6 *with a disability (as such term is defined in section 382.3*  
7 *of title 14, Code of Federal Regulations) who identify them-*  
8 *selves as having such a disability are notified of the avail-*  
9 *ability of accessibility assistance and shall assist such pas-*  
10 *sengers in connecting to the appropriate entities to obtain*  
11 *the same information required in this section that is pro-*  
12 *vided to other passengers.”.*

13       (b) *EXEMPTION.*—*Section 46301(a)(1)(A) of title 49,*  
14 *United States Code, is further amended by striking “chap-*  
15 *ter 423” and inserting “chapter 423 (except section*  
16 *42306)”.*

17       (c) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
18 *423 of title 49, United States Code, is further amended by*  
19 *inserting after the item relating to section 42305 the fol-*  
20 *lowing:*

*“42306. Know Your Rights posters.”.*

21       (d) *EFFECTIVE DATE.*—*The amendments made by this*  
22 *section shall take effect on the date that is 1 year after the*  
23 *date of enactment of this Act.*

1 **SEC. 505. ACCESS TO CUSTOMER SERVICE ASSISTANCE FOR**  
2 **ALL TRAVELERS.**

3 (a) *FINDINGS.*—Congress finds the following:

4 (1) *In the event of a cancelled or delayed flight,*  
5 *it is important for customers to be able to easily ac-*  
6 *cess information about the status of their flight and*  
7 *any alternative flight options.*

8 (2) *Customers should be able to access real-time*  
9 *assistance from customer service agents of air carriers*  
10 *without an excessive wait time, particularly during*  
11 *times of mass disruptions.*

12 (b) *TRANSPARENCY REQUIREMENTS.*—

13 (1) *REQUIREMENT TO MAINTAIN A LIVE CUS-*  
14 *TOMER CHAT OR MONITORED TEXT MESSAGING NUM-*  
15 *BER.*—Chapter 423 of title 49, United States Code, is  
16 *further amended by inserting after section 42306 the*  
17 *following:*

18 **“§42307. Requirement to maintain a live customer**  
19 **chat or monitored text messaging number**

20 **“(a) REQUIREMENT.**—

21 **“(1) IN GENERAL.**—A covered air carrier that  
22 *operates a domestic or international flight to, from, or*  
23 *within the United States shall maintain—*

24 **“(A) a customer service telephone line**  
25 **staffed by live agents;**

1           “(B) a customer chat option that allows for  
2 customers to speak to a live agent within a rea-  
3 sonable time, to the greatest extent practicable; or

4           “(C) a monitored text messaging number  
5 that enables customers to communicate and  
6 speak with a live agent directly.

7           “(2) *PROVISION OF SERVICES.*—The services re-  
8 quired under paragraph (1) shall be provided to cus-  
9 tomers without charge for the use of such services, and  
10 shall be available at all times.

11          “(b) *RULEMAKING AUTHORITY.*—The Secretary shall  
12 promulgate such rules as may be necessary to carry out this  
13 section.

14          “(c) *COVERED AIR CARRIER DEFINED.*—In this sec-  
15 tion, the term ‘covered air carrier’ means an air carrier  
16 that sells tickets for scheduled passenger air transportation  
17 on an aircraft that, as originally designed, has a passenger  
18 capacity of 30 or more seats.

19          “(d) *EFFECTIVE DATE.*—Beginning on the date that  
20 is 120 days after the date of enactment of this section, a  
21 covered air carrier shall comply with the requirement speci-  
22 fied in subsection (a) without regard to whether the Sec-  
23 retary has promulgated any rules to carry out this section  
24 as of the date that is 120 days after such date of enact-  
25 ment.”.

1           (2) *CLERICAL AMENDMENT.*—*The analysis for*  
2           *chapter 423 of title 49, United States Code, is further*  
3           *amended by inserting after the item relating to sec-*  
4           *tion 42306 the following:*

          “42307. *Requirement to maintain a live customer chat or monitored text mes-*  
          *saging number.*”.

5   **SEC. 506. AIRLINE CUSTOMER SERVICE DASHBOARDS.**

6           (a) *DASHBOARDS.*—

7           (1) *IN GENERAL.*—*Chapter 423 of title 49,*  
8           *United States Code, is further amended by inserting*  
9           *after section 42307 the following:*

10   **“§ 42308. DOT airline customer service dashboards**

11           “(a) *REQUIREMENT TO ESTABLISH AND MAINTAIN*  
12           *PUBLICLY AVAILABLE DASHBOARDS.*—*The Secretary of*  
13           *Transportation shall establish, maintain, and make pub-*  
14           *licly available the following online dashboards for purposes*  
15           *of keeping aviation consumers informed with respect to cer-*  
16           *tain policies of, and services provided by, large air carriers*  
17           *(as such term is defined by the Secretary) to the extent that*  
18           *such policies or services exceed what is required by Federal*  
19           *law:*

20           “(1) *DELAY AND CANCELLATION DASHBOARD.*—  
21           *A dashboard that displays information regarding the*  
22           *services and compensation provided by each large air*  
23           *carrier to mitigate any passenger inconvenience*

1       *caused by a delay or cancellation due to cir-*  
2       *cumstances in the control of such carrier.*

3           “(2) *EXPLANATION OF CIRCUMSTANCES.*—*The*  
4       *website on which such dashboard is displayed shall*  
5       *explain the circumstances under which a delay or*  
6       *cancellation is not due to circumstances in the control*  
7       *of the large air carrier (such as a delay or cancella-*  
8       *tion due to a weather event or an instruction from the*  
9       *Federal Aviation Administration Air Traffic Control*  
10       *System Command Center) consistent with section*  
11       *234.4 of title 14, Code of Federal Regulations.*

12           “(3) *FAMILY SEATING DASHBOARD.*—*A dash-*  
13       *board that displays information regarding which*  
14       *large air carriers guarantee that each child shall be*  
15       *seated adjacent to an adult accompanying the child*  
16       *without charging any additional fees.*

17           “(4) *SEAT SIZE DASHBOARD.*—*A dashboard that*  
18       *displays information regarding aircraft seat size for*  
19       *each large air carrier, including the pitch, width, and*  
20       *length of a seat in economy class for the aircraft mod-*  
21       *els and configurations most commonly flown by such*  
22       *carrier.*

23           “(5) *FAMILY SEATING SUNSET.*—*The require-*  
24       *ment in subsection (a)(3) shall cease to be effective on*



1        *the date on which the rule in section 516 of the FAA*  
2        *Reauthorization Act of 2024 is effective.*

3        “(b) *ACCESSIBILITY REQUIREMENT.*—*In developing*  
4        *the dashboards required in subsection (a), the Secretary*  
5        *shall, in order to ensure the dashboards are accessible and*  
6        *contain pertinent information for passengers with disabili-*  
7        *ties, consult with the Air Carrier Access Act Advisory Com-*  
8        *mittee, the Architectural and Transportation Barriers*  
9        *Compliance Board, any other relevant department or agen-*  
10       *cy to determine appropriate accessibility standards, and*  
11       *disability organizations, including advocacy and nonprofit*  
12       *organizations that represent or provide services to individ-*  
13       *uals with disabilities.*

14       “(c) *LIMITATION ON DASHBOARDS.*—*After the rule re-*  
15       *quired in section 516 of the FAA Reauthorization Act of*  
16       *2024 is effective, the Secretary may not establish or main-*  
17       *tain more than 4 different customer service dashboards at*  
18       *any given time.*

19       “(d) *PROVISION OF INFORMATION.*—*Each large air*  
20       *carrier shall provide to the Secretary such information as*  
21       *the Secretary requires to carry out this section.*

22       “(e) *SUNSET.*—*This section shall cease to be effective*  
23       *on October 1, 2028.”.*

24                (2) *ESTABLISHMENT.*—*The Secretary shall estab-*  
25        *lish each of the online dashboards required by section*

1       42308(a) of title 49, United States Code, not later  
2       than 30 days after the date of enactment of this Act.

3       (b) *CLERICAL AMENDMENT.*—The analysis for chapter  
4       423 of title 49, United States Code, is further amended by  
5       inserting after the item relating to section 42307 the fol-  
6       lowing:

      “42308. DOT airline customer service dashboards.”.

7       **SEC. 507. INCREASE IN CIVIL PENALTIES.**

8       (a) *IN GENERAL.*—Section 46301(a)(1) of title 49,  
9       United States Code, is amended in the matter preceding  
10      subparagraph (A) by striking “\$25,000” and inserting  
11      “\$75,000”.

12      (b) *EFFECTIVE DATE.*—The amendment made by sub-  
13      section (a) shall apply to violations occurring on or after  
14      the date of enactment of this Act.

15      (c) *CONFORMING REGULATIONS.*—The Secretary shall  
16      revise such regulations as necessary to conform to the  
17      amendment made by subsection (a).

18      **SEC. 508. ADVISORY COMMITTEE FOR AVIATION CONSUMER**  
19                 **PROTECTION.**

20      (a) *EXTENSION.*—Section 411(h) of the FAA Mod-  
21      ernization and Reform Act of 2012 (49 U.S.C. 42301 prec.  
22      note) is amended by striking “May 10, 2024” and inserting  
23      “September 30, 2028”.

1           (b) *COORDINATION.*—Section 411 of the *FAA Mod-*  
 2 *ernization and Reform Act of 2012* (49 U.S.C. 42301 *prec.*  
 3 *note*) is amended by adding at the end the following:

4           “(i) *CONSULTATION.*—The Advisory Committee shall  
 5 *consult, as appropriate, with foreign air carriers, air car-*  
 6 *riers with an ultra-low-cost business model, nonprofit pub-*  
 7 *lic interest groups with expertise in disability and accessi-*  
 8 *bility matters, ticket agents, travel management companies,*  
 9 *and any other groups as determined by the Secretary.”.*

10 **SEC. 509. EXTENSION OF AVIATION CONSUMER ADVOCATE**  
 11 **REPORTING REQUIREMENT.**

12           Section 424(e) of the *FAA Reauthorization Act of 2018*  
 13 (49 U.S.C. 42302 *note*) is amended by striking “May 10,  
 14 2024” and inserting “October 1, 2028”.

15 **SEC. 510. CODIFICATION OF CONSUMER PROTECTION PRO-**  
 16 **VISIONS.**

17           (a) *SECTION 429 OF FAA REAUTHORIZATION ACT OF*  
 18 *2018.*—

19           (1) *IN GENERAL.*—Section 429 of the *FAA Reau-*  
 20 *thorization Act of 2018* (49 U.S.C. 42301 *prec. note*)  
 21 *is amended—*

22                           (A) *by transferring such section to appear*  
 23 *after section 41726 of title 49, United States*  
 24 *Code;*

1                   (B) by redesignating such section as section  
2                   41727 of such title; and

3                   (C) by amending the section heading of such  
4                   section to read as follows:

5   **“§ 41727. Passenger Rights”.**

6                   (2) *TECHNICAL AMENDMENT.*—Section 41727 of  
7                   title 49, United States Code, as transferred and reded-  
8                   signed by paragraph (1), is amended in subsection  
9                   (a) by striking “Not later than 90 days after the date  
10                  of enactment of this Act, the Secretary” and inserting  
11                  “The Secretary”.

12                  (b) *SECTION 434 OF THE FAA REAUTHORIZATION ACT*  
13                  *OF 2018.*—

14                  (1) *IN GENERAL.*—Section 434 of the *FAA Reau-*  
15                  *thorization Act of 2018 (49 U.S.C. 41705 note)* is  
16                  amended—

17                         (A) by transferring such section to appear  
18                         after section 41727 of title 49, United States  
19                         Code, as transferred and redesignated by sub-  
20                         section (a)(1);

21                         (B) by redesignating such section 434 as  
22                         section 41728 of such title; and

23                         (C) by amending the section heading of such  
24                         section 41728 to read as follows:

1 **“§41728. Airline passengers with disabilities bill of**  
2 **rights”.**

3 (2) *TECHNICAL AMENDMENT.*—Section 41728 of  
4 title 49, United States Code, as transferred and reded-  
5 igned by paragraph (1), is amended—

6 (A) in subsection (a) by striking “the sec-  
7 tion 41705 of title 49, United States Code” and  
8 inserting “section 41705”;

9 (B) in subsection (c) by striking “the date  
10 of enactment of this Act” and inserting “the date  
11 of enactment of the FAA Reauthorization Act of  
12 2018”; and

13 (C) in subsection (f) by striking “ensure  
14 employees” and inserting “ensure that employ-  
15 ees”.

16 (c) *CLERICAL AMENDMENT.*—The analysis for chapter  
17 417 of title 49, United States Code, is amended by inserting  
18 after the item relating to section 41726 the following:

“41727. Passenger rights.

“41728. Airline passengers with disabilities bill of rights.”.

19 **SEC. 511. BUREAU OF TRANSPORTATION STATISTICS.**

20 (a) *RULEMAKING.*—Not later than 60 days after the  
21 date of enactment of this Act, the Director of the Bureau  
22 of Transportation Statistics shall initiate a rulemaking to  
23 revise section 234.4 of title 14, Code of Federal Regulations,  
24 to create a new “cause of delay” category (or categories)

1 *that identifies and tracks information on delays and can-*  
2 *cellations of air carriers (as defined in section 40102 of title*  
3 *49, United States Code) that are due to instructions from*  
4 *the FAA Air Traffic Control System and to make any other*  
5 *changes necessary to carry out this section.*

6 (b) *AIR CARRIER CODE.*—*The following causes shall*  
7 *not be included within the Air Carrier code specified in*  
8 *section 234.4 of title 14, Code of Federal Regulations, for*  
9 *cancelled and delayed flights:*

10 (1) *Aircraft cleaning necessitated by the death of*  
11 *a passenger.*

12 (2) *Aircraft damage caused by extreme weather,*  
13 *foreign object debris, or sabotage.*

14 (3) *A baggage or cargo loading delay caused by*  
15 *an outage of a bag system not controlled by a carrier*  
16 *or its contractor.*

17 (4) *Cybersecurity attacks (provided that the air*  
18 *carrier is in compliance with applicable cybersecurity*  
19 *regulations).*

20 (5) *A shutdown or system failure of government*  
21 *systems that directly affects the ability of an air car-*  
22 *rier to safely conduct flights and is unexpected.*

23 (6) *Overheated brakes due to a safety incident*  
24 *resulting in the use of emergency procedures.*

1           (7) *Unscheduled maintenance, including in re-*  
2           *ponse to an airworthiness directive, manifesting out-*  
3           *side a scheduled maintenance program that cannot be*  
4           *deferred or must be addressed before flight.*

5           (8) *An emergency that required medical atten-*  
6           *tion through no fault of the carrier.*

7           (9) *The removal of an unruly passenger.*

8           (10) *An airport closure due to the presence of*  
9           *volcanic ash, wind, or wind shear.*

10          (c) *FAMILY SEATING COMPLAINTS.—*

11           (1) *IN GENERAL.—The Director of the Bureau of*  
12           *Transportation Statistics shall update the reporting*  
13           *framework of the Bureau to create a new category to*  
14           *identify and track information on complaints related*  
15           *to family seating.*

16           (2) *SUNSET.—The requirements in paragraph*  
17           *(1) shall cease to be effective on the date on which the*  
18           *rulemaking required by section 513 is effective.*

19          (d) *AIR TRAVEL CONSUMER REPORT.—*

20           (1) *ATCSCC DELAYS.—The Secretary shall in-*  
21           *clude information on delays and cancellations that*  
22           *are due to instructions from the FAA Air Traffic*  
23           *Control System Command Center in the Air Travel*  
24           *Consumer Report issued by the Office of Aviation*

1        *Consumer Protection of the Department of Transpor-*  
2        *tation.*

3            (2) *FAMILY SEATING COMPLAINTS.*—*The Sec-*  
4        *retary shall include information on complaints re-*  
5        *lated to family seating—*

6            (A) *in the Air Travel Consumer Report*  
7        *issued by the Office of Aviation Consumer Pro-*  
8        *tection of the Department of Transportation; and*

9            (B) *on the family seating dashboard re-*  
10       *quired by subsection (a)(2).*

11          (3) *SUNSET.*—*The requirements in paragraph*  
12       *(2) shall cease to be effective on the date on which the*  
13       *rulemaking required by section 513 is effective.*

14        **SEC. 512. REIMBURSEMENT FOR INCURRED COSTS.**

15          (a) *IN GENERAL.*—*Not later than 1 year after the date*  
16       *of enactment of this Act, the Secretary shall direct all air*  
17       *carriers providing scheduled passenger interstate or intra-*  
18       *state air transportation to establish policies regarding re-*  
19       *imbursement for lodging, transportation between such lodg-*  
20       *ing and the airport, and meal costs incurred due to a flight*  
21       *cancellation or significant delay directly attributable to the*  
22       *air carrier.*

23          (b) *DEFINITION OF SIGNIFICANTLY DELAYED.*—*In this*  
24       *section, the term “significantly delayed” means, with re-*  
25       *spect to air transportation, the departure or arrival at the*



1 *originally ticketed destination associated with such trans-*  
2 *portation has changed—*

3 *(1) in the case of a domestic flight, 3 or more*  
4 *hours after the original scheduled arrival time; and*

5 *(2) in the case of an international flight, 6 or*  
6 *more hours after the original scheduled arrival time.*

7 *(c) RULE OF CONSTRUCTION.—Nothing in this section*  
8 *shall be construed as providing the Secretary with any ad-*  
9 *ditional authorities beyond the authority to require air car-*  
10 *riers establish the policies referred to in subsection (a).*

11 **SEC. 513. STREAMLINING OF OFFLINE TICKET DISCLO-**  
12 **SURES.**

13 *(a) IN GENERAL.—Not later than 18 months after the*  
14 *date of enactment of this Act, the Secretary shall take such*  
15 *action as may be necessary to update the process by which*  
16 *an air carrier or ticket agent is required to fulfill disclosure*  
17 *obligations in ticketing transactions for air transportation*  
18 *not completed through a website.*

19 *(b) REQUIREMENTS.—The process updated under sub-*  
20 *section (a) shall—*

21 *(1) include means of referral to the applicable*  
22 *air carrier website with respect to disclosures related*  
23 *to air carrier optional fees and policies;*

24 *(2) include a means of referral to the website of*  
25 *the Department of Transportation with respect to any*

1 *other required disclosures to air transportation pas-*  
2 *sengers;*

3 (3) *make no changes to air carrier or ticket*  
4 *agent obligations with respect to—*

5 (A) *section 41712(c) of title 49, United*  
6 *States Code; or*

7 (B) *subsections (a) and (b) of section 399.84*  
8 *of title 14, Code of Federal Regulations (or any*  
9 *successor regulations); and*

10 (4) *require disclosures referred to in paragraphs*  
11 *(1) and (2) to be made in the manner existing prior*  
12 *to the date of enactment of this Act upon passenger*  
13 *request.*

14 (c) *AIR CARRIER DEFINED.—In this section, the term*  
15 *“air carrier” has the meaning given such term in section*  
16 *40102(a) of title 49, United States Code.*

17 **SEC. 514. GAO STUDY ON COMPETITION AND CONSOLIDA-**  
18 **TION IN THE AIR CARRIER INDUSTRY.**

19 (a) *STUDY.—The Comptroller General shall conduct a*  
20 *study assessing competition and consolidation in the*  
21 *United States air carrier industry. Such study shall include*  
22 *an assessment of data related to—*

23 (1) *the history of mergers in the United States*  
24 *air carrier industry, including whether any claimed*  
25 *efficiencies have been realized;*

1           (2) *the effect of consolidation in the United*  
2 *States air carrier industry, if any, on consumers;*

3           (3) *the effect of consolidation in the United*  
4 *States air carrier industry, if any, on air transpor-*  
5 *tation service in small and rural markets; and*

6           (4) *the current state of competition in the United*  
7 *States air carrier industry as of the date of enact-*  
8 *ment of this Act.*

9           (b) *REPORT.*—*Not later than 1 year after the date of*  
10 *enactment of this Act, the Comptroller General shall submit*  
11 *to the appropriate committees of Congress a report con-*  
12 *taining the results of the study conducted under subsection*  
13 *(a), and recommendations for such legislative and adminis-*  
14 *trative action as the Comptroller General determines appro-*  
15 *priate.*

16 **SEC. 515. GAO STUDY AND REPORT ON THE OPERATIONAL**  
17 **PREPAREDNESS OF AIR CARRIERS FOR CER-**  
18 **TAIN EVENTS.**

19           (a) *STUDY.*—

20           (1) *IN GENERAL.*—*The Comptroller General shall*  
21 *study and assess the operational preparedness of air*  
22 *carriers for changing weather and other events related*  
23 *to changing conditions and natural hazards, includ-*  
24 *ing flooding, extreme heat, changes in precipitation,*

1        *storms, including winter storms, coastal storms, trop-*  
2        *ical storms, and hurricanes, and fire conditions.*

3            (2) *REQUIREMENTS.*—*As part of the study re-*  
4        *quired under paragraph (1), the Comptroller General*  
5        *shall assess the following:*

6            (A) *The extent to which air carriers are*  
7        *preparing for weather events and natural disas-*  
8        *ters, as well as changing conditions and natural*  
9        *hazards, that may impact operational invest-*  
10       *ments of air carriers, staffing levels and safety*  
11       *policies, mitigation strategies, and other resil-*  
12       *ience planning.*

13           (B) *How the FAA oversees operational resil-*  
14       *ience of air carriers relating to storms, natural*  
15       *disasters, and changing conditions.*

16           (C) *Steps the Federal Government and air*  
17       *carriers can take to improve operational resil-*  
18       *ience relating to storms, natural disasters, and*  
19       *changing conditions.*

20        (b) *BRIEFING AND REPORT.*—

21           (1) *BRIEFING.*—*Not later than 1 year after the*  
22       *date of enactment of this Act, the Comptroller General*  
23       *shall brief the appropriate committees of Congress on*  
24       *the results of the study required under subsection (a),*  
25       *and recommendations for such legislative and admin-*

1        *istrative action as the Comptroller General determines*  
2        *appropriate.*

3            (2) *REPORT.*—*Not later than 6 months after the*  
4        *briefing required by paragraph (1) is provided, the*  
5        *Comptroller General shall submit to the appropriate*  
6        *committees of Congress a report on the results of the*  
7        *study required under subsection (a), and rec-*  
8        *ommendations for such legislative and administrative*  
9        *action as the Comptroller General determines appro-*  
10       *priate.*

11        (c) *DEFINITION OF AIR CARRIER.*—*In this section, the*  
12       *term “air carrier” has the meaning given such term in sec-*  
13       *tion 40102 of title 49, United States Code.*

14       **SEC. 516. FAMILY SEATING.**

15        (a) *IN GENERAL.*—*Not later than 180 days after the*  
16       *date of enactment of this Act, the Secretary shall issue a*  
17       *notice of proposed rulemaking to establish a policy directing*  
18       *air carriers that assign seats, or allow individuals to select*  
19       *seats in advance of the date of departure of a flight, to sit*  
20       *each young child adjacent to an accompanying adult, to*  
21       *the greatest extent practicable, if adjacent seat assignments*  
22       *are available at any time after the ticket is issued for each*  
23       *young child and before the first passenger boards the flight.*

24        (b) *PROHIBITION ON FEES.*—*The notice of proposed*  
25       *rulemaking described in subsection (a) shall include a pro-*

1 *vision that prohibits an air carrier from charging a fee,*  
2 *or imposing an additional cost beyond the ticket price of*  
3 *the additional seat, to seat each young child adjacent to*  
4 *an accompanying adult within the same class of service.*

5 (c) *RULE OF CONSTRUCTION.*—*Notwithstanding the*  
6 *requirement in subsection (a), nothing in this section may*  
7 *be construed to allow the Secretary to impose a change in*  
8 *the overall seating or boarding policy of an air carrier that*  
9 *has an open or flexible seating policy in place that generally*  
10 *allows adjacent family seating as described under this sec-*  
11 *tion.*

12 (d) *YOUNG CHILD.*—*In this section, the term “young*  
13 *child” means an individual who has not attained 14 years*  
14 *of age.*

15 **SEC. 517. PASSENGER EXPERIENCE ADVISORY COMMITTEE.**

16 (a) *IN GENERAL.*—*The Secretary shall establish an ad-*  
17 *visory committee to advise the Secretary and the Adminis-*  
18 *trator in carrying out activities relating to the improve-*  
19 *ment of the passenger experience in air transportation cus-*  
20 *tomers service. The advisory committee shall not duplicate*  
21 *the work of any other advisory committee.*

22 (b) *MEMBERSHIP.*—*The Secretary shall appoint the*  
23 *members of the advisory committee, which shall be com-*  
24 *prised of at least 1 representative of each of—*

25 (1) *mainline air carriers;*

- 1           (2) *air carriers with a low-cost or ultra-low-cost*
- 2           *business model;*
- 3           (3) *regional air carriers;*
- 4           (4) *large hub airport sponsors and operators;*
- 5           (5) *medium hub airport sponsors and operators;*
- 6           (6) *small hub airport sponsors and operators;*
- 7           (7) *nonhub airport sponsors and operators;*
- 8           (8) *ticket agents;*
- 9           (9) *representatives of intermodal transportation*
- 10          *companies that operate at airports;*
- 11          (10) *airport concessionaires;*
- 12          (11) *nonprofit public interest groups with exper-*
- 13          *tise in consumer protection matters;*
- 14          (12) *senior managers of the FAA Air Traffic Or-*
- 15          *ganization;*
- 16          (13) *aircraft manufacturers;*
- 17          (14) *entities representing individuals with dis-*
- 18          *abilities;*
- 19          (15) *certified labor organizations representing*
- 20          *aviation workers, including—*
- 21                 (A) *FAA employees;*
- 22                 (B) *airline pilots working for air carriers*
- 23                 *operating under part 121 of title 14, Code of*
- 24                 *Federal Regulations;*

1           (C) *flight attendants working for air car-*  
2           *riers operating under part 121 of title 14, Code*  
3           *of Federal Regulations; and*

4           (D) *other customer-facing airline and air-*  
5           *port workers;*

6           (16) *other organizations or industry segments as*  
7           *determined by the Secretary; and*

8           (17) *other Federal agencies that directly inter-*  
9           *face with passengers at airports.*

10       (c) *VACANCIES.*—*A vacancy in the advisory committee*  
11       *under this section shall be filled in a manner consistent*  
12       *with subsection (b).*

13       (d) *TRAVEL EXPENSES.*—*Members of the advisory*  
14       *committee under this section shall serve without pay but*  
15       *shall receive travel expenses, including per diem in lieu of*  
16       *subsistence, in accordance with subchapter I of chapter 57*  
17       *of title 5, United States Code.*

18       (e) *CHAIR.*—*The Secretary shall designate an indi-*  
19       *vidual among the individuals appointed under subsection*  
20       *(b) to serve as Chair of the advisory committee.*

21       (f) *DUTIES.*—*The duties of the advisory committee*  
22       *shall include—*

23           (1) *evaluating ways to improve the comprehen-*  
24           *sive passenger experience, including—*



- 1           (A) transportation between airport termi-  
2           nals and facilities;
- 3           (B) baggage handling;
- 4           (C) wayfinding;
- 5           (D) the security screening process; and
- 6           (E) the communication of flight delays and  
7           cancellations;
- 8           (2) evaluating ways to improve efficiency in the  
9           national airspace system affecting passengers;
- 10          (3) evaluating ways to improve the cooperation  
11          and coordination between the Department of Trans-  
12          portation and other Federal agencies that directly  
13          interface with aviation passengers at airports;
- 14          (4) responding to other taskings determined by  
15          the Secretary; and
- 16          (5) providing recommendations to the Secretary  
17          and the Administrator, if determined necessary dur-  
18          ing the evaluations considered in paragraphs (1)  
19          through (4).
- 20          (g) *REPORT TO CONGRESS.*—Not later than 1 year  
21          after the date of enactment of this Act, and every 2 years  
22          thereafter, the Secretary shall submit to Congress a report  
23          containing—

1           (1) *consensus recommendations made by the ad-*  
2           *visory committee since such date of enactment or the*  
3           *previous report, as appropriate; and*

4           (2) *an explanation of how the Secretary has im-*  
5           *plemented such recommendations and, for such rec-*  
6           *ommendations not implemented, the Secretary's rea-*  
7           *son for not implementing such recommendation.*

8           (h) *DEFINITION.*—*The definitions in section 40102 of*  
9           *title 49, United States Code, shall apply to this section.*

10          (i) *SUNSET.*—*This section shall cease to be effective on*  
11          *October 1, 2028.*

12          (j) *TERMINATION OF DOT ACCESS ADVISORY COM-*  
13          *MITTEE.*—*The ACCESS Advisory Committee of the Depart-*  
14          *ment of Transportation shall terminate on the date of enact-*  
15          *ment of this Act.*

16          ***SEC. 518. UPDATING PASSENGER INFORMATION REQUIRE-***  
17          ***MENT REGULATIONS.***

18          (a) *ARAC TASKING.*—*Not later than 3 years after the*  
19          *date of enactment of this Act, the Administrator shall task*  
20          *the Aviation Rulemaking Advisory Committee with—*

21                  (1) *reviewing passenger information requirement*  
22                  *regulations under section 121.317 of title 14, Code of*  
23                  *Federal Regulation, and such other related regula-*  
24                  *tions as the Administrator determines appropriate;*  
25                  *and*

1           (2) *making recommendations to update and im-*  
2           *prove such regulations.*

3           (b) *FINAL REGULATION.*—*Not later than 6 years after*  
4 *the date of enactment of this Act, the Administrator shall*  
5 *issue a final regulation revising section 121.317 of title 14,*  
6 *Code of Federal Regulations, and such other related regula-*  
7 *tions as the Administrator determines appropriate, to—*

8           (1) *update such section and regulations to incor-*  
9           *porate exemptions commonly issued by the Adminis-*  
10          *trator;*

11          (2) *reflect civil penalty inflation adjustments;*  
12          *and*

13          (3) *incorporate such updates and improvements*  
14 *recommended by the Aviation Rulemaking Advisory*  
15 *Committee that the Administrator determines appro-*  
16 *priate.*

17 **SEC. 519. SEAT DIMENSIONS.**

18          *Not later than 60 days after the date of enactment of*  
19 *this Act, the Administrator shall—*

20          (1) *initiate a rulemaking activity based on the*  
21 *regulation described in section 577 of the FAA Reau-*  
22 *thorization Act of 2018 (49 U.S.C. 42301 note); or*

23          (2) *if the Administrator decides not to pursue*  
24 *the rulemaking described in paragraph (1), the Ad-*

1 *administrator shall brief appropriate committees of*  
2 *Congress on the justification of such decision.*

3 **SEC. 520. MODERNIZATION OF CONSUMER COMPLAINT SUB-**  
4 **MISSIONS.**

5 *Section 42302 of title 49, United States Code, is*  
6 *amended to read as follows:*

7 **“§ 42302. Consumer complaints**

8 *“(a) IN GENERAL.—The Secretary of Transportation*  
9 *shall—*

10 *“(1) maintain an accessible website through the*  
11 *Office of Aviation Consumer Protection to accept the*  
12 *submission of complaints from airline passengers re-*  
13 *garding air travel service problems; and*

14 *“(2) take appropriate actions to notify the public*  
15 *of such accessible website.*

16 *“(b) NOTICE TO PASSENGERS ON THE INTERNET.—An*  
17 *air carrier or foreign air carrier providing scheduled air*  
18 *transportation using any aircraft that as originally de-*  
19 *signed has a passenger capacity of 30 or more passenger*  
20 *seats shall include on the accessible website of the carrier—*

21 *“(1) the accessible website, e-mail address, or*  
22 *telephone number of the air carrier for the submission*  
23 *of complaints by passengers about air travel service*  
24 *problems; and*

1           “(2) the accessible website maintained pursuant  
2           to subsection (a).

3           “(c) *USE OF ADDITIONAL OR ALTERNATIVE TECH-*  
4 *NOLOGIES.—The Secretary shall periodically evaluate the*  
5 *benefits of using mobile phone applications or other widely*  
6 *used technologies to—*

7           “(1) provide additional or alternative means for  
8           air passengers to submit complaints; and

9           “(2) provide such additional or alternative  
10          means as the Secretary determines appropriate.

11          “(d) *AIR AMBULANCE PROVIDERS.—Each air ambu-*  
12 *lance provider shall include the accessible website, or a link*  
13 *to such accessible website, maintained pursuant to sub-*  
14 *section (a) and the contact information for the Aviation*  
15 *Consumer Advocate established by section 424 of the FAA*  
16 *Reauthorization Act of 2018 (49 U.S.C. 42302 note) on—*

17          “(1) any invoice, bill, or other communication  
18          provided to a passenger or customer of such provider;  
19          and

20          “(2) the accessible website and any related mo-  
21          bile device application of such provider.”.

## 22                   **Subtitle B—Accessibility**

### 23   **SEC. 541. AIR CARRIER ACCESS ACT ADVISORY COMMITTEE.**

24          (a) *IN GENERAL.—Section 439 of the FAA Reauthor-*  
25 *ization Act of 2018 (49 U.S.C. 41705 note) is amended—*

1           (1) *in the section heading by striking “ADVI-*  
 2           *SORY COMMITTEE ON THE AIR TRAVEL NEEDS*  
 3           *OF PASSENGERS WITH DISABILITIES” and insert-*  
 4           *ing “AIR CARRIER ACCESS ACT ADVISORY COM-*  
 5           *MITTEE”;*

6           (2) *in subsection (c)(1) by striking subparagraph*  
 7           *(G) and inserting the following:*

8                     *“(G) Manufacturers of wheelchairs, includ-*  
 9                     *ing powered wheelchairs, and other mobility*  
 10                    *aids.”; and*

11           (3) *in subsection (g) by striking “May 10, 2024”*  
 12           *and inserting “September 30, 2028”.*

13           (b) *CONFORMING AMENDMENT.—Section 1(b) of the*  
 14           *FAA Reauthorization Act of 2018 (Public Law 115–254)*  
 15           *is amended by striking the item relating to section 439 and*  
 16           *inserting the following:*

*“Sec. 439. Air Carrier Access Act advisory committee.”.*

17           **SEC. 542. IMPROVED TRAINING STANDARDS FOR ASSISTING**  
 18                     **PASSENGERS WHO USE WHEELCHAIRS.**

19           (a) *RULEMAKING.—Not later than 6 months after the*  
 20           *date of enactment of this Act, the Secretary shall issue a*  
 21           *notice of proposed rulemaking to develop requirements for*  
 22           *minimum training standards for airline personnel or con-*  
 23           *tractors who assist wheelchair users who board or deplane*  
 24           *using an aisle chair or other boarding device.*

1       (b) *REQUIREMENTS.*—*The training standards devel-*  
2 *oped under subsection (a) shall require, at a minimum, that*  
3 *airline personnel or contractors who assist passengers who*  
4 *use wheelchairs who board or deplane using an aisle chair*  
5 *or other boarding device—*

6           (1) *before being allowed to assist a passenger*  
7 *using an aisle chair or other boarding device to board*  
8 *or deplane, be able to successfully demonstrate skills*  
9 *(during hands-on training sessions) on—*

10           (A) *how to safely use the aisle chair, or*  
11 *other boarding device, including the use of all*  
12 *straps, brakes, and other safety features;*

13           (B) *how to assist in the transfer of pas-*  
14 *sengers to and from their wheelchair, the aisle*  
15 *chair, and the aircraft's passenger seat, either by*  
16 *physically lifting the passenger or deploying a*  
17 *mechanical device for the lift or transfer; and*

18           (C) *how to effectively communicate with,*  
19 *and take instruction from, the passenger;*

20           (2) *are trained regarding the availability of ac-*  
21 *cessible lavatories and on-board wheelchairs and the*  
22 *right of a qualified individual with a disability to re-*  
23 *quest an on-board wheelchair; and*

24           (3) *complete refresher training within 18 months*  
25 *of an initial training and be recertified on the job*

1       *every 18 months thereafter by a relevant superior in*  
2       *order to remain qualified for providing aisle chair as-*  
3       *sistance.*

4       *(c) CONSIDERATIONS.—In conducting the rulemaking*  
5       *under subsection (a), the Secretary shall consider, at a min-*  
6       *imum—*

7               *(1) whether to require air carriers and foreign*  
8       *air carriers to partner with national disability orga-*  
9       *nizations and disabled veterans organizations rep-*  
10       *resenting individuals with disabilities who use wheel-*  
11       *chairs and scooters in developing, administering, and*  
12       *auditing training;*

13               *(2) whether to require air carriers and foreign*  
14       *air carriers to use a lift device, instead of an aisle*  
15       *chair, to board and deplane passengers with mobility*  
16       *disabilities; and*

17               *(3) whether individuals able to provide boarding*  
18       *and deplaning assistance for passengers with limited*  
19       *or no mobility should receive training incorporating*  
20       *procedures from medical professionals on how to*  
21       *properly lift these passengers.*

22       *(d) FINAL RULE.—Not later than 12 months after the*  
23       *date of enactment of this Act, the Secretary shall issue a*  
24       *final rule pursuant to the rulemaking conducted under this*  
25       *section.*



1       (e) *PENALTIES.*—*The Secretary may assess a civil*  
2 *penalty in accordance with section 46301 of title 49, United*  
3 *States Code, to any air carrier or foreign air carrier who*  
4 *fails to meet the requirements established under the final*  
5 *rule under subsection (d).*

6 **SEC. 543. TRAINING STANDARDS FOR STOWAGE OF WHEEL-**  
7 **CHAIRS AND SCOOTERS.**

8       (a) *RULEMAKING.*—*Not later than 6 months after the*  
9 *date of enactment of this Act, the Secretary shall issue a*  
10 *notice of proposed rulemaking to develop minimum train-*  
11 *ing standards related to stowage of wheelchairs and scooters*  
12 *used by passengers with disabilities on aircraft.*

13       (b) *REQUIREMENTS.*—*The training standards devel-*  
14 *oped under subsection (a) shall require, at a minimum, that*  
15 *personnel and contractors of air carriers and foreign air*  
16 *carriers who stow wheelchairs and scooters on aircraft—*

17               (1) *before being allowed to handle or stow a*  
18 *wheelchair or scooter, be able to successfully dem-*  
19 *onstrate skills (during hands-on training sessions)*  
20 *on—*

21                       (A) *how to properly handle and configure,*  
22 *at a minimum, the most commonly used power*  
23 *and manual wheelchairs and scooters for stowage*  
24 *on each aircraft type operated by the air carrier*  
25 *or foreign air carrier;*

1           (B) how to properly review any wheelchair  
2 or scooter information provided by the passenger  
3 or the wheelchair or scooter manufacturer; and

4           (C) how to properly load, secure, and un-  
5 load wheelchairs and scooters, including how to  
6 use any specialized equipment for loading or un-  
7 loading, on each aircraft type operated by the  
8 air carrier or foreign air carrier; and

9           (2) complete refresher training within 18 months  
10 of an initial training and be recertified on the job  
11 every 18 months thereafter by a relevant superior in  
12 order to remain qualified for handling and stowing  
13 wheelchairs and scooters.

14           (c) *CONSIDERATIONS.*—In conducting the rulemaking  
15 under subsection (a), the Secretary shall consider, at a min-  
16 imum, whether to require air carriers and foreign air car-  
17 riers to partner with wheelchair or scooter manufacturers,  
18 national disability and disabled veterans organizations rep-  
19 resenting individuals who use wheelchairs and scooters, and  
20 aircraft manufacturers, in developing, administering, and  
21 auditing training.

22           (d) *FINAL RULE.*—Not later than 12 months after the  
23 date of enactment of this Act, the Secretary shall issue a  
24 final rule pursuant to the rulemaking conducted under this  
25 section.

1       (e) *PENALTIES.*—*The Secretary may assess a civil*  
2 *penalty in accordance with section 46301 of title 49, United*  
3 *States Code, to any air carrier or foreign air carrier who*  
4 *fails to meet the requirements established under the final*  
5 *rule under subsection (d).*

6 **SEC. 544. MOBILITY AIDS ON BOARD IMPROVE LIVES AND**  
7 **EMPOWER ALL.**

8       (a) *PUBLICATION OF CARGO HOLD DIMENSIONS.*—

9           (1) *IN GENERAL.*—*Not later than 2 years after*  
10 *the date of enactment of this Act, the Secretary shall*  
11 *require air carriers to publish in a prominent and*  
12 *easily accessible place on the public website of the air*  
13 *carrier, information describing the relevant dimen-*  
14 *sions and other characteristics of the cargo holds of all*  
15 *aircraft types operated by the air carrier, including*  
16 *the dimensions of the cargo hold entry, that would*  
17 *limit the size, weight, and allowable type of cargo.*

18           (2) *PROPRIETARY INFORMATION.*—*The Secretary*  
19 *shall allow an air carrier to protect the confiden-*  
20 *tiality of any trade secret or proprietary information*  
21 *submitted in accordance with paragraph (1), as ap-*  
22 *propriate.*

23       (b) *REFUND REQUIRED FOR INDIVIDUAL TRAVELING*  
24 *WITH WHEELCHAIR.*—*In the case of a qualified individual*  
25 *with a disability traveling with a wheelchair who has pur-*

1 *chased a ticket for a flight from an air carrier, but who*  
2 *cannot travel on the aircraft for such flight because the*  
3 *wheelchair of such qualified individual cannot be physically*  
4 *accommodated in the cargo hold of the aircraft, the Sec-*  
5 *retary shall require such air carrier to offer a refund to*  
6 *such qualified individual of any previously paid fares, fees,*  
7 *and taxes applicable to such flight.*

8       *(c) EVALUATION OF DATA REGARDING DAMAGED*  
9 *WHEELCHAIRS.—Not later than 12 months after the date*  
10 *of enactment of this Act, and annually thereafter, the Sec-*  
11 *retary shall—*

12               *(1) evaluate data regarding the type and fre-*  
13 *quency of incidents of the mishandling of wheelchairs*  
14 *on aircraft and delineate such data by—*

15                       *(A) types of wheelchairs involved in such*  
16 *incidents; and*

17                       *(B) the ways in which wheelchairs are mis-*  
18 *handled, including the type of damage to wheel-*  
19 *chairs (such as broken drive wheels or casters,*  
20 *bent or broken frames, damage to electrical con-*  
21 *nectors or wires, control input devices, joysticks,*  
22 *upholstery or other components, loss, or delay of*  
23 *return);*

24               *(2) determine whether there are trends with re-*  
25 *spect to the data evaluated under paragraph (1); and*

1           (3) *make available on the public website of the*  
2           *Department of Transportation, in an accessible man-*  
3           *ner, a report containing the results of the evaluation*  
4           *of data and determination made under paragraphs*  
5           *(1) and (2) and a description of how the Secretary*  
6           *plans to address such results.*

7           (d) *REPORT TO CONGRESS ON MISHANDLED WHEEL-*  
8           *CHAIRS.—Upon completion of each annual report required*  
9           *under subsection (c), the Secretary shall transmit to the ap-*  
10          *propriate committees of Congress such report.*

11          (e) *FEASIBILITY OF IN-CABIN WHEELCHAIR RE-*  
12          *STRAINT SYSTEMS.—*

13                 (1) *ROADMAP.—Not later than 1 year after the*  
14                 *date of enactment of this Act, the Secretary shall sub-*  
15                 *mit to the appropriate committees of Congress a pub-*  
16                 *licly available strategic roadmap that describes how*  
17                 *the Department of Transportation and the United*  
18                 *States Access Board, respectively, shall, in accordance*  
19                 *with the recommendations from the National Acad-*  
20                 *emies of Science, Engineering, and Mathematics*  
21                 *Transportation Research Board Special Report 341—*

22                         (A) *establish a program of research, in col-*  
23                         *laboration with the Rehabilitation Engineering*  
24                         *and Assistive Technology Society of North Amer-*  
25                         *ica, the assistive technology industry, air car-*

1           riers, original equipment manufacturers, na-  
2           tional disability and disabled veterans organiza-  
3           tions, and any other relevant stakeholders, to test  
4           and evaluate an appropriate selection of WC19-  
5           compliant wheelchairs and accessories in accord-  
6           ance with applicable FAA crashworthiness and  
7           safety performance criteria, including the issues  
8           and considerations set forth in such Special Re-  
9           port 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 fea-  
22           sible by the Secretary, not later than 2 years after  
23           making such determination, the Secretary shall com-  
24           mence a study to assess the economic and financial  
25           feasibility of air carriers and foreign air carriers im-

1 *plementing seating arrangements that accommodate*  
2 *passengers with wheelchairs in the main cabin during*  
3 *flight. Such study shall include an assessment of—*

4 *(A) the cost of such seating arrangements,*  
5 *equipment, and installation;*

6 *(B) the demand for such seating arrange-*  
7 *ments;*

8 *(C) the impact of such seating arrange-*  
9 *ments on passenger seating and safety on air-*  
10 *craft;*

11 *(D) the impact of such seating arrange-*  
12 *ments on the cost of operations and airfare; and*

13 *(E) any other information determined ap-*  
14 *propriate by the Secretary.*

15 *(3) REPORT.—Not later than 1 year after the*  
16 *date on which the study under paragraph (2) is com-*  
17 *pleted, the Secretary shall submit to the appropriate*  
18 *committees of Congress a publicly available report de-*  
19 *scribing the results of the study conducted under*  
20 *paragraph (2) and any recommendations the Sec-*  
21 *retary determines appropriate.*

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

23 *(1) AIR CARRIER.—The term “air carrier” has*  
24 *the meaning given such term in section 40102 of title*  
25 *49, United States Code.*

1           (2) *DISABILITY; QUALIFIED INDIVIDUAL WITH A*  
2           *DISABILITY.*—*The terms “disability” and “qualified*  
3           *individual with a disability” have the meanings*  
4           *given such terms in section 382.3 of title 14, Code of*  
5           *Federal Regulations (as in effect on date of enactment*  
6           *of this Act).*

7           (3) *WHEELCHAIR.*—*The term “wheelchair” has*  
8           *the meaning given such term in section 37.3 of title*  
9           *49, Code of Federal Regulations (as in effect on date*  
10           *of enactment of this Act), and includes power wheel-*  
11           *chairs, manual wheelchairs, and scooters.*

12 **SEC. 545. PRIORITIZING ACCOUNTABILITY AND ACCESSI-**  
13                                   **BILITY FOR AVIATION CONSUMERS.**

14           (a) *ANNUAL REPORT.*—*Not later than 1 year after the*  
15           *date of enactment of this Act, and annually thereafter, the*  
16           *Secretary shall submit to the appropriate committees of*  
17           *Congress, and make publicly available, a report on aviation*  
18           *consumer complaints related to passengers with a disability*  
19           *filed with the Department of Transportation.*

20           (b) *CONTENTS.*—*Each annual report submitted under*  
21           *subsection (a) shall, at a minimum, include the following:*

22                           (1) *The number of aviation consumer complaints*  
23                           *reported to the Secretary related to passengers with a*  
24                           *disability filed with the Department of Transpor-*



1        *tation during the calendar year preceding the year in*  
2        *which such report is submitted.*

3            (2) *The nature of such complaints, including re-*  
4        *ported issues with—*

5            (A) *an air carrier, including an air car-*  
6        *rier's staff training or lack thereof;*

7            (B) *mishandling of passengers with a dis-*  
8        *ability or their accessibility equipment, includ-*  
9        *ing mobility aids and wheelchairs;*

10          (C) *the condition, availability, or lack of*  
11        *accessibility of equipment operated by an air*  
12        *carrier or a contractor of an air carrier;*

13          (D) *the accessibility of in-flight services, in-*  
14        *cluding accessing and using on-board lavatories,*  
15        *for passengers with a disability;*

16          (E) *difficulties experienced by passengers*  
17        *with a disability in communicating with air*  
18        *carrier personnel;*

19          (F) *difficulties experienced by passengers*  
20        *with a disability in being moved, handled, or*  
21        *otherwise assisted;*

22          (G) *an air carrier changing the flight*  
23        *itinerary of a passenger with a disability with-*  
24        *out the consent of such passenger;*

1           (H) issues experienced by passengers with a  
2           disability traveling with a service animal; and

3           (I) such other issues as the Secretary deter-  
4           mines appropriate.

5           (3) An overview of the review process for such  
6           complaints received during such calendar year.

7           (4) The median length of time for how quickly  
8           review of such complaints was initiated by the Sec-  
9           retary.

10          (5) The median length of time for how quickly  
11          such complaints were resolved or otherwise addressed.

12          (6) Of the complaints that were found to violate  
13          section 41705 of title 49, United States Code—

14                 (A) the number of such complaints for  
15                 which a formal enforcement order was issued;  
16                 and

17                 (B) the number of such complaints for  
18                 which a formal enforcement order was not  
19                 issued.

20          (7) How many aviation consumer complaints re-  
21          lated to passengers with a disability were referred to  
22          the Department of Justice for an enforcement action  
23          under—

24                 (A) section 504 of the Rehabilitation Act of  
25                 1973 (29 U.S.C. 794);

1                   (B) *the Americans with Disabilities Act of*  
2                   1990 (42 U.S.C. 12101 *et seq.*); or

3                   (C) *any other provision of law.*

4                   (8) *How many aviation consumer complaints re-*  
5                   *lated to passengers with a disability filed with the*  
6                   *Department of Transportation that involved airport*  
7                   *staff (or other matters under the jurisdiction of the*  
8                   *FAA) were referred to the FAA.*

9                   (9) *The number of disability-related aviation*  
10                  *consumer complaints filed with the Department of*  
11                  *Transportation involving Transportation Security*  
12                  *Administration staff that were referred to the Trans-*  
13                  *portation Security Administration or the Department*  
14                  *of Homeland Security.*

15                  (c) *DEFINITIONS.—*

16                  (1) *IN GENERAL.—Except as provided in para-*  
17                  *graph (2), the definitions set forth in section 40102*  
18                  *of title 49, United States Code, and section 382.3 of*  
19                  *title 14, Code of Federal Regulations, apply to this*  
20                  *section.*

21                  (2) *AIR CARRIER.—The term “air carrier”*  
22                  *means an air carrier conducting passenger operations*  
23                  *under part 121 of title 14, Code of Federal Regula-*  
24                  *tions.*

1           (3) *PASSENGERS WITH A DISABILITY*.—*In this*  
2 *section, the term “passengers with a disability” has*  
3 *the meaning given the term “qualified individual*  
4 *with a disability” in section 382.3 of title 14, Code*  
5 *of Federal Regulations.*

6 **SEC. 546. ACCOMMODATIONS FOR QUALIFIED INDIVIDUALS**  
7 **WITH DISABILITIES.**

8 (a) *IN GENERAL*.—

9           (1) *ADVANCED NOTICE OF PROPOSED RULE-*  
10 *MAKING*.—*Not later than 180 days after the date of*  
11 *enactment of this Act, the Secretary shall issue an ad-*  
12 *vanced notice of proposed rulemaking regarding seat-*  
13 *ing accommodations for any qualified individual*  
14 *with a disability.*

15           (2) *NOTICE OF PROPOSED RULEMAKING*.—*Not*  
16 *later than 18 months after the date on which the ad-*  
17 *vanced notice of proposed rulemaking under para-*  
18 *graph (1) is completed, the Secretary shall issue a no-*  
19 *tice of proposed rulemaking regarding seating accom-*  
20 *modations for any qualified individual with a dis-*  
21 *ability.*

22           (3) *FINAL RULE*.—*Not later than 30 months*  
23 *after the date on which the notice of proposed rule-*  
24 *making under subparagraph (B) is completed, the*

1        *Secretary shall issue a final rule pursuant to the rule-*  
2        *making conducted under this subsection.*

3        *(b) CONSIDERATIONS.—In carrying out the advanced*  
4        *notice of proposed rulemaking required in subsection (a)(1),*  
5        *the Secretary shall consider the following:*

6            *(1) The scope and anticipated number of quali-*  
7        *fied individuals with a disability who—*

8            *(A) may need to be seated with a com-*  
9        *panion to receive assistance during a flight; or*

10          *(B) should be afforded bulkhead seats or*  
11        *other seating considerations.*

12          *(2) The types of disabilities that may need seat-*  
13        *ing accommodations.*

14          *(3) Whether such qualified individuals with a*  
15        *disability are unable to obtain, or have difficulty ob-*  
16        *taining, appropriate seating accommodations.*

17          *(4) The scope and anticipated number of indi-*  
18        *viduals assisting a qualified individual with a dis-*  
19        *ability who should be afforded an adjoining seat pur-*  
20        *suant to section 382.81 of title 14, Code of Federal*  
21        *Regulations.*

22          *(5) Any notification given to qualified individ-*  
23        *uals with a disability regarding available seating ac-*  
24        *commodations.*

1           (6) *Any method that is adequate to identify*  
2 *fraudulent claims for seating accommodations.*

3           (7) *Any other information determined appro-*  
4 *priate by the Secretary.*

5           (c) *KNOWN SERVICE ANIMAL TRAVEL PILOT PRO-*  
6 *GRAM.—*

7           (1) *IN GENERAL.—The Secretary shall establish*  
8 *a pilot program to allow approved program partici-*  
9 *pants as known service animals for purposes of ex-*  
10 *emption from the documentation requirements under*  
11 *part 382 of title 14, Code of Federal Regulations,*  
12 *with respect to air travel with a service animal.*

13           (2) *REQUIREMENTS.—The pilot program estab-*  
14 *lished under paragraph (1) shall—*

15                   (A) *be optional for a service animal accom-*  
16 *panying a qualified individual with a disability;*

17                   (B) *provide for assistance for applicants,*  
18 *including over-the-phone assistance, throughout*  
19 *the application process for the program; and*

20                   (C) *with respect to any web-based compo-*  
21 *nents of the pilot program, meet or exceed the*  
22 *standards described in section 508 of the Reha-*  
23 *bilitation Act of 1973 (29 U.S.C. 794d) and the*  
24 *regulations implementing that Act as set forth in*

1           *part 1194 of title 36, Code of Federal Regula-*  
2           *tions (or any successor regulations).*

3           (3) *CONSULTATION.*—*In establishing the pilot*  
4           *program under paragraph (1), the Secretary shall*  
5           *consult with—*

6                     (A) *disability organizations, including ad-*  
7                     *vocacy and nonprofit organizations that rep-*  
8                     *resent or provide services to individuals with*  
9                     *disabilities;*

10                    (B) *air carriers and foreign air carriers;*

11                    (C) *accredited service animal training pro-*  
12                    *grams and authorized registrars, such as the*  
13                    *International Guide Dog Federation, Assistance*  
14                    *Dogs International, and other similar organiza-*  
15                    *tions and foreign and domestic governmental*  
16                    *registrars of service animals;*

17                    (D) *other relevant departments or agencies*  
18                    *of the Federal Government; and*

19                    (E) *other entities determined to be appro-*  
20                    *priate by the Secretary.*

21           (4) *ELIGIBILITY.*—*To be eligible to participate*  
22           *in the pilot program under this subsection, an indi-*  
23           *vidual shall—*

24                    (A) *be a qualified individual with a dis-*  
25                    *ability;*

1           (B) require the assistance of a service ani-  
2           mal because of a disability; and

3           (C) submit an application to the Secretary  
4           at such time, in such manner, and containing  
5           such information as the Secretary may require.

6           (5) *CLARIFICATION.*—The Secretary may award  
7           a grant or enter into a contract or cooperative agree-  
8           ment in order to carry out this subsection.

9           (6) *NOMINAL FEE.*—The Secretary may require  
10          an applicant to pay a nominal fee, not to exceed \$25,  
11          to participate in the pilot program.

12          (7) *REPORTS TO CONGRESS.*—Not later than 1  
13          year after the establishment of the pilot program  
14          under this subsection, and annually thereafter until  
15          the date described in paragraph (8), the Secretary  
16          shall submit to the appropriate committees of Con-  
17          gress and make publicly available report on the  
18          progress of the pilot program.

19          (8) *SUNSET.*—The pilot program shall terminate  
20          on the date that is 5 years after the date of enactment  
21          of this Act.

22          (d) *ACCREDITED SERVICE ANIMAL TRAINING PRO-*  
23          *GRAMS AND AUTHORIZED REGISTRARS.*—Not later than 6  
24          months after the date of enactment of this Act, the Secretary



1 *shall publish and maintain, on the website of the Depart-*  
2 *ment of Transportation, a list of—*

3           (1) *accredited programs that train service ani-*  
4 *mals; and*

5           (2) *authorized registrars that evaluate service*  
6 *animals.*

7       (e) *REPORT TO CONGRESS ON SERVICE ANIMAL RE-*  
8 *QUESTS.—Not later than 1 year after the date of enactment*  
9 *of this Act, and annually thereafter, the Secretary shall sub-*  
10 *mit to the appropriate committees of Congress a report on*  
11 *requests for air travel with service animals, including—*

12           (1) *during the reporting period, how many re-*  
13 *quests to board an aircraft with a service animal*  
14 *were made in total, and how many requests were*  
15 *made by qualified individuals with disabilities; and*

16           (2) *the number and percentage of such requests,*  
17 *categorized by type of request, that were reported by*  
18 *air carriers or foreign air carriers as—*

19                   (A) *granted;*

20                   (B) *denied but not fraudulent; or*

21                   (C) *denied as fraudulent.*

22       (f) *TRAINING.—*

23           (1) *IN GENERAL.—Not later than 180 days after*  
24 *the date of enactment of this section, the Secretary*  
25 *shall, in consultation with the Air Carrier Access Act*

1 *Advisory Committee, issue guidance regarding im-*  
2 *provements to training for airline personnel (includ-*  
3 *ing contractors) in recognizing when a qualified indi-*  
4 *vidual with a disability is traveling with a service*  
5 *animal.*

6 (2) *REQUIREMENTS.—The guidance issued under*  
7 *paragraph (1) shall—*

8 (A) *take into account respectful engagement*  
9 *with and assistance for individuals with a wide*  
10 *range of visible and nonvisible disabilities;*

11 (B) *provide information on—*

12 (i) *service animal behavior and wheth-*  
13 *er the service animal is appropriately har-*  
14 *nessed, leashed, or otherwise tethered; and*

15 (ii) *the various types of service ani-*  
16 *mals, such as guide dogs, hearing or signal*  
17 *dogs, psychiatric service dogs, sensory or so-*  
18 *cial signal dogs, and seizure response dogs;*  
19 *and*

20 (C) *outline the rights and responsibilities of*  
21 *the handler of the service animal.*

22 (g) *DEFINITIONS.—In this section:*

23 (1) *AIR CARRIER.—The term “air carrier” has*  
24 *the meaning given that term in section 40102 of title*  
25 *49, United States Code.*

1           (2) *FOREIGN AIR CARRIER.*—The term “foreign  
2           air carrier” has the meaning given that term in sec-  
3           tion 40102 of title 49, United States Code.

4           (3) *QUALIFIED INDIVIDUAL WITH A DIS-*  
5           *ABILITY.*—The term “qualified individual with a dis-  
6           ability” has the meaning given that term in section  
7           382.3 of title 14, Code of Federal Regulations.

8           (4) *SERVICE ANIMAL.*—The term “service ani-  
9           mal” has the meaning given that term in section  
10          382.3 of title 14, Code of Federal Regulations.

11 **SEC. 547. EQUAL ACCESSIBILITY TO PASSENGER PORTALS.**

12          (a) *APPLICATIONS AND INFORMATION COMMUNICATION*  
13 *TECHNOLOGIES.*—Not later than 2 years after the date of  
14 enactment of this Act, the Secretary shall, in consultation  
15 with the United States Architectural and Transportation  
16 Barriers Compliance Board, issue regulations setting forth  
17 minimum standards to ensure that individuals with dis-  
18 abilities are able to access customer-focused kiosks, software  
19 applications, and websites of air carriers, foreign air car-  
20 riers, and airports, in a manner that is equally as effective,  
21 and has a substantially equivalent ease of use, as for indi-  
22 viduals without disabilities.

23          (b) *CONSISTENCY WITH GUIDELINES.*—The standards  
24 set forth under subsection (a) shall be consistent with the  
25 standards contained in the Web Content Accessibility

1 *Guidelines 2.1 Level AA of the Web Accessibility Initiative*  
2 *of the World Wide Web Consortium or any subsequent*  
3 *version of such Guidelines.*

4 (c) *REVIEW.—*

5 (1) *AIR CARRIER ACCESS ACT ADVISORY COM-*  
6 *MITTEE REVIEW.—The Air Carrier Access Act Advi-*  
7 *sory Committee shall periodically review, and make*  
8 *appropriate recommendations regarding, the accessi-*  
9 *bility of websites, kiosks, and information commu-*  
10 *nication technology of air carriers, foreign air car-*  
11 *riers, and airports, and make such recommendations*  
12 *publicly available.*

13 (2) *DOT REVIEW.—Not later than 5 years after*  
14 *issuing regulations under subsection (a), and every 5*  
15 *years thereafter, the Secretary shall—*

16 (A) *review the recommendations of the Air*  
17 *Carrier Access Act Advisory Committee regard-*  
18 *ing the regulations issued under this subsection;*  
19 *and*

20 (B) *update such regulations as necessary.*

21 **SEC. 548. AIRCRAFT ACCESS STANDARDS.**

22 (a) *AIRCRAFT ACCESS STANDARDS.—*

23 (1) *STANDARDS.—*

24 (A) *ADVANCE NOTICE OF PROPOSED RULE-*  
25 *MAKING.—Not later than 1 year after the date of*

1           *enactment of this Act, the Secretary shall issue*  
2           *an advanced notice of proposed rulemaking re-*  
3           *garding standards to ensure that the aircraft*  
4           *boarding and deplaning process is accessible, in*  
5           *terms of design for, transportation of, and com-*  
6           *munication with, individuals with disabilities,*  
7           *including individuals who use wheelchairs.*

8           *(B) NOTICE OF PROPOSED RULEMAKING.—*  
9           *Not later than 1 year after the date on which the*  
10          *advanced notice of proposed rulemaking under*  
11          *subparagraph (A) is completed, the Secretary*  
12          *shall issue a notice of proposed rulemaking re-*  
13          *garding standards addressed in subparagraph*  
14          *(A).*

15          *(C) FINAL RULE.—Not later than 1 year*  
16          *after the date on which the notice of proposed*  
17          *rulemaking under subparagraph (B) is com-*  
18          *pleted, the Secretary shall issue a final rule.*

19          *(2) COVERED AIRPORT, EQUIPMENT, AND FEA-*  
20          *TURES.—The standards prescribed under paragraph*  
21          *(1)(A) shall address, at a minimum—*

22                  *(A) boarding and deplaning equipment;*

23                  *(B) improved procedures to ensure the pri-*  
24          *ority cabin stowage for manual assistive devices*

1           *pursuant to section 382.67 of title 14, Code of*  
2           *Federal Regulations; and*

3                   *(C) improved cargo hold storage to prevent*  
4           *damage to assistive devices.*

5           *(3) CONSULTATION.—For purposes of the rule-*  
6           *making under this subsection, the Secretary shall con-*  
7           *sult with the Access Board and any other relevant de-*  
8           *partment or agency to determine appropriate accessi-*  
9           *bility standards.*

10          *(b) IN-FLIGHT ENTERTAINMENT RULEMAKING.—Not*  
11         *later than 1 year after the date of the enactment of this*  
12         *Act, the Secretary shall issue a notice of proposed rule-*  
13         *making in accordance with the November 22, 2016, resolu-*  
14         *tion of the Department of Transportation ACCESS Com-*  
15         *mittee and the consensus recommendation set forth in the*  
16         *Term Sheet Reflecting Agreement of the Access Committee*  
17         *Regarding In-Flight Entertainment.*

18          *(c) NEGOTIATED RULEMAKING ON IN-CABIN WHEEL-*  
19         *CHAIR RESTRAINT SYSTEMS AND ENPLANING AND*  
20         *DEPLANING STANDARDS.—*

21                 *(1) TIMING.—*

22                         *(A) IN GENERAL.—Not later than 1 year*  
23                         *after completion of the report required by section*  
24                         *544(e)(2), and if such report finds economic and*  
25                         *financial feasibility of air carriers and foreign*

1           *air carriers implementing seating arrangements*  
2           *that accommodate individuals with disabilities*  
3           *using wheelchairs (including power wheelchairs,*  
4           *manual wheelchairs, and scooters) in the main*  
5           *cabin during flight, the Secretary shall conduct*  
6           *a negotiated rulemaking on new type certificated*  
7           *aircraft standards for seating arrangements that*  
8           *accommodate such individuals in the main cabin*  
9           *during flight or an accessible route to a min-*  
10          *imum of 2 aircraft passenger seats for passengers*  
11          *to access from personal assistive devices of such*  
12          *individuals.*

13                   *(B) REQUIREMENT.—The negotiated rule-*  
14                   *making under subparagraph (A) shall include*  
15                   *participation of representatives of—*

16                           *(i) air carriers;*

17                           *(ii) aircraft manufacturers;*

18                           *(iii) national disability organizations;*

19                           *(iv) aviation safety experts; and*

20                           *(v) mobility aid manufacturers.*

21                   *(2) NOTICE OF PROPOSED RULEMAKING.—Not*  
22                   *later than 1 year after the completion of the nego-*  
23                   *tiated rulemaking required under paragraph (1), the*  
24                   *Secretary shall issue a notice of proposed rulemaking*  
25                   *regarding the standards described in paragraph (1).*

1           (3) *FINAL RULE.*—Not later than 1 year after  
2           the date on which the notice of proposed rulemaking  
3           under paragraph (2) is completed, the Secretary shall  
4           issue a final rule regarding the standards described in  
5           paragraph (1).

6           (4) *CONSIDERATIONS.*—In the negotiated rule-  
7           making and rulemaking required under this sub-  
8           section, the Secretary shall consider—

9                   (A) a reasonable period for the design, cer-  
10                  tification, and construction of aircraft that meet  
11                  the requirements;

12                  (B) the safety of all persons on-board the  
13                  aircraft, including necessary wheelchair stand-  
14                  ards and wheelchair compliance with FAA  
15                  crashworthiness and safety performance criteria;  
16                  and

17                  (C) the costs of design, installation, equi-  
18                  page, and aircraft capacity impacts, including  
19                  partial fleet equipage and fare impacts.

20           (d) *VISUAL AND TACTILELY ACCESSIBLE ANNOUNCE-*  
21           *MENTS.*—The Advisory Committee established under section  
22           439 of the FAA Reauthorization Act of 2018 (49 U.S.C.  
23           41705 note) shall examine technical solutions and the feasi-  
24           bility of visually and tactilely accessible announcements on-  
25           board aircraft.



1       (e) *AIRPORT FACILITIES.*—Not later than 2 years after  
2 the date of enactment of this Act, the Secretary shall, in  
3 direct consultation with the Access Board, prescribe regula-  
4 tions setting forth minimum standards under section 41705  
5 of title 49, United States Code, that ensure all gates (includ-  
6 ing counters), ticketing areas, and customer service desks  
7 covered under such section at airports are accessible to and  
8 usable by all individuals with disabilities, including  
9 through the provision of visually and tactilely accessible an-  
10 nouncements and full and equal access to aural communica-  
11 tions.

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

13           (1) *ACCESS BOARD.*—The term “Access Board”  
14 means the Architectural and Transportation Barriers  
15 Compliance Board.

16           (2) *AIR CARRIER.*—The term “air carrier” has  
17 the meaning given such term in section 40102 of title  
18 49, United States Code.

19           (3) *INDIVIDUAL WITH A DISABILITY.*—The term  
20 “individual with a disability” has the meaning given  
21 such term in section 382.3 of title 14, Code of Federal  
22 Regulations.

23           (4) *FOREIGN AIR CARRIER.*—The term “foreign  
24 air carrier” has the meaning given such term in sec-  
25 tion 40102 of title 49, United States Code.

1 **SEC. 549. INVESTIGATION OF COMPLAINTS.**

2 *Section 41705(c) of title 49, United States Code, is*  
 3 *amended by striking paragraph (1), and inserting the fol-*  
 4 *lowing:*

5 “(1) *IN GENERAL.—The Secretary shall—*

6 “(A) *not later than 120 days after the re-*  
 7 *ceipt of any complaint of a violation of this sec-*  
 8 *tion or a regulation prescribed under this sec-*  
 9 *tion, investigate such complaint; and*

10 “(B) *provide, in writing, to the individual*  
 11 *that filed the complaint and the air carrier or*  
 12 *foreign air carrier alleged to have violated this*  
 13 *section or a regulation prescribed under this sec-*  
 14 *tion, the determination of the Secretary with re-*  
 15 *spect to—*

16 “(i) *whether the air carrier or foreign*  
 17 *air carrier violated this section or a regula-*  
 18 *tion prescribed under this section;*

19 “(ii) *the facts underlying the com-*  
 20 *plaint; and*

21 “(iii) *any action the Secretary is tak-*  
 22 *ing in response to the complaint.”.*

23 **SEC. 550. REMOVAL OF OUTDATED REFERENCES TO PAS-**  
 24 **SENGERS WITH DISABILITIES.**

25 (a) *SOVEREIGNTY AND USE OF AIRSPACE.—Section*  
 26 *40103(a)(2) of title 49, United States Code, is amended by*

1 *striking “handicapped individuals” and inserting “indi-*  
 2 *viduals with disabilities”.*

3 (b) *SPECIAL PRICES FOR FOREIGN AIR TRANSPOR-*  
 4 *TATION.*—Section 41511(b)(4) of title 49, United States  
 5 Code, is amended by striking “handicap” and inserting  
 6 “disability”.

7 (c) *DISCRIMINATION AGAINST INDIVIDUALS WITH DIS-*  
 8 *ABILITIES.*—Section 41705 of title 49, United States Code,  
 9 is amended in the heading by striking “**handicapped**  
 10 **individuals**” and inserting “**individuals with dis-**  
 11 **abilities**”.

12 (d) *CLERICAL AMENDMENT.*—The analysis for chapter  
 13 417 of title 49, United States Code, is amended by striking  
 14 the item relating to section 41705 and inserting the fol-  
 15 lowing:

“41705. *Discrimination against individuals with disabilities.*”.

16 **SEC. 551. ON-BOARD WHEELCHAIRS IN AIRCRAFT CABIN.**

17 (a) *IN GENERAL.*—If an individual informs an air  
 18 carrier or foreign air carrier at the time of booking a ticket  
 19 for air transportation on a covered aircraft that the indi-  
 20 vidual requires the use of any wheelchair, the air carrier  
 21 or foreign air carrier shall provide information regarding  
 22 the provision and use of on-board wheelchairs, including  
 23 the rights and responsibilities of the air carrier and pas-  
 24 senger as such rights and responsibilities relate to the provi-  
 25 sion and use of on-board wheelchairs.

1       (b) *AVAILABILITY OF INFORMATION.*—*An air carrier*  
2 *or foreign air carrier that operates a covered aircraft shall*  
3 *provide on a publicly available website of the carrier infor-*  
4 *mation regarding the rights and responsibilities of both pas-*  
5 *sengers on such aircraft and the air carrier or foreign air*  
6 *carrier relating to on-board wheelchairs, including—*

7           (1) *that an air carrier or foreign air carrier is*  
8 *required to equip aircraft that have more than 60*  
9 *passenger seats and that have an accessible lavatory*  
10 *(whether or not having such a lavatory is required by*  
11 *section 382.63 of title 14, Code of Federal Regula-*  
12 *tions) with an on-board wheelchair, unless an excep-*  
13 *tion described in such section 382.65 applies;*

14           (2) *that a qualified individual with a disability*  
15 *(as defined in section 382.3 of title 14, Code of Fed-*  
16 *eral Regulations (as in effect on date of enactment of*  
17 *this Act)) may request an on-board wheelchair on air-*  
18 *craft with more than 60 passenger seats even if the*  
19 *lavatory is not accessible and that the basis of such*  
20 *request must be that the individual can use an inac-*  
21 *cessible lavatory but cannot reach it from a seat with-*  
22 *out using an on-board wheelchair;*

23           (3) *that the air carrier or foreign air carrier*  
24 *may require the qualified individual with a disability*  
25 *to provide the advance notice specified in section*

1       382.27 of title 14, Code of Federal Regulations, in  
2       order for the individual to be provided with the on-  
3       board wheelchair; and

4             (4) if the air carrier or foreign air carrier re-  
5       quires the advance notice described in paragraph (3),  
6       information on how such a qualified individual with  
7       a disability can make such a request.

8       (c) *DEFINITIONS.*—In this section:

9             (1) *APPLICABILITY OF TERMS.*—The definitions  
10       contained in section 40102 of title 49, United States  
11       Code, apply to this section.

12            (2) *COVERED AIRCRAFT.*—The term “covered air-  
13       craft” means an aircraft that is required to be  
14       equipped with on-board wheelchairs in accordance  
15       with section 382.65 of title 14, Code of Federal Regu-  
16       lations.

17       **SEC. 552. AIRCRAFT ACCESSIBILITY.**

18       (a) *IN GENERAL.*—Not later than 1 year after the date  
19       of enactment of this Act, the Secretary shall initiate a pro-  
20       gram to study and evaluate the accessibility of new trans-  
21       port category aircraft designs certified, including, at a min-  
22       imum—

23            (1) considering the safe boarding and deplaning  
24       processes for such aircraft, including individuals who  
25       use wheelchairs or other mobility aids, are blind or

1       *have limited vision, or are deaf or hard of hearing;*  
2       *and*

3               (2) *determining such aircraft can provide acces-*  
4       *sible lavatories.*

5       (b) *CONSULTATION.*—*In conducting the study and*  
6 *evaluation under this section, the Secretary shall consult*  
7 *with—*

8               (1) *air carriers;*

9               (2) *aircraft manufacturers and aerospace supply*  
10 *companies; and*

11              (3) *other stakeholders as determined appropriate*  
12 *by the Secretary.*

13       (c) *REPORT AND RECOMMENDATIONS.*—*Not later than*  
14 *3 years after the date of enactment of this Act, the Secretary*  
15 *shall submit to the appropriate committees of Congress—*

16              (1) *a report on the findings of the study and*  
17 *evaluation under subsection (a); and*

18              (2) *any recommendations based on the findings*  
19 *of such study and evaluation.*

20       (d) *RULE OF CONSTRUCTION.*—*Nothing in this section*  
21 *shall be construed to require the Secretary to require the*  
22 *retrofit of transport category aircraft based on the findings*  
23 *and evaluation under subsection (a).*

1                   **Subtitle C—Air Service**  
2                   **Development**

3 **SEC. 561. ESSENTIAL AIR SERVICE REFORMS.**

4           (a) *REDUCTION IN SUBSIDY CAP.—*

5                   (1) *IN GENERAL.—Section 41731(a)(1)(C) of*  
6 *title 49, United States Code, is amended to read as*  
7 *follows:*

8                           “(C) *had an average subsidy per passenger,*  
9 *as determined by the Secretary—*

10                                   “(i) *of less than \$1,000 during the*  
11 *most recent fiscal year beginning before Oc-*  
12 *tober 1, 2026, regardless of driving miles to*  
13 *the nearest large or medium hub airport;*

14                                   “(ii) *of less than \$850 during the most*  
15 *recent fiscal year beginning after September*  
16 *30, 2026, regardless of driving miles to the*  
17 *nearest medium or large hub airport; and*

18                                   “(iii) *of less than \$650 during the most*  
19 *recent fiscal year for locations that are less*  
20 *than 175 miles from the nearest large or*  
21 *medium hub airport; and”.*

22                   (2) *NOTICE.—Section 41731(a)(1)(D)(ii) is*  
23 *amended by striking “90-day” and inserting “140-*  
24 *day”.*

1           (3) *WAIVERS.—Section 41731(e) of title 49,*  
2           *United States Code, is amended to read as follows:*

3           “(e) *WAIVERS.—*

4           “(1) *IN GENERAL.—The Secretary may waive,*  
5           *on an annual basis, subsections (a)(1)(B) and*  
6           *(a)(1)(C)(iii) with respect to an eligible place if such*  
7           *place demonstrates to the Secretary’s satisfaction that*  
8           *the reason the eligibility requirements of such sub-*  
9           *sections are not met is due to a temporary decline in*  
10           *demand.*

11           “(2) *LIMITATION.—Beginning with fiscal year*  
12           *2027, the Secretary may not provide a waiver of sub-*  
13           *section (a)(1)(B) to any location—*

14           “(A) *in more than 2 consecutive fiscal*  
15           *years; or*

16           “(B) *in more than 5 fiscal years within 25*  
17           *consecutive years.*

18           “(3) *LIMITATION.—Beginning in fiscal year*  
19           *2027, the Secretary may not provide a waiver of sub-*  
20           *section (a)(1)(C)(iii) to any location—*

21           “(A) *in more than 2 consecutive fiscal*  
22           *years; or*

23           “(B) *in more than 5 fiscal years within 25*  
24           *consecutive years.”.*

25           (4) *CONFORMING AMENDMENTS.—*



1           (A) Section 332 of the Department of  
2           Transportation and Related Agencies Appropria-  
3           tions Act, 2000 (Public Law 106–69; 49 U.S.C.  
4           41731 note) is repealed.

5           (B) Subsections (c) and (d) of section 426  
6           of the FAA Modernization and Reform Act (49  
7           U.S.C. 41731 note) are repealed.

8           (b) *RESTRICTION ON LENGTH OF ROUTES.*—

9           (1) *IN GENERAL.*—Section 41732(a)(1) of title  
10          49, United States Code, is amended to read as follows:

11           “(1) to a medium or large hub airport less than  
12          650 miles from an eligible place (unless such airport  
13          or eligible place are located in a noncontiguous  
14          State); or”.

15          (2) *EXCEPTION.*—The amendment made by  
16          paragraph (1) shall not apply to an eligible place  
17          that is served by an air carrier selected to receive es-  
18          sential air service compensation under subchapter II  
19          of chapter 417 of title 49, United States Code, if—

20               (A) such service is in effect upon the date  
21               of enactment of this Act; and

22               (B) such service is provided by the same air  
23               carrier that provided service on the date of en-  
24               actment of this Act.

1           (3) *SUNSET*.—Paragraph (2) shall cease to have  
2           effect on October 1, 2028.

3           (c) *IMPROVEMENTS TO BASIC ESSENTIAL AIR SERV-*  
4 *ICE*.—Section 41732 of title 49, United States Code, is  
5 amended—

6           (1) in subsection (a)(2) by inserting “medium or  
7           large” after “nearest”; and

8           (2) in subsection (b)—

9                   (A) by striking paragraphs (3) and (4);

10                   (B) by redesignating paragraph (5) as  
11                   paragraph (3); and

12                   (C) by striking paragraph (6).

13           (d) *LEVEL OF BASIC ESSENTIAL AIR SERVICE*.—Sec-  
14 *tion 41733* of title 49, United States Code, is amended—

15           (1) in subsection (c)(1)—

16                   (A) by striking subparagraph (B) and in-  
17                   serting the following:

18                           “(B) the contractual, marketing, code-share, or  
19                   interline arrangements the applicant has made with  
20                   a larger air carrier serving the hub airport;”;

21                   (B) by striking subparagraph (C);

22                   (C) by redesignating subparagraphs (D)  
23                   through (F) as subparagraphs (C) through (E),  
24                   respectively;

1           (D) in subparagraph (C), as so redesignated, by striking “giving substantial weight to”  
 2           and inserting “including”;

3           (E) in subparagraph (D), as so redesignated, by striking “and” at the end;

4           (F) in subparagraph (E), as so redesignated, by striking the period and inserting “;  
 5           and”;

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

7           “(F) the total compensation proposed by the air  
 8           carrier for providing scheduled air service under this  
 9           section.”; and

10           (2) in subsection (h) by striking “by section 332  
 11           of the Department of Transportation and Related  
 12           Agencies Appropriations Act, 2000 (Public Law 106–  
 13           69; 113 Stat. 1022)” and inserting “under section  
 14           41731(a)(1)(C)”.

15           (e) SENSE OF CONGRESS.—It is the sense of Congress  
 16           that route structures to rural airports serve a critical func-  
 17           tion to the Nation by connecting many military installa-  
 18           tions to major regional airline hubs.

19           (f) ENDING, SUSPENDING, AND REDUCING BASIC ES-  
 20           SENTIAL AIR SERVICE.—Section 41734 of title 49, United  
 21           States Code, is amended—

22           (1) in subsection (a)—

1           (A) by striking “An air carrier” and insert-  
2           ing “Subject to subsection (d), an air carrier”;  
3           and

4           (B) by striking “90” and inserting “140”;  
5           (2) by striking subsection (d) and inserting the  
6           following:

7           “(d) CONTINUATION OF COMPENSATION AFTER NO-  
8           TICE PERIOD.—

9           “(1) IN GENERAL.—If an air carrier receiving  
10           compensation under section 41733 for providing basic  
11           essential air service to an eligible place is required to  
12           continue to provide service to such place under this  
13           section after the 140-day notice period under sub-  
14           section (a), the Secretary—

15           “(A) shall provide the carrier with com-  
16           pensation sufficient to pay to the carrier the  
17           amount required by the then existing contract for  
18           performing the basic essential air service that  
19           was being provided when the 140-day notice was  
20           given under subsection (a);

21           “(B) may pay an additional amount that  
22           represents a reasonable return on investment;  
23           and

24           “(C) may pay an additional return that  
25           recognizes the demonstrated additional lost prof-

1            *its from opportunities foregone and the likelihood*  
2            *that those lost profits increase as the period dur-*  
3            *ing which the carrier or provider is required to*  
4            *provide the service continues.*

5            “(2) *AUTHORITY.*—*The Secretary may incor-*  
6            *porate contract termination penalties or conditions*  
7            *on compensation into a contract for an air carrier to*  
8            *provide service to an eligible place that take effect in*  
9            *the event an air carrier provides notice that it is end-*  
10           *ing, suspending, or reducing basic essential air serv-*  
11           *ice.”;*

12           (3) *in subsection (e) by striking “providing that*  
13           *service after the 90-day notice period” and all that*  
14           *follows through the period at the end of paragraph (2)*  
15           *and inserting “providing that service after the 140-*  
16           *day notice period required by subsection (a), the Sec-*  
17           *retary may provide the air carrier with compensation*  
18           *after the end of the 140-day notice period to pay for*  
19           *the fully allocated actual cost to the air carrier of per-*  
20           *forming the basic essential air service that was being*  
21           *provided when the 140-day notice was given under*  
22           *subsection (a) plus a reasonable return on investment*  
23           *that is at least 5 percent of operating costs.”; and*

24           (4) *in subsection (f) by inserting “air” after*  
25           *“find another”.*

1           (g) *ENHANCED ESSENTIAL AIR SERVICE*.—Section  
2 41735 of title 49, United States Code, and the item relating  
3 to such section in the analysis for subchapter II of chapter  
4 417 of such title, are repealed.

5           (h) *COMPENSATION GUIDELINES, LIMITATIONS, AND*  
6 *CLAIMS*.—Section 41737(d) of title 49, United States Code,  
7 is amended—

8                 (1) by striking “(1)” before “The Secretary  
9 may”; and

10                (2) by striking paragraph (2).

11           (i) *JOINT PROPOSALS*.—Section 41740 of title 49,  
12 United States Code, and the item relating to such section  
13 in the analysis for subchapter II of chapter 417 of such title,  
14 are repealed.

15           (j) *PRESERVATION OF BASIC ESSENTIAL AIR SERVICE*  
16 *AT SINGLE CARRIER DOMINATED HUB AIRPORTS*.—Section  
17 41744 of title 49, United States Code, and the item relating  
18 to such section in the analysis for subchapter II of chapter  
19 417 of such title, are repealed.

20           (k) *COMMUNITY AND REGIONAL CHOICE PROGRAMS*.—  
21 Section 41745 of title 49, United States Code, is amended—

22                 (1) in subsection (a)(3), by striking subpara-  
23 graph (E) and redesignating subparagraph (F) as  
24 subparagraph (E);

25                 (2) by striking subsections (b) and (c); and

1           (3) by redesignating subsections (d) through (g)  
2           as subsections (b) through (e), respectively.

3           (l) *MARKETING PROGRAM.*—Section 41748 of title 49,  
4 *United States Code*, and the item relating to such section  
5 *in the analysis for subchapter II of chapter 417 of such title*,  
6 *are repealed.*

7   **SEC. 562. SMALL COMMUNITY AIR SERVICE DEVELOPMENT**  
8           **GRANTS.**

9           Section 41743 of title 49, *United States Code*, is  
10 *amended—*

11           (1) *in subsection (c)—*

12                   (A) *in paragraph (4)(B), by striking “10-*  
13 *year” and inserting “5-year”; and*

14                   (B) *in paragraph (5)—*

15                           (i) *by redesignating subparagraphs (B)*  
16 *through (G) as subparagraphs (C) through*  
17 *(H), respectively;*

18                           (ii) *by inserting after subparagraph*  
19 *(A) the following:*

20                                   “(B) *the community has demonstrated sup-*  
21 *port from at least 1 air carrier to provide serv-*  
22 *ice;”; and*

23                                   (iii) *in subparagraph (F), as so redес-*  
24 *ignated, by inserting “or substantially re-*  
25 *duced (as measured by enplanements, ca-*

1           *capacity (seats), schedule, connections, or*  
2           *routes)” after “terminated”;*

3           *(2) in subsection (d)—*

4           *(A) in paragraph (1) by inserting “, which*  
5           *shall begin with each new grant, including same-*  
6           *project new grants, and which shall be calculated*  
7           *on a non-consecutive basis for air carriers that*  
8           *provide air service that is seasonal” after “3*  
9           *years”;* and

10           *(B) in paragraph (2) by inserting “, or an*  
11           *airport where air service has been terminated or*  
12           *substantially reduced,” before “to obtain service”;*

13           *(3) in subsection (e)—*

14           *(A) in paragraph (1) by inserting “or the*  
15           *community’s current air service needs” after “the*  
16           *project”;* and

17           *(B) in paragraph (2) by striking*  
18           *“\$10,000,000 for each of fiscal years 2018*  
19           *through 2023” and all that follows through “May*  
20           *10, 2024” and inserting “\$15,000,000 for each of*  
21           *fiscal years 2024 through 2028”;*

22           *(4) in subsection (g)(4) by striking “and the cre-*  
23           *ation of aviation development zones”;* and



1           (5) by striking subsections (f) and (h) and redес-  
2           ignating subsection (g) (as amended by paragraph  
3           (4)) as subsection (f).

4   **SEC. 563. GAO STUDY AND REPORT ON THE ALTERNATE ES-**  
5                           **SENTIAL AIR SERVICE PILOT PROGRAM.**

6           (a) *STUDY.*—The Comptroller General shall study the  
7           effectiveness of the alternate essential air service pilot pro-  
8           gram established under section 41745 of title 49, United  
9           States Code, (in this section referred to as the “Alternate  
10          EAS program”), including challenges, if any, that have im-  
11          peded robust community participation in the Alternate  
12          EAS program.

13          (b) *CONTENTS.*—The study required under subsection  
14          (a) shall include an assessment of potential changes to the  
15          Alternate EAS program and the basic essential air service  
16          programs under subchapter II of chapter 417 of title 49,  
17          United States Code, including changes in which Governors  
18          of States or territories containing essential air service com-  
19          munities would be given block grants in lieu of essential  
20          air service subsidies.

21          (c) *BRIEFING.*—Not later than 3 years after the date  
22          of enactment of this Act, the Comptroller General shall sub-  
23          mit to the appropriate committees of Congress a report on  
24          the study required under subsection (a), including any rec-

1 *ommendations for legislation and administrative action as*  
2 *the Comptroller General determines appropriate.*

3 **SEC. 564. ESSENTIAL AIR SERVICE IN PARTS OF ALASKA.**

4 *Not later than September 1, 2024, the Secretary, in*  
5 *consultation with the appropriate State authority of Alas-*  
6 *ka, shall review all domestic points in the State of Alaska*  
7 *that were deleted from carrier certificates between July 1,*  
8 *1968, and October 24, 1978, and that were not subsequently*  
9 *determined to be an eligible place prior to January 1, 1982,*  
10 *as a result of being unpopulated at that time due to destruc-*  
11 *tion during the 1964 earthquake and its resultant tidal*  
12 *wave, to determine whether such points have been resettled*  
13 *or relocated and should be designated as an eligible place*  
14 *entitled to receive a determination of the level of essential*  
15 *air service supported, if necessary, with Federal funds.*

16 **SEC. 565. ESSENTIAL AIR SERVICE COMMUNITY PETITION**  
17 **FOR REVIEW.**

18 *(a) IN GENERAL.—Section 41733 of title 49, United*  
19 *States Code, is amended—*

20 *(1) in subsection (b)(2) by inserting “, as defined*  
21 *by the Secretary” after “appropriate representative of*  
22 *the place”; and*

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

24 *“(i) COMMUNITY PETITION FOR REVIEW.—*

1           “(1) *PETITION.*—An appropriate representative  
2           of an eligible place, as defined by the Secretary, may  
3           submit to the Secretary a petition expressing no con-  
4           fidence in the air carrier providing basic essential air  
5           service under this section and requesting a review by  
6           the Secretary. A petition submitted under this sub-  
7           section shall demonstrate that the air carrier—

8                   “(A) is unwilling or unable to meet the  
9                   operational specifications outlined in the order  
10                  issued by the Secretary specifying the terms of  
11                  basic essential air service to such place;

12                  “(B) is experiencing reliability challenges  
13                  with the potential to adversely affect air service  
14                  to such place; or

15                  “(C) is no longer able to provide service to  
16                  such place at the rate of compensation specified  
17                  by the Secretary.

18           “(2) *REVIEW.*—Not later than 2 months after the  
19           date on which the Secretary receives a petition under  
20           paragraph (1), the Secretary shall review the oper-  
21           ational performance of the air carrier providing basic  
22           essential air service to such place that submitted such  
23           petition and determine whether such air carrier is  
24           fully complying with the obligations specified in the

1        *order issued by the Secretary specifying the terms of*  
2        *basic essential air service to such place.*

3            “(3) *TERMINATION.*—*If based on a review under*  
4        *paragraph (2), the Secretary determines noncompli-*  
5        *ance by an air carrier with an order specifying the*  
6        *terms for basic essential air service to the community,*  
7        *the Secretary may—*

8            “(A) *terminate the order issued to the air*  
9        *carrier; and*

10           “(B) *issue a notice pursuant to subsection*  
11        *(c) that an air carrier may apply to provide*  
12        *basic essential air service to such place for com-*  
13        *ensation under this section and select an appli-*  
14        *cant pursuant to such subsection.*

15           “(4) *CONTINUATION OF SERVICE.*—*If the Sec-*  
16        *retary makes a determination under paragraph (3) to*  
17        *terminate an order issued to an air carrier under this*  
18        *section, the Secretary shall ensure continuity in air*  
19        *service to the affected place.”.*

20        **SEC. 566. ESSENTIAL AIR SERVICE AUTHORIZATION.**

21        *Section 41742(a)(2) of title 49, United States Code,*  
22        *is amended by striking “\$155,000,000 for fiscal year 2018”*  
23        *and all that follows through “May 10, 2024,” and inserting*  
24        *“\$348,544,000 for fiscal year 2024, \$340,000,000 for fiscal*

1 year 2025, \$342,000,000 for fiscal year 2026, \$342,000,000  
2 for fiscal year 2027, and \$350,000,000 for fiscal year 2028”.

3 **SEC. 567. GAO STUDY ON COSTS OF ESSENTIAL AIR SERV-**  
4 **ICE.**

5 (a) *STUDY.*—The Comptroller General shall conduct a  
6 study of the change in costs of the essential air service pro-  
7 gram under sections 41731 through 41742 of title 49,  
8 United States Code.

9 (b) *CONTENTS.*—In conducting the study required  
10 under subsection (a), the Comptroller General shall—

11 (1) assess trends in costs of the essential air serv-  
12 ice program under sections 41731 through 41742 of  
13 title 49, United States Code, over the 10-year period  
14 ending on the date of enactment of this Act; and

15 (2) review potential causes for the increased cost  
16 of the essential air service program, including—

17 (A) labor costs;

18 (B) fuel costs;

19 (C) aging aircraft costs;

20 (D) air carrier opportunity costs;

21 (E) airport costs; and

22 (F) the effects of the COVID–19 pandemic.

23 (c) *REPORT.*—Not later than 18 months after the date  
24 of enactment of this Act, the Comptroller General shall sub-

1 *mit to the appropriate committees of Congress a report on*  
2 *the results of the study conducted under subsection (a).*

3 **SEC. 568. RESPONSE TIME FOR APPLICATIONS TO PROVIDE**  
4 **ESSENTIAL AIR SERVICE.**

5 *The Secretary shall take such actions as are necessary*  
6 *to respond with an approval or denial of any application*  
7 *filed by an applicant to provide essential air service under*  
8 *subchapter II of chapter 417 of title 49, United States Code,*  
9 *to the greatest extent practicable not later than 6 months*  
10 *after receiving such application. The Assistant General*  
11 *Counsel for International and Aviation Economic Law*  
12 *shall ensure the timely review of all orders proposed by the*  
13 *Essential Air Service Office, and such timeliness shall be*  
14 *analyzed annually by the General Counsel of the Depart-*  
15 *ment of Transportation.*

16 **SEC. 569. GAO STUDY ON CERTAIN AIRPORT DELAYS.**

17 *The Comptroller General shall conduct a study on*  
18 *flight delays in the States of New York, New Jersey, and*  
19 *Connecticut and the possible causes of such delays.*

20 **SEC. 570. REPORT ON RESTORATION OF SMALL COMMU-**  
21 **NITY AIR SERVICE.**

22 *(a) IN GENERAL.—Not later than 90 days after the*  
23 *date of enactment of this Act, the Secretary shall seek to*  
24 *enter into an agreement with the National Academies to*  
25 *conduct a study on the loss of commercial air service in*

1 *small communities in the United States and options to re-*  
2 *store such service.*

3 (b) *CONTENTS.*—*In conducting the study required*  
4 *under subsection (a), that National Academies shall—*

5 (1) *assess the reduction of scheduled commercial*  
6 *air service to small communities over a 5-year period*  
7 *ending on the date of enactment of this Act, to include*  
8 *small communities that have lost all scheduled com-*  
9 *mmercial air service;*

10 (2) *review economic trends that have resulted in*  
11 *reduction or loss of scheduled commercial air service*  
12 *to such communities;*

13 (3) *review the economic losses of such commu-*  
14 *nities who have suffered a reduction or loss of sched-*  
15 *uled commercial air service;*

16 (4) *identify the causes that prompted air car-*  
17 *riers to reduce or eliminate scheduled commercial air*  
18 *service to such communities;*

19 (5) *assess the impact of changing aircraft eco-*  
20 *nomics; and*

21 (6) *identify recommendations that can be imple-*  
22 *mented by such communities or Federal, State, or*  
23 *local agencies to aid in the restoration or replacement*  
24 *of scheduled commercial air service.*

1           (c) *CASE STUDIES.*—*In conducting the study required*  
2 *under subsection (a), the National Academies shall assess*  
3 *not fewer than 7 communities that have lost commercial*  
4 *air service or have had commercial air service significantly*  
5 *reduced in the past 15 years, including—*

6                   (1) *Williamsport Regional Airport;*

7                   (2) *Alamogordo-White Sands Regional Airport;*

8           *and*

9                   (3) *Chautauqua County Jamestown Airport.*

10          (d) *REPORT.*—*Not later than 1 year after the date of*  
11 *enactment of this Act, the National Academies shall submit*  
12 *to the Secretary and the appropriate committees of Congress*  
13 *a report containing—*

14                   (1) *the results of the study described in sub-*  
15 *section (a); and*

16                   (2) *recommendations to Congress and commu-*  
17 *nities on action that can be taken to improve or re-*  
18 *store scheduled commercial service to small commu-*  
19 *nities.*

20          (e) *FUNDING.*—*No funding made available to carry*  
21 *out subchapter II of chapter 417 of title 49, United States*  
22 *Code, may be used to carry out this section.*



1     **TITLE VI—MODERNIZING THE**  
2     **NATIONAL AIRSPACE SYSTEM**

3     **SEC. 601. INSTRUMENT LANDING SYSTEM INSTALLATION.**

4         (a) *IN GENERAL.*—Not later than January 1, 2025,  
5 the Administrator shall expedite the installation of at least  
6 15 instrument landing systems (in this section referred to  
7 as “ILS”) in the national airspace system by utilizing the  
8 existing ILS contract vehicle and the employees of the FAA.

9         (b) *REQUIREMENTS.*—In carrying out subsection (a),  
10 the Administrator shall—

11             (1) incorporate lessons learned from installations  
12 under section 44502(a)(4) of title 49, United States  
13 Code;

14             (2) record metrics of cost and time savings of ex-  
15 pedited installations;

16             (3) consider opportunities to further develop ILS  
17 technical expertise among the employees of the FAA;  
18 and

19             (4) consider the cost-benefit analysis of utilizing  
20 the existing ILS contract vehicle, the employees of the  
21 FAA, or both, to accelerate the installation and de-  
22 ployment of procured equipment.

23         (c) *BRIEFING TO CONGRESS.*—Not later than June 30,  
24 2025, the Administrator shall brief the appropriate commit-  
25 tees of Congress—

1           (1) *on the installation of ILS under this section;*

2           (2) *describing any planned near-term ILS in-*  
3 *stallations; and*

4           (3) *outlining the approach of the FAA to accel-*  
5 *erate future procurement and installation of ILS*  
6 *throughout the national airspace system in a manner*  
7 *consistent with the requirements of title VIII of divi-*  
8 *sion J of the Infrastructure Investment and Jobs Act*  
9 *(Public Law 117–58).*

10 **SEC. 602. NAVIGATION AIDS STUDY.**

11       (a) *IN GENERAL.*—*Not later than 180 days after the*  
12 *date of enactment of this Act, the inspector general of the*  
13 *Department of Transportation shall initiate a study exam-*  
14 *ining the effects of reclassifying navigation aids to Design*  
15 *Assurance Level–A from Design Assurance Level–B, includ-*  
16 *ing the following navigation aids:*

17           (1) *Distance measuring equipment.*

18           (2) *Very high frequency omni-directional range.*

19           (3) *Tactical air navigation.*

20           (4) *Wide area augmentation system.*

21       (b) *CONTENTS.*—*In conducting the study required*  
22 *under subsection (a), the inspector general shall address—*

23           (1) *the cost-benefit analyses associated with the*  
24 *reclassification described in such subsection;*

1           (2) *the findings from the operational safety as-*  
2           *sessments and preliminary hazard analyses of the*  
3           *navigation aids listed in such subsection;*

4           (3) *the risks of such reclassification on naviga-*  
5           *tion aid equipment currently in use;*

6           (4) *the potential impacts on global interoper-*  
7           *ability of navigational aids; and*

8           (5) *what additional actions should be taken*  
9           *based on the findings of this subsection.*

10          (c) *REPORT.*—*Not later than 24 months after the date*  
11 *of enactment of this Act, the inspector general shall submit*  
12 *to the appropriate committees of Congress a report describ-*  
13 *ing the results of the study conducted under subsection (a).*

14 **SEC. 603. NEXTGEN ACCOUNTABILITY REVIEW.**

15          (a) *IN GENERAL.*—*Not later than December 31, 2026,*  
16 *the Administrator shall seek to enter into an agreement*  
17 *with the National Academy of Public Administration to*  
18 *initiate a review to assess the performance of the FAA in*  
19 *delivering and implementing quantifiable operational bene-*  
20 *fits to the national airspace system within the NextGen pro-*  
21 *gram.*

22          (b) *REVIEW REQUIREMENTS.*—*In conducting the re-*  
23 *view required under subsection (a), the National Academy*  
24 *of Public Administration shall—*

1           (1) *leverage metrics used by the FAA to quantify*  
2 *the benefits of NextGen technology and investments;*

3           (2) *validate metrics and identify additional*  
4 *metrics the FAA can use to track national airspace*  
5 *system throughput and savings as a result of NextGen*  
6 *investments—*

7           (A) *by calculating a per flight average,*  
8 *weighted by distance, of the—*

9           (i) *reduction and cumulative savings*  
10 *of track miles and time savings;*

11           (ii) *reduction and cumulative savings*  
12 *of emissions and fuel burn; and*

13           (iii) *reduction of aircraft operation*  
14 *time; and*

15           (B) *by using any other metrics that the Na-*  
16 *tional Academy determines may provide insights*  
17 *into the quantifiable benefits for operators in the*  
18 *national airspace system; and*

19           (3) *validate current metrics and identify addi-*  
20 *tional metrics the FAA can use to track and assess*  
21 *fleet equipage across operators in the national air-*  
22 *space system, including identifying—*

23           (A) *the percentage of aircraft equipped with*  
24 *NextGen avionics equipment as recommended in*  
25 *the report of the NextGen Advisory Committee ti-*

1            *tled “Minimum Capabilities List (MCL) Ad Hoc*  
2            *Team NAC Task 19–1 Report”, issued on No-*  
3            *vember 17, 2020;*

4            *(B) quantified costs and benefits for an op-*  
5            *erator to properly equip an aircraft with base-*  
6            *line NextGen avionics equipment over the*  
7            *lifecycle of such aircraft; and*

8            *(C) cumulative unrealized NextGen benefits*  
9            *associated with rates of mixed equipage across*  
10           *operators.*

11           *(c) INDUSTRY CONSULTATION.—In conducting the re-*  
12           *view required under subsection (a), the National Academy*  
13           *of Public Administration may consult with aviation indus-*  
14           *try stakeholders.*

15           *(d) REPORT.—Not later than 270 days after the initi-*  
16           *ation of the review under subsection (a), the National Acad-*  
17           *emy shall submit to the Administrator and the appropriate*  
18           *committees of Congress a report containing any findings*  
19           *and recommendations under such review.*

20           *(e) PUBLICATION.—Not later than 180 days after re-*  
21           *ceiving the report required under subsection (d), the Admin-*  
22           *istrator shall establish a website of the FAA that can be*  
23           *used to monitor and update—*

1           (1) *the metrics identified by the review conducted*  
2 *under subsection (a) on a quarterly and annual basis*  
3 *through 2030, as appropriate; and*

4           (2) *the total amount invested in NextGen tech-*  
5 *nologies and resulting quantifiable benefits on a quar-*  
6 *terly basis until the Administrator announces the*  
7 *completion of NextGen implementation.*

8 **SEC. 604. AIRSPACE ACCESS.**

9           (a) *COALESCING AIRSPACE.*—

10           (1) *REVIEW OF NATIONAL AIRSPACE SYSTEM.*—  
11 *Not later than 3 years after the date of enactment of*  
12 *this Act, the Administrator, in coordination with the*  
13 *Secretary of Defense, shall conduct a comprehensive*  
14 *review of the airspace of the national airspace system,*  
15 *including special use airspace.*

16           (2) *STREAMLINING AND EXPEDITING ACCESS.*—  
17 *In carrying out paragraph (1), the Administrator*  
18 *shall identify methods to streamline, expedite, and*  
19 *provide greater flexibility of access to certain cat-*  
20 *egories of airspace for users of the national airspace*  
21 *system who may not regularly have such access.*

22           (b) *BRIEFING.*—

23           (1) *IN GENERAL.*—*Not later than 3 months after*  
24 *the completion of review the under subsection (a), the*  
25 *Administrator shall brief the appropriate committees*

1       of Congress on the findings of such review and a pro-  
2       posed action plan to improve access to airspace for  
3       users of the national airspace system.

4               (2) *CONTENTS.*—In the briefing under para-  
5       graph (1), the Administrator shall include, at a min-  
6       imum, the following:

7               (A) *An identification of current challenges*  
8       *and barriers faced by airspace users in accessing*  
9       *certain categories of airspace, including special*  
10       *use airspace.*

11              (B) *An evaluation of existing procedures,*  
12       *regulations, and requirements that may impede*  
13       *or delay access to certain categories of airspace*  
14       *for certain users of the national airspace system.*

15              (C) *Actions for streamlining and expediting*  
16       *the airspace access process, including potential*  
17       *regulatory changes, technological advancements,*  
18       *and enhanced coordination among relevant*  
19       *stakeholders and Federal agencies.*

20              (D) *If determined appropriate, an imple-*  
21       *mentation plan for a framework that allows for*  
22       *temporary access to certain categories of air-*  
23       *space, including special use airspace, by users of*  
24       *the national airspace system who do not have*  
25       *regular access to such airspace.*

1           (E) *An assessment of the impact of airspace*  
2 *access improvements described in paragraph (1)*  
3 *on the safety of, efficiency of, and economic op-*  
4 *portunities for airspace users, including—*

5                   (i) *military operators;*

6                   (ii) *commercial operators; and*

7                   (iii) *general aviation operators.*

8           (3) *IMPLEMENTATION AND FOLLOW-UP.—*

9           (A) *ACTION PLAN.—The Administrator*  
10 *shall take such actions as are necessary to imple-*  
11 *ment the action plan developed pursuant to this*  
12 *section.*

13           (B) *COORDINATION.—In implementing the*  
14 *action plan under subparagraph (A), the Admin-*  
15 *istrator shall coordinate with relevant stake-*  
16 *holders, including airspace users and the Sec-*  
17 *retary of Defense, to ensure effective implementa-*  
18 *tion of such action plan, and ongoing collabora-*  
19 *tion in addressing airspace access challenges.*

20           (C) *PROGRESS REPORTS.—The Adminis-*  
21 *trator shall provide to the appropriate commit-*  
22 *tees of Congress periodic briefings on the imple-*  
23 *mentation of the action plan developed under*  
24 *this subparagraph (A), including updates on—*



- 1                   (i) the adoption of streamlined proce-  
2                   dures;  
3                   (ii) technological enhancements; and  
4                   (iii) any regulatory changes necessary  
5                   to improve airspace access and flexibility.

6 **SEC. 605. FAA CONTRACT TOWER WORKFORCE AUDIT.**

7           (a) *IN GENERAL.*—Not later than 120 days after the  
8 date of enactment of this Act, the inspector general of the  
9 Department of Transportation shall initiate an audit of the  
10 workforce needs of the Contract Tower Program, as estab-  
11 lished under section 47124 of title 49, United States Code.

12           (b) *CONTENTS.*—In conducting the audit required  
13 under subsection (a), the inspector general shall, at a min-  
14 imum—

15                   (1) review the assumptions and methodologies  
16 used in assessing FAA contract towers staffing levels  
17 and determine the adequacy of staffing levels at such  
18 towers;

19                   (2) evaluate the supply and demand of trained  
20 and certificated personnel prepared for work at such  
21 towers;

22                   (3) examine efforts to establish an air traffic  
23 controller training program or curriculum to allow  
24 contract tower contractors to conduct—

1           (A) *initial training of controller candidates*  
2           *employed or soon to be employed by such con-*  
3           *tractors who do not have a Control Tower Oper-*  
4           *ator certificate or a FAA tower credential;*

5           (B) *any initial training for controller can-*  
6           *didates who have completed an approved Air*  
7           *Traffic Collegiate Training Initiative program*  
8           *from an accredited school that has a dem-*  
9           *onstrated successful curriculum; or*

10          (C) *on-the-job training of such candidates*  
11          *described in subparagraphs (A) or (B);*

12          (4) *assess whether establishing pathways to allow*  
13          *contract tower contractors to use the air traffic tech-*  
14          *nical training academy of the FAA, or other means*  
15          *such as higher educational institutions, to provide*  
16          *initial technical training for air traffic controllers*  
17          *employed by such contractors could improve the work-*  
18          *force needs of the contract tower program and any re-*  
19          *lated impact such training may have on air traffic*  
20          *controller staffing more broadly; and*

21          (5) *consult with the exclusive bargaining rep-*  
22          *resentative of the air traffic controllers certified under*  
23          *section 7111 of title 5, United States Code.*

24          (c) *REPORT.*—*Not later than 90 days after the comple-*  
25          *tion of the audit under subsection (a), the inspector general*

1 *shall submit to the appropriate committees of Congress a*  
2 *report on the findings of such audit and any recommenda-*  
3 *tions as a result of such audit.*

4 (d) *IMPLEMENTATION.*—*The Administrator shall take*  
5 *such actions as are necessary to implement any rec-*  
6 *ommendations included in the report required under sub-*  
7 *section (c) with which the Administrator concurs.*

8 (e) *RULE OF CONSTRUCTION.*—*Nothing in this sub-*  
9 *section shall be construed as a delegation of authority by*  
10 *the Administrator to air traffic control contractors for the*  
11 *purposes of issuing initial certifications to air traffic con-*  
12 *trollers.*

13 **SEC. 606. AIR TRAFFIC CONTROL TOWER SAFETY.**

14 *In designing, adopting a design, or constructing an*  
15 *air traffic control tower based on a previously adopted de-*  
16 *sign, the Administrator shall prioritize the safety of the na-*  
17 *tional airspace system, the safety of employees of the Ad-*  
18 *ministration, the operational reliability of such air traffic*  
19 *control tower, and the costs of such tower.*

20 **SEC. 607. AIR TRAFFIC SERVICES DATA REPORTS.**

21 *Section 45303(g)(2)(A) of title 49, United States Code,*  
22 *is amended by striking “8 years” and inserting “14 years”.*

1 **SEC. 608. CONSIDERATION OF SMALL HUB CONTROL TOW-**  
2 **ERS.**

3 *In selecting projects for the replacement of federally*  
4 *owned air traffic control towers from funds made available*  
5 *under the heading “Federal Aviation Administration—Fa-*  
6 *cilities and Equipment” in title VIII of division J of the*  
7 *Infrastructure Investment and Jobs Act (Public Law 117–*  
8 *58), the Administrator shall consider selecting projects at*  
9 *small hub commercial service airports with control towers*  
10 *that are at least 50 years old.*

11 **SEC. 609. FLIGHT PROFILE OPTIMIZATION.**

12 *(a) PILOT PROGRAM.—*

13 *(1) ESTABLISHMENT.—The Administrator shall*  
14 *establish a pilot program to award grants to air traf-*  
15 *fic flow management technology providers to develop*  
16 *prototype capabilities to incorporate flight profile op-*  
17 *timization (in this section referred to as “FPO”) into*  
18 *the trajectory based-operations air traffic flow man-*  
19 *agement system of the FAA.*

20 *(2) CONSIDERATIONS.—In establishing the pilot*  
21 *program under paragraph (1), the Administrator*  
22 *shall consider the following:*

23 *(A) The extent to which developed FPO ca-*  
24 *pabilities may reduce strain on the national air-*  
25 *space system infrastructure while facilitating*  
26 *safe and efficient flow of future air traffic vol-*

1 *umes and diverse range of aircraft and advanced*  
2 *aviation aircraft.*

3 *(B) The extent to which developed FPO ca-*  
4 *pabilities may achieve environmental benefits*  
5 *and time savings.*

6 *(C) The perspectives of FAA employees re-*  
7 *sponsible for air traffic flow management devel-*  
8 *opment projects, bilateral civil aviation regu-*  
9 *latory partners, and industry applicants on the*  
10 *performance of the FAA in carrying out air traf-*  
11 *fic flow management system development*  
12 *projects.*

13 *(D) Any other information the Adminis-*  
14 *trator determines appropriate.*

15 *(3) APPLICATION.—To be eligible to receive a*  
16 *grant under the program, an air traffic flow manage-*  
17 *ment technology provider shall submit an application*  
18 *to the Administrator at such time, in such manner,*  
19 *and containing such information as the Adminis-*  
20 *trator may require.*

21 *(4) MAXIMUM AMOUNT.—A grant awarded under*  
22 *the program may not exceed \$2,000,000 to a single*  
23 *air traffic flow management technology provider.*

24 *(b) BRIEFING TO CONGRESS.—Not later than 1 year*  
25 *after the date of enactment of this Act, and annually there-*

1 *after until the termination of the pilot program under sub-*  
2 *section (d) established under this section, the Administrator*  
3 *shall brief the appropriate committees of Congress on the*  
4 *progress of such pilot program, including any implementa-*  
5 *tion challenges of the program, detailed metrics of the pro-*  
6 *gram, and any recommendations to achieve the adoption*  
7 *of FPO.*

8       (c) *TRAJECTORY-BASED OPERATIONS DEFINED.—In*  
9 *this section, the term “trajectory-based operations” means*  
10 *an air traffic flow management method for strategically*  
11 *planning, managing, and optimizing flights that uses time-*  
12 *based management, performance-based navigation, and*  
13 *other capabilities and processes to achieve air traffic flow*  
14 *management operational objectives and improvements.*

15       (d) *SUNSET.—The pilot program under this section*  
16 *shall terminate on October 1, 2028.*

17 **SEC. 610. EXTENSION OF ENHANCED AIR TRAFFIC SERV-**  
18 **ICES PILOT PROGRAM.**

19       Section 547 of the *FAA Reauthorization Act of 2018*  
20 *(49 U.S.C. 40103 note) is amended—*

21               (1) *by striking subsection (d) and inserting the*  
22 *following:*

23               “(d) *DEFINITIONS.—In this section:*

24                       “(1) *CERTAIN NEXTGEN AVIONICS.—The term*  
25 *‘certain NextGen avionics’ means those avionics and*

1 *baseline capabilities as recommended in the report of*  
2 *the NextGen Advisory Committee titled ‘Minimum*  
3 *Capabilities List (MCL) Ad Hoc Team NAC Task*  
4 *19–1 Report’, issued on November 17, 2020.*

5 “(2) *PREFERENTIAL BASIS.*—*The term ‘pref-*  
6 *erential basis’ means prioritizing aircraft equipped*  
7 *with certain NextGen avionics by providing them*  
8 *more efficient service, shorter queuing, or priority*  
9 *clearances to the maximum extent possible without re-*  
10 *ducing overall capacity or safety of the national air-*  
11 *space system.’; and*

12 *(2) in subsection (e) by striking “May 10, 2024”*  
13 *and inserting “September 30, 2028”.*

14 **SEC. 611. FEDERAL CONTACT TOWER WAGE DETERMINA-**  
15 **TIONS AND POSITIONS.**

16 (a) *IN GENERAL.*—*The Secretary shall request that the*  
17 *Secretary of Labor—*

18 (1) *review and update, as necessary, including to*  
19 *account for cost-of-living adjustments, the basis for*  
20 *the wage determination for air traffic controllers who*  
21 *are employed at air traffic control towers operated*  
22 *under the Contract Tower Program established under*  
23 *section 47124 of title 49, United States Code;*

24 (2) *reassess the basis for air traffic controller oc-*  
25 *cupation codes;*

1           (3) create a new wage determination category or  
 2           occupation code for managers of air traffic controllers  
 3           who are employed at air traffic control towers oper-  
 4           ated under the Contract Tower Program; and

5           (4) consult with the Administrator in carrying  
 6           out the requirements of paragraphs (1) through (3).

7           (b) *REPORT.*—Not later than 2 years after the date  
 8           of enactment of this Act, the Secretary, in consultation with  
 9           the Secretary of Labor, shall submit to the appropriate com-  
 10          mittees of Congress a report that includes—

11           (1) a description of the findings and conclusions  
 12           of the review and reassessment made under subsection  
 13           (a);

14           (2) an explanation of and justification for the  
 15           basis for the wage determination; and

16           (3) a description of the actions taken by the De-  
 17           partment of Transportation and the Department of  
 18           Labor to ensure that contract tower air traffic con-  
 19           troller wages are adjusted for inflation and are as-  
 20           signed the appropriate occupation codes.

21 **SEC. 612. BRIEFING ON RADIO COMMUNICATIONS COV-**  
 22 **ERAGE AROUND MOUNTAINOUS TERRAIN.**

23           (a) *BRIEFING REQUIREMENT.*—Not later than 180  
 24           days after the date of enactment of this Act, the Adminis-  
 25           trator shall brief the appropriate committees of Congress



1 *on the radio communications coverage within the airspace*  
2 *surrounding the Mena Intermountain Municipal Airport in*  
3 *Mena, Arkansas.*

4 (b) *BRIEFING CONTENTS.—The briefing required*  
5 *under subsection (a) shall include the following:*

6 (1) *The radio communications coverage within*  
7 *the airspace surrounding the Mena Intermountain*  
8 *Municipal Airport with the applicable Air Route*  
9 *Traffic Control Center.*

10 (2) *The altitudes at which radio communications*  
11 *capabilities are lost within such airspace.*

12 (3) *Recommendations on changes to increase*  
13 *radio communications coverage below 4,000 feet above*  
14 *ground level within such airspace.*

15 **SEC. 613. AERONAUTICAL MOBILE COMMUNICATIONS SERV-**  
16 **ICES.**

17 (a) *SATELLITE VOICE COMMUNICATIONS SERVICES.—*  
18 *The Administrator shall evaluate the addition of satellite*  
19 *voice communication services (in this section referred to as*  
20 *“SatVoice”) to the Aeronautical Mobile Communications*  
21 *program (in this section referred to as the “AMCS pro-*  
22 *gram”)* that provides for the delivery of air traffic control  
23 *messages in oceanic and remote continental airspace.*

24 (b) *ANALYSIS AND IMPLEMENTATION PROCEDURES.—*  
25 *Not later than 1 year after the date of enactment of this*

1 *Act, the Administrator shall begin to develop the safety case*  
2 *analysis and implementation procedures for SatVoice in-*  
3 *structions over the controlled oceanic and remote conti-*  
4 *mental airspace regions of the FAA.*

5 *(c) REQUIREMENTS.—The analysis and implementa-*  
6 *tion procedures required under subsection (b) shall include,*  
7 *at a minimum, the following:*

8 *(1) Network and protocol testing and integration*  
9 *with satellite service providers.*

10 *(2) Operational testing with aircraft to identify*  
11 *and resolve performance issues.*

12 *(3) A definition of Satcom Standards and Rec-*  
13 *ommended Practices established through a collabora-*  
14 *tion with the International Civil Aviation Organiza-*  
15 *tion, which shall include an RCP-130 performance*  
16 *standard as well as SatVoice standards.*

17 *(4) Training for radio operators on new oper-*  
18 *ation procedures and protocols.*

19 *(5) A phased implementation plan for incor-*  
20 *porating SatVoice services into the AMCS program.*

21 *(6) The estimated cost of the implementation*  
22 *procedures for relevant stakeholders.*

23 *(d) HF/VHF MINIMUM EQUIPAGE.—*

24 *(1) RULE OF CONSTRUCTION.—Nothing in this*  
25 *section shall be construed to affect the HF/VHF equi-*

1 *page requirement for communications in oceanic and*  
2 *remote continental airspace as of the date of enact-*  
3 *ment of this Act.*

4 (2) *MAINTENANCE OF HF/VHF SERVICES.—The*  
5 *Administrator shall maintain HF/VHF services exist-*  
6 *ing as of the date of enactment of this Act as min-*  
7 *imum equipage under the AMCS program to provide*  
8 *for auxiliary communication and maintain safety in*  
9 *the event of a satellite outage.*

10 **SEC. 614. DELIVERY OF CLEARANCE TO PILOTS VIA INTER-**  
11 **NET PROTOCOL.**

12 (a) *IN GENERAL.—Not later than 18 months after the*  
13 *date of enactment of this Act, the Administrator shall estab-*  
14 *lish a pilot program to conduct testing and an evaluation*  
15 *to determine the feasibility of the use, in air traffic control*  
16 *towers, of technology for mobile clearance delivery for gen-*  
17 *eral aviation and on-demand air carriers operating under*  
18 *part 135 of title 14, Code of Federal Regulations, at suitable*  
19 *airports that do not have tower data link services.*

20 (b) *AIRPORT SELECTION.—*

21 (1) *IN GENERAL.—The Administrator shall des-*  
22 *ignate 5 suitable airports for participation in the*  
23 *program established under subsection (a) after con-*  
24 *sultation with the exclusive representatives of air traf-*  
25 *fic controllers certified under section 7111 of title 5,*

1 *United States Code, airport sponsors, aircraft and*  
2 *avionics manufacturers, MITRE, and aircraft opera-*  
3 *tors*

4 (2) *AIRPORT SIZE AND COMPLEXITY.—In desig-*  
5 *inating airports under paragraph (1), the Adminis-*  
6 *trator shall designate airports of different size and*  
7 *complexity.*

8 (c) *PROGRAM OBJECTIVE.—The program established*  
9 *under subsection (a) shall address and include safety, secu-*  
10 *rity, and operational requirements for mobile clearance de-*  
11 *livery at airports and heliports across the United States.*

12 (d) *REPORT.—Not later than 1 year after the date on*  
13 *which the program under subsection (a) is established, the*  
14 *Administrator shall submit to the appropriate committees*  
15 *of Congress a report on the safety, security, and operational*  
16 *performance of mobile clearance delivery at airports pursu-*  
17 *ant to this section and recommendations on how best to im-*  
18 *prove the program.*

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

20 (1) *MOBILE CLEARANCE DELIVERY.—The term*  
21 *“mobile clearance delivery” means the delivery of ac-*  
22 *cess to departure clearance and clearance cancellation*  
23 *via internet protocol via applications to pilots while*  
24 *aircraft are on the ground where traditional data link*  
25 *installations are not feasible or possible.*

1           (2) *TOWER DATA LINK SERVICES.*—*The term*  
2           *“tower data link services” means communications be-*  
3           *tween controllers and pilots using controller-pilot*  
4           *data link communications.*

5           (3) *SUITABLE AIRPORT.*—*The term “suitable air-*  
6           *port” means towered airports, non-towered airports,*  
7           *and heliports.*

8   **SEC. 615. STUDY ON CONGESTED AIRSPACE.**

9           (a) *STUDY.*—*Not later than 270 days after the date*  
10          *of enactment of this Act, the Comptroller General shall ini-*  
11          *tiate a study on the efficiency and efficacy of scheduled com-*  
12          *mercial air service transiting congested airspace.*

13          (b) *CONTENTS.*—*In carrying out the study required*  
14          *under subsection (a), the Comptroller General shall exam-*  
15          *ine—*

16                 (1) *various regions of congested airspace and the*  
17                 *differing factors of such regions;*

18                 (2) *commercial air service;*

19                 (3) *military flight activity;*

20                 (4) *emergency response activity;*

21                 (5) *commercial space launch and reentry activi-*  
22                 *ties;*

23                 (6) *weather; and*

24                 (7) *air traffic controller staffing.*

1           (c) *REPORT.*—Not later than 18 months after the initi-  
2           ation of the study under subsection (a), the Comptroller  
3           General shall submit to the appropriate committees of Con-  
4           gress a report on the results of the study and recommenda-  
5           tions to reduce the impacts to scheduled air service  
6           transiting congested airspace.

7           **SEC. 616. BRIEFING ON LIT VORTAC PROJECT.**

8           (a) *IN GENERAL.*—Not later than 180 days after the  
9           date of enactment of this Act, the Administrator shall brief  
10          the appropriate committees of Congress on the Little Rock  
11          Port Authority Very High Frequency Omni-Directional  
12          Radio Range Tactical Air Navigation Aid Project (in this  
13          section referred to as “LIT VORTAC”).

14          (b) *BRIEFING CONTENTS.*—The briefing required  
15          under subsection (a) shall include the following:

16               (1) *The status of the efforts by the FAA to relo-*  
17               *cate the LIT VORTAC.*

18               (2) *The status of new flight planning of the relo-*  
19               *cated LIT VORTAC.*

20               (3) *A description of and timeline for each re-*  
21               *maining phase of the relocation of the LIT VORTAC.*

22          **SEC. 617. SURFACE SURVEILLANCE.**

23          (a) *IN GENERAL.*—Not later than 1 year after the date  
24          of enactment of this Act, the Administrator shall conduct

1 *a review of surface surveillance systems that are operational*  
2 *as of such date of enactment.*

3 (b) *CONTENTS.*—*In carrying out the review under sub-*  
4 *section (a), the Administrator shall—*

5 (1) *demonstrate that any change to the configu-*  
6 *ration of surface surveillance systems or decommis-*  
7 *sioning of a sensor from such systems provides an*  
8 *equivalent level of safety as the current system;*

9 (2) *determine how a technology refresh of legacy*  
10 *sensor equipment can reduce operational and mainte-*  
11 *nance costs of surface surveillance systems compared*  
12 *to current costs and extend the useful life and afford-*  
13 *ability of such systems; and*

14 (3) *consider how to enhance such systems*  
15 *through new capabilities and software tools that im-*  
16 *prove the safety of terminal airspace and the airport*  
17 *surface.*

18 (c) *CONSULTATION.*—*In carrying out the review under*  
19 *subsection (a), the Administrator shall consult with—*

20 (1) *aviation safety experts with specific knowl-*  
21 *edge of surface surveillance technology, including*  
22 *multilateration and automatic dependent surveil-*  
23 *lance-broadcast;*

24 (2) *representatives of the exclusive bargaining*  
25 *representative of the air traffic controllers certified*

1        *under section 7111 of title 5, United States Code,*  
2        *with expertise in surface safety; and*

3            (3) *representatives of the exclusive bargaining*  
4        *representative of airway transportation systems spe-*  
5        *cialists of the FAA certified under section 7111 of*  
6        *title 5, United States Code.*

7        (d) *BRIEFING.*—*Upon completion of the review under*  
8        *subsection (a), the Administrator shall brief the appropriate*  
9        *committees of Congress on the findings of such review.*

10        (e) *IMPLEMENTATION.*—*The Administrator may im-*  
11        *plement changes to surface surveillance systems consistent*  
12        *with the findings of the review described in subsection (d).*

13        **SEC. 618. CONSIDERATION OF THIRD-PARTY SERVICES.**

14        (a) *PLANS AND POLICY.*—*Section 44501 of title 49,*  
15        *United States Code, is amended—*

16            (1) *in subsection (a) by striking “development*  
17        *and location of air navigation facilities” and insert-*  
18        *ing “development of air navigation facilities and*  
19        *services”;* *and*

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

21                    (A) *by striking “and development” and in-*  
22        *serting “procurement, and development” each*  
23        *place it appears;*



1           (B) in paragraph (1) by striking “facilities  
2           and equipment” and inserting “facilities, serv-  
3           ices, and equipment”;

4           (C) in paragraph (2)—

5           (i) in the matter preceding subpara-  
6           graph (A) by striking “first and 2d years”  
7           and inserting “first and second years”; and

8           (ii) in subparagraph (C) by striking  
9           “subclauses (A) and (B) of this clause” and  
10          inserting “subparagraphs (A) and (B)”;

11          (D) in paragraph (3)—

12          (i) by striking “the 3d, 4th, and 5th”  
13          and inserting “the third, fourth, and fifth”;  
14          and

15          (ii) by striking “systems and facilities”  
16          and inserting “systems, services, and facili-  
17          ties”; and

18          (E) in paragraph (4)(B) by striking  
19          “growth of aviation” and inserting “growth of  
20          the aerospace industry”.

21          (b) SYSTEMS, PROCEDURES, FACILITIES, SERVICES,  
22          AND DEVICES.—

23                  (1) IN GENERAL.—Section 44505 of title 49,  
24          United States Code, is amended—

1 (A) in the section heading by striking “AND  
 2 DEVICES” and inserting “**services, and de-**  
 3 **vices**”;

4 (B) in subsection (a) by striking “and de-  
 5 vices” and inserting “services, and devices” each  
 6 place it appears; and

7 (C) in subsection (b) by striking “develop  
 8 dynamic simulation models” and inserting “de-  
 9 velop or procure dynamic simulation models and  
 10 tools” each place it appears.

11 (2) CLERICAL AMENDMENT.—The analysis for  
 12 chapter 445 of title 49, United States Code, is amend-  
 13 ed by striking the item relating to section 44505 and  
 14 inserting the following:

“44505. Systems, procedures, facilities, services, and devices.”.

15 **SEC. 619. 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 determines appropriate, the Adminis-  
 19 trator shall convene FAA officials to evaluate and expedite  
 20 the implementation of NextGen programs and capabilities.

21 (b) NEXTGEN PROGRAM PRIORITIZATION.—In allo-  
 22 cating amounts appropriated pursuant to section 48101(a)  
 23 of title 49, United States Code, the Secretary shall give pri-  
 24 ority to the following activities:

25 (1) Performance-based navigation.

1           (2) *Data communications.*

2           (3) *Terminal flight data manager.*

3           (4) *Aeronautical information management.*

4           (5) *Other activities as recommended by the*  
5 *NextGen Advisory Committee and determined by the*  
6 *Administrator to be appropriate.*

7           (c) *PERFORMANCE-BASED NAVIGATION.—*

8                 (1) *IN GENERAL.—Not later than 3 years after*  
9 *the date of enactment of this Act, the Administrator*  
10 *shall fully implement performance-based navigation*  
11 *procedures for all terminal and enroute routes, in-*  
12 *cluding approach and departure procedures for cov-*  
13 *ered airports.*

14                 (2) *SPECIFIC PROCEDURES.—Pursuant to para-*  
15 *graph (1), the Administrator shall prioritize the fol-*  
16 *lowing performance-based navigation procedures:*

17                     (A) *Trajectory-based operations.*

18                     (B) *Optimized profile descents.*

19                     (C) *Multiple airport route separation.*

20                     (D) *Established on required navigation per-*  
21 *formance.*

22                     (E) *Converging runway display aids.*

23                 (3) *PERFORMANCE-BASED NAVIGATION BASELINE*  
24 *EQUIPAGE REQUIREMENTS.—In carrying out para-*  
25 *graph (1), the Administrator shall issue such regula-*

1        *tions as may be required, and publish applicable ad-*  
2        *visory circulars, to establish the equipage baseline ap-*  
3        *propriate for aircraft to safely use performance-based*  
4        *navigation procedures.*

5            (4) *UTILIZATION ACTION PLAN.*—*Not later than*  
6        *180 days after enactment of this Act, the Adminis-*  
7        *trator shall, in consultation with certified labor rep-*  
8        *resentatives of air traffic controllers and the NextGen*  
9        *Advisory Committee, develop an action plan to utilize*  
10       *performance-based navigation procedures as a pri-*  
11       *mary means of navigation to further reduce the de-*  
12       *pendency on legacy systems within the national air-*  
13       *space system.*

14       (d) *DATA COMMUNICATIONS.*—

15            (1) *IN GENERAL.*—*Not later than 2 years after*  
16        *the date of enactment of this Act, the Administrator*  
17        *shall fully implement the use of data communications.*

18            (2) *SPECIFIC CAPABILITIES.*—*In carrying out*  
19        *subsection (a) and this subsection, the Administrator*  
20        *shall prioritize the following data communications ca-*  
21        *pabilities:*

22                    (A) *Ground-to-ground message exchange for*  
23                    *surface aircraft operations and runway safety at*  
24                    *airports.*

1                   (B) Automated message generation and re-  
2                   ceipt.

3                   (C) Message routing and transmission.

4                   (D) Direct communications with aircraft  
5                   avionics.

6                   (E) Implementation of data communica-  
7                   tions at all Air Route Traffic Control Centers.

8                   (F) The Future Air Navigation System.

9                   (e) *TERMINAL FLIGHT DATA MANAGER AND OTHER*  
10 *SYSTEMS.*—

11                   (1) *TERMINAL FLIGHT DATA MANAGER.*—Not  
12                   later than 4 years after the date of enactment of this  
13                   Act, the Administrator shall install the Terminal  
14                   Flight Data Manager system at not less than 89 air-  
15                   ports in the United States based on the highest num-  
16                   ber of annual aircraft operations or a determination  
17                   of operational need and the impact of installation  
18                   and deployment on the national airspace system.

19                   (2) *ELECTRONIC FLIGHT STRIPS.*—At a min-  
20                   imum, the Administrator shall implement electronic  
21                   flight strips at the air traffic control towers of air-  
22                   ports described in paragraph (1).

23                   (3) *FLOW MANAGEMENT DATA AND SERVICES.*—  
24                   Not later than 4 years after the date of enactment of  
25                   this Act, if the Administrator finds that Terminal

1       *Flight Data Manager systems would be beneficial to*  
2       *safety or efficiency, the Administrator shall install*  
3       *Flow Management Data and Services at airports de-*  
4       *scribed under paragraph (1).*

5               (4) *APPROPRIATIONS.—The activities under*  
6       *paragraphs (1), (2), and (3) of this subsection shall*  
7       *be contingent on the appropriation of funds to carry*  
8       *out this subsection.*

9       (f) *AERONAUTICAL INFORMATION MANAGEMENT SYS-*  
10      *TEMS.—*

11              (1) *IN GENERAL.—Not later than 3 years after*  
12      *the date of enactment of this Act, the Administrator*  
13      *shall fully modernize the aeronautical information*  
14      *management systems of the FAA to improve the*  
15      *functionality, useability, durability, and reliability of*  
16      *such systems used in the national airspace system.*

17              (2) *REQUIREMENTS.—In carrying out para-*  
18      *graph (1), the Administrator shall—*

19                      (A) *improve the distribution of critical safe-*  
20      *ty information to pilots, air traffic control, and*  
21      *other relevant aviation stakeholders;*

22                      (B) *fully develop and implement the Enter-*  
23      *prise Information Display System; and*

24                      (C) *notwithstanding a centralized aero-*  
25      *nautical information management system, re-*

1           *structure the back-up systems of aeronautical in-*  
2           *formation management systems to be inde-*  
3           *pendent and self-sufficient from one another.*

4           *(g) NEXTGEN EQUIPAGE PLAN.—*

5           *(1) IN GENERAL.—Not later than 14 months*  
6           *after the date of enactment of this Act, the Adminis-*  
7           *trator shall develop a 2-year implementation plan to*  
8           *further incentivize the acceleration of the equipage*  
9           *rates of certain NextGen avionics within the fleets of*  
10          *air carriers (as such term is defined in section*  
11          *40102(a) of title 49, United States Code.*

12          *(2) CONTENTS.—In developing the plan required*  
13          *under paragraph (1), the Administrator shall, at a*  
14          *minimum—*

15                  *(A) provide for further implementation and*  
16                  *deployment of NextGen operational improve-*  
17                  *ments to incentivize universal equipage of com-*  
18                  *mercial and regional aircraft with certain*  
19                  *NextGen avionics;*

20                  *(B) identify any remaining barriers for op-*  
21                  *erators of commercial and regional aircraft to*  
22                  *properly equip such aircraft with certain*  
23                  *NextGen avionics, including any methods to ad-*  
24                  *dress such barriers;*

1           (C) provide for the use of the best methods  
2           to highlight and enhance to operators of commer-  
3           cial and regional aircraft the benefits of equip-  
4           ping such aircraft with certain NextGen avi-  
5           onics; and

6           (D) include in such plan any equipage  
7           guidelines and regulations the Administrator de-  
8           termines necessary and appropriate.

9           (3) CONSULTATION.—In developing the plan  
10          under paragraph (1), the Administrator shall consult  
11          with representatives from—

12           (A) trade associations representing air car-  
13           riers;

14           (B) trade associations representing avionics  
15           manufacturers;

16           (C) certified labor organizations rep-  
17           resenting air traffic controllers; and

18           (D) any other representatives the Adminis-  
19           trator determines appropriate.

20          (4) SUBMISSION OF PLAN.—Not later than 15  
21          months after the date of enactment of this Act, the  
22          Administrator shall submit to the appropriate com-  
23          mittees of Congress the plan required under this sub-  
24          section.



1           (5) *IMPLEMENTATION.*—*Not later than 18*  
2 *months after the date of enactment of this Act, the*  
3 *Administrator shall initiate such actions necessary to*  
4 *implement the plan developed under paragraph (1),*  
5 *including initiating any required rulemaking.*

6           (6) *DEFINITION.*—*In this subsection, the term*  
7 *“certain NextGen avionics” means those avionics and*  
8 *baseline capabilities as recommended in the report of*  
9 *the NextGen Advisory Committee titled “Minimum*  
10 *Capabilities List (MCL) Ad Hoc Team NAC Task*  
11 *19–1 Report”, issued on November 17, 2020.*

12           *(h) EFFECT OF FAILURE TO MEET DEADLINE.*—

13           (1) *NOTIFICATION OF CONGRESS.*—*For each*  
14 *deadline established under subsections (a) through (g),*  
15 *if the Administrator determines that the Adminis-*  
16 *trator has not met or will not meet each such dead-*  
17 *line, the Administrator shall, not later than 30 days*  
18 *after such determination, notify the appropriate com-*  
19 *mittees of Congress about the failure to meet each*  
20 *deadline.*

21           (2) *CONTENTS OF NOTIFICATION.*—*Each notifica-*  
22 *tion under paragraph (1) shall be accompanied by the*  
23 *following:*

1           (A) *An explanation as to why the Adminis-*  
2           *trator will not or did not meet the deadline de-*  
3           *scribed in such paragraph.*

4           (B) *A description of the actions the Admin-*  
5           *istrator plans to take to meet the deadline de-*  
6           *scribed in such paragraph.*

7           (C) *Actions Congress can take to assist the*  
8           *Administrator in meeting the deadline described*  
9           *in such paragraph.*

10          (3) *BRIEFING.—If the Administrator is required*  
11          *to provide notice under paragraph (1), the Adminis-*  
12          *trator shall provide the appropriate committees of*  
13          *Congress quarterly briefings as to the progress made*  
14          *by the Administrator regarding implementation*  
15          *under the respective subsection for which the deadline*  
16          *will not be or was not met until such time as the Ad-*  
17          *ministrator has completed the required work under*  
18          *such subsection.*

19          (i) *NEXTGEN ADVISORY COMMITTEE CONSULTA-*  
20          *TION.—*

21                 (1) *IN GENERAL.—The Administrator shall con-*  
22                 *sult and task the NextGen Advisory Committee with*  
23                 *providing recommendations on ways to expedite,*  
24                 *prioritize, and fully implement the NextGen program*  
25                 *to realize the operational benefits of such programs.*

1           (2) *CONSIDERATIONS.*—*In providing rec-*  
2           *ommendations under paragraph (1), the NextGen Ad-*  
3           *visory Committee shall consider—*

4                   (A) *air traffic throughput of the national*  
5                   *airspace system;*

6                   (B) *daily operational performance, includ-*  
7                   *ing delays and cancellations; and*

8                   (C) *the potential need for performance-based*  
9                   *operational metrics related to the NextGen pro-*  
10                  *gram and subsequent air traffic modernization*  
11                  *programs and efforts.*

12 **SEC. 620. CONTRACT TOWER PROGRAM.**

13           Section 47124 of title 49, United States Code, is  
14 *amended—*

15                   (1) *in subsection (b)(3) by adding at the end the*  
16                   *following:*

17                           “(H) *PERIOD FOR COMPLETION OF AN*  
18                           *OPERATIONAL READINESS INSPECTION.*—*The*  
19                           *Secretary shall provide airport sponsors acting*  
20                           *in good faith 7 years to complete an operational*  
21                           *readiness inspection after receiving a benefit-to-*  
22                           *cost ratio of air traffic control services for an*  
23                           *airport.”; and*

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

1       “(f) *IMPROVING CONTROLLER SITUATIONAL AWARE-*  
2 *NESS.*—

3               “(1) *IN GENERAL.*—Not later than 1 year after  
4 *the date of enactment of this subsection, the Secretary*  
5 *shall allow air traffic controllers at towers operated*  
6 *under the Contract Tower Program to use approved*  
7 *advanced equipment and technologies to improve*  
8 *operational situational awareness, including Stand-*  
9 *ard Terminal Automation Replacement System radar*  
10 *displays, Automatic Dependent Surveillance-Broad-*  
11 *cast, Flight Data Input/Output, and Automatic Ter-*  
12 *минаl Information System.*

13               “(2) *INSTALLATION AND MAINTENANCE.*—Not  
14 *later than 2 years after the date of enactment of this*  
15 *subsection, the Secretary shall allow airports to—*

16                       “(A) *procure a Standard Terminal Auto-*  
17 *mation Replacement System or any equivalent*  
18 *system through the Federal Aviation Administra-*  
19 *tion, and install and maintain such system*  
20 *using Administration services; or*

21                       “(B) *purchase a Standard Terminal Auto-*  
22 *mation Replacement System, or any equivalent*  
23 *system, and install and maintain such system*  
24 *using services directly from an original equip-*  
25 *ment manufacturer.*

1           “(3) *REQUIREMENTS.*—*To help facilitate the in-*  
2           *tegration of the equipment and technology described*  
3           *in paragraph (1), the Secretary—*

4                   “(A) *shall establish minimum performance*  
5                   *and technical standards that ensure the safe use*  
6                   *of equipment and technology, including commer-*  
7                   *cial radar displays capable of displaying pri-*  
8                   *mary and secondary radar targets, for use by*  
9                   *controllers in contract towers to improve situa-*  
10                  *tional awareness;*

11                  “(B) *shall identify approved vendors for*  
12                  *such equipment and technology, to the maximum*  
13                  *extent practicable;*

14                  “(C) *shall establish, in consultation with*  
15                  *contract tower operators, an appropriate train-*  
16                  *ing program to periodically train air traffic con-*  
17                  *trollers employed by such operators to ensure*  
18                  *proper and efficient integration and use of the*  
19                  *situational awareness equipment and technology*  
20                  *described in paragraph (1) into contract tower*  
21                  *operations;*

22                  “(D) *may add Standard Terminal Automa-*  
23                  *tion Replacement System equipment or any*  
24                  *equivalent system to the minimum level of equi-*  
25                  *page necessary for Federal contract towers to*

1           *perform the function of such towers, as applica-*  
2           *ble; and*

3           “(E) shall require that any technology, sys-  
4           tem, or equipment procured pursuant to this  
5           subsection be procured using non-Federal funds,  
6           except as made available under a grant issued  
7           pursuant to 47124(b)(4).

8           “(g) *LIABILITY INSURANCE.*—

9           “(1) *IN GENERAL.*—Not later than 18 months  
10          after the date of enactment of this subsection, the Sec-  
11          retary shall consult with aviation industry experts,  
12          including air traffic control contractors and aviation  
13          insurance professionals, to determine adequate limits  
14          of liability for the Contract Tower Program.

15          “(2) *INTERIM STEPS.*—Not later than 6 months  
16          after the date of enactment of this subsection and  
17          until the Secretary makes a determination on liabil-  
18          ity limits under paragraph (1), the Secretary shall  
19          require air traffic control contractors to have excess  
20          liability insurance (as determined by the Secretary)  
21          to ensure continuity of such coverage should a major  
22          accident occur.

23          “(3) *BRIEFING.*—Not later than 24 months after  
24          the date of enactment of this subsection, the Secretary  
25          shall brief the Committee on Transportation and In-

1        *frastructure of the House of Representatives and the*  
2        *Commerce, Science, and Transportation of the Senate*  
3        *on the findings, conclusions, and actions taken and*  
4        *planned to be taken to carry out this subsection.”.*

5        **SEC. 621. REMOTE TOWERS.**

6        *(a) IN GENERAL.—Section 47124 of title 49, United*  
7        *States Code, is further amended—*

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

9                *“(h) MILESTONES FOR DESIGN APPROVAL OF REMOTE*  
10        *TOWERS.—*

11                *“(1) IN GENERAL.—Not later than 180 days*  
12        *after the date of enactment of this subsection, the Ad-*  
13        *ministrator of the Federal Aviation Administration*  
14        *shall create a program and publish milestones to*  
15        *achieve system design and operational approval for a*  
16        *remote tower system.*

17                *“(2) REQUIREMENTS.—In carrying out para-*  
18        *graph (1), the Administrator shall—*

19                *“(A) rely on support from the Office of Air-*  
20        *ports of the Federal Aviation Administration*  
21        *and the Air Traffic Organization of the Federal*  
22        *Aviation Administration, including the Air*  
23        *Traffic Services Service Unit and the Technical*  
24        *Operations Service Unit;*

1           “(B) consult with relevant stakeholders, as  
2           the Administrator determines appropriate;

3           “(C) establish requirements for the system  
4           design and operational approval of remote tow-  
5           ers, including—

6                   “(i) visual siting processes and re-  
7                   quirements for electro-optical sensors;

8                   “(ii) datalink latency requirements;

9                   “(iii) visual presentation design re-  
10                  quirements for monitors used to display  
11                  sensor and camera feeds; and

12                  “(iv) any other wireless telecommuni-  
13                  cations infrastructure requirements to en-  
14                  able the operation of such towers;

15           “(D) use a safety risk management panel  
16           process to address any safety issues with respect  
17           to a remote tower;

18           “(E) if a remote tower is intended to be in-  
19           stalled at a non-towered airport, assess the safety  
20           benefits of the remote tower against the lack of  
21           an existing tower;

22           “(F) allow the use of surface surveillance  
23           technology, either standalone or integrated into  
24           the visual automation platform, as a situational  
25           awareness tool;



1           “(G) establish protocols for contingency op-  
2           erations and procedures in the event of remote  
3           tower technology failures and malfunctions; and

4           “(H) support active testing of a remote  
5           tower system that has achieved system design ap-  
6           proval by the William J. Hughes Technical Cen-  
7           ter at an airport that has installed remote tower  
8           infrastructure to support such system.

9           “(3) SYSTEM DESIGN APPROVAL AND EVALUA-  
10          TION PROCESS.—Not later than December 31, 2024,  
11          the Administrator shall expand the system design ap-  
12          proval and evaluation process for a digital or remote  
13          tower system to not less than 3 airports at which a  
14          digital or remote tower will be installed or operated  
15          at airports not located at the William J. Hughes  
16          Technical Center and using the criteria under section  
17          161 of the FAA Reauthorization Act of 2018 (49  
18          U.S.C. 47104 note), to the extent the Administrator  
19          has willing technology providers and airports inter-  
20          ested in the installation and operation of such towers.

21          “(4) PRESERVATION OF EXISTING DESIGN AP-  
22          PROVALS.—Nothing in this subsection shall be con-  
23          strued to invalidate any system design approval ac-  
24          tivity carried out by the William J. Hughes Technical

1       Center prior to the date of enactment of this sub-  
2       section.

3               “(5) *PRIORITIZATION FOR REMOTE TOWER CER-*  
4       *TIFICATION.—In carrying out the program established*  
5       *under paragraph (1), the Administrator shall*  
6       *prioritize system design and operational approval for*  
7       *a remote tower system at—*

8               “(A) *airports that do not have a permanent*  
9       *air traffic control tower at the time of applica-*  
10       *tion;*

11              “(B) *airports that would provide small and*  
12       *rural community air service; or*

13              “(C) *airports that have been newly accepted*  
14       *as of the date of enactment of this subsection into*  
15       *the Contract Tower Program.”.*

16       (b) *BRIEFING TO CONGRESS.—Not later than 180 days*  
17       *after the date of enactment of this Act, and every 6 months*  
18       *thereafter through October 1, 2028, the Administrator shall*  
19       *brief the appropriate committees of Congress on—*

20              (1) *the status of remote and digital tower*  
21       *projects in the system design approval and commis-*  
22       *sioning process;*

23              (2) *the effectiveness and adequacy of the pilot*  
24       *program established under section 161 of the FAA Re-*

1 *authorization Act of 2018 (49 U.S.C. 47104 note);*  
2 *and*

3 *(3) any other issues related to the demand for*  
4 *and potential use of remote tower technology that the*  
5 *Administrator determines are appropriate.*

6 *(c) CONFORMING AMENDMENTS.—Section 47124(b) of*  
7 *title 49, United States Code, is amended—*

8 *(1) in paragraph (3)(B)(ii) by inserting “or a*  
9 *remote air traffic control tower equipment that has*  
10 *received System Design Approval from the Federal*  
11 *Aviation Administration” after “an operating air*  
12 *traffic control tower”; and*

13 *(2) in paragraph (4)(A)—*

14 *(A) in clause (i)(III) by inserting “or re-*  
15 *mote air traffic control tower equipment that has*  
16 *received System Design Approval from the Fed-*  
17 *eral Aviation Administration” after “certified by*  
18 *the Federal Aviation Administration”; and*

19 *(B) in clause (ii)(III) by inserting “or re-*  
20 *mote air traffic control tower equipment that has*  
21 *received System Design Approval from the Fed-*  
22 *eral Aviation Administration” after “certified by*  
23 *the Federal Aviation Administration”.*

24 *(d) EXTENSION.—Section 161(a)(10) of the FAA Re-*  
25 *authorization Act of 2018 (49 U.S.C. 47104 note) is amend-*

1 *ed by striking “May 10, 2024” and inserting “September*  
2 *30, 2028”.*

3 **SEC. 622. AUDIT OF LEGACY SYSTEMS.**

4 *(a) IN GENERAL.—Not later than 120 days after the*  
5 *date of enactment of this Act, the Administrator shall ini-*  
6 *tiate an audit of all legacy systems of the national airspace*  
7 *system to determine the level of operational risk,*  
8 *functionality, and security of such systems and the compat-*  
9 *ibility of such systems with current and future technology.*

10 *(b) SCOPE OF AUDIT.—The audit required under sub-*  
11 *section (a)—*

12 *(1) shall be conducted by an independent third-*  
13 *party contractor or a federally funded research and*  
14 *development center selected by the Administrator;*

15 *(2) shall include an assessment of whether a leg-*  
16 *acy system is an outdated, insufficient, unsafe, or un-*  
17 *stable legacy system;*

18 *(3) with respect to any legacy systems identified*  
19 *in the audit as an outdated, insufficient, unsafe, or*  
20 *unstable legacy system, shall include—*

21 *(A) an analysis of the operational risks as-*  
22 *sociated with using such legacy systems;*

23 *(B) recommendations for replacement or en-*  
24 *hancement of such legacy systems; and*

1           (C) an analysis of any potential impact on  
2           aviation safety and efficiency; and

3           (4) shall include recommended performance  
4           metrics by which the Administrator can assess the  
5           circumstances in which safety-critical communica-  
6           tion, navigation, and surveillance aviation infra-  
7           structure within the national airspace system can re-  
8           main in operational service, which take into ac-  
9           count—

10           (A) the expected lifespan of such aviation  
11           infrastructure;

12           (B) the number and type of mechanical fail-  
13           ures of such aviation infrastructure;

14           (C) the average annual costs of maintaining  
15           such aviation infrastructure over a 5-year period  
16           and whether such costs exceed the cost to replace  
17           such aviation infrastructure; and

18           (D) the availability of replacement parts or  
19           labor capable of maintaining such aviation in-  
20           frastructure.

21           (c) *DEADLINE.*—Not later than 15 months after the  
22           date of enactment of this Act, the audit required under sub-  
23           section (a) shall be completed.

24           (d) *REPORT.*—Not later than 180 days after the audit  
25           required under subsection (a) is completed, the Adminis-

1 *trator shall provide to the appropriate committees of Con-*  
2 *gress a report on the findings and recommendations of such*  
3 *audit, including—*

4           (1) *an inventory of the legacy systems in use;*

5           (2) *an assessment of the operational condition of*  
6 *the legacy systems in use, including the interoper-*  
7 *ability of such systems;*

8           (3) *the average age of such legacy systems and,*  
9 *for each such legacy system, the intended design life*  
10 *of the system, by type; and*

11           (4) *the availability of replacement parts, equip-*  
12 *ment, or technology to maintain such legacy systems.*

13       (e) *PLAN TO ACCELERATE DRAWDOWN, REPLACE-*  
14 *MENT, OR ENHANCEMENT OF IDENTIFIED LEGACY SYS-*  
15 *TEMS.—*

16           (1) *IN GENERAL.—Not later than 120 days after*  
17 *the date on which the Administrator provides the re-*  
18 *port under subsection (d), the Administrator shall de-*  
19 *velop and implement a plan, in consultation with in-*  
20 *dustry representatives, to accelerate the drawdown, re-*  
21 *placement, or enhancement of any legacy systems that*  
22 *are identified in the audit required under subsection*  
23 *(a) as outdated, insufficient, unsafe, or unstable leg-*  
24 *acy systems.*

1           (2) *PRIORITIES.*—*In developing the plan under*  
2 *paragraph (1), the Administrator shall prioritize the*  
3 *drawdown, replacement, or enhancement of such leg-*  
4 *acy systems based on the operational risks such legacy*  
5 *systems pose to aviation safety and the costs associ-*  
6 *ated with the replacement or enhancement of such leg-*  
7 *acy systems.*

8           (3) *COLLABORATION WITH EXTERNAL EX-*  
9 *PERTS.*—*In carrying out this subsection, the Admin-*  
10 *istrator shall—*

11           (A) *collaborate with industry representa-*  
12 *tives and other external experts in information*  
13 *technology to develop the plan under paragraph*  
14 *(1) within a reasonable timeframe;*

15           (B) *identify technologies in existence or in*  
16 *development that, with or without adaptation,*  
17 *are expected to be suitable to meet the technical*  
18 *information technology needs of the FAA; and*

19           (C) *maintain consistency with the acquisi-*  
20 *tion management system established and up-*  
21 *dated pursuant to section 40110(d) of title 49,*  
22 *United States Code.*

23           (4) *PROGRESS UPDATES.*—*The Administrator*  
24 *shall provide the appropriate committees of Congress*  
25 *with semiannual updates through September 30, 2028*

1        *on the progress made in carrying out the plan under*  
2        *paragraph (1).*

3            (5) *INSPECTOR GENERAL REVIEW.—*

4            (A) *IN GENERAL.—Not later than 3 years*  
5        *after the Administrator develops the plan re-*  
6        *quired under paragraph (1), the inspector gen-*  
7        *eral of the Department of Transportation shall*  
8        *assess such efforts of the Administration to draw-*  
9        *down, replace, or enhance any legacy systems*  
10       *identified under subsection (a).*

11          (B) *REPORT.—The inspector general shall*  
12       *submit to the appropriate committees of Congress*  
13       *a report on the results of the review carried out*  
14       *under subparagraph (A).*

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

16          (1) *INDUSTRY.—The term “industry” means*  
17       *aviation industry organizations with expertise in*  
18       *aviation-dedicated network systems, systems engineer-*  
19       *ing platforms, aviation software services, air traffic*  
20       *management, flight operations, and International*  
21       *Civil Aviation Organization standards.*

22          (2) *LEGACY SYSTEM.—The term “legacy system”*  
23       *means any communication, navigation, surveillance,*  
24       *or automation or network applications or ground-*  
25       *based aviation infrastructure, or other critical soft-*



1        *ware and hardware systems owned by the FAA, that*  
 2        *were deployed prior to the year 2000, including the*  
 3        *Notice to Air Missions system.*

4            (3) *OUTDATED, INSUFFICIENT, UNSAFE, OR UN-*  
 5        *STABLE LEGACY SYSTEM.—The term “outdated, insuf-*  
 6        *ficient, unsafe, or unstable legacy system” means a*  
 7        *legacy system for which the likelihood of failure of*  
 8        *such system creates a risk to air safety or security*  
 9        *due to the age, ability to be maintained in a cost-ef-*  
 10       *fective manner, vulnerability to degradation, errors,*  
 11       *or malicious attacks of such system, or any other fac-*  
 12       *tors that may compromise the performance or security*  
 13       *of such system, including a legacy system—*

14            (A) *that is vulnerable or susceptible to me-*  
 15        *chanical failure; and*

16            (B) *with a risk of a single point of failure*  
 17        *or that lacks sufficient contingencies in the event*  
 18        *of such failure.*

19        **SEC. 623. AIR TRAFFIC CONTROL FACILITY REALIGNMENT**  
 20            **STUDY.**

21        (a) *EXAMINATION.—*

22            (1) *IN GENERAL.—Not later than 180 days after*  
 23        *the date of enactment of this Act, the Administrator*  
 24        *shall seek to enter into an agreement with a federally*  
 25        *funded research and development center to conduct an*

1 *Air Traffic Control Facility Realignment study to ex-*  
2 *amine consolidating or otherwise reorganizing air*  
3 *traffic control facilities and the management of air-*  
4 *space controlled by such facilities.*

5 (2) *CONTENTS.—In the study required under*  
6 *paragraph (1), the federally funded research and de-*  
7 *velopment center shall—*

8 (A) *evaluate the potential efficiencies that*  
9 *may result from a reorganization;*

10 (B) *identify whether certain areas prone to*  
11 *airspace congestion or facility staff shortages*  
12 *would benefit from any enhanced flexibilities or*  
13 *operational changes; and*

14 (C) *recommend opportunities for integra-*  
15 *tion of separate facilities to create a more col-*  
16 *laborative and efficient traffic control environ-*  
17 *ment.*

18 (3) *CONSULTATION.—In carrying out this sub-*  
19 *section, the federally funded research and development*  
20 *center shall consult with the exclusive representatives*  
21 *of air traffic controllers certified under section 7111*  
22 *of title 5, United States Code.*

23 (b) *REPORT.—Not later than 15 months after the date*  
24 *of enactment of this Act, the federally funded research and*  
25 *development center shall submit to the Administrator a re-*

1 *port detailing the findings of the study required under sub-*  
2 *section (a) and recommendations related to consolidation*  
3 *or reorganization of air traffic control work facilities and*  
4 *locations.*

5 *(c) CONGRESSIONAL BRIEFING.—Not later than 18*  
6 *months after receiving the report under subsection (b), the*  
7 *Administrator shall brief the appropriate committees of*  
8 *Congress on the results of the study under subsection (a)*  
9 *and any recommendations under subsection (b) related to*  
10 *consolidation or reorganization of air traffic control work*  
11 *facilities and locations.*

12 **SEC. 624. AIR TRAFFIC CONTROL TOWER REPLACEMENT**  
13 **PROCESS REPORT.**

14 *(a) REPORT REQUIRED.—Not later than 120 days*  
15 *after the date of enactment of this Act, the Administrator*  
16 *shall submit to Congress a report on the process by which*  
17 *air traffic control tower facilities are chosen for replace-*  
18 *ment.*

19 *(b) CONTENTS.—The report required under subsection*  
20 *(a) shall contain—*

21 *(1) the process by which air traffic control tower*  
22 *facilities are chosen for replacement, including which*  
23 *divisions of the Administration control or are in-*  
24 *volved in the replacement decision making process;*

1           (2) *the criteria the Administrator uses to deter-*  
2 *mine which air traffic control tower facilities to re-*  
3 *place, including—*

4                   (A) *the relative importance of each such cri-*  
5 *teria;*

6                   (B) *why the Administrator uses each such*  
7 *criteria; and*

8                   (C) *the reasons for the relative importance*  
9 *of each such criteria;*

10           (3) *what types of investigation the Adminis-*  
11 *trator carries out to determine if an air traffic con-*  
12 *trol tower facility should be replaced;*

13           (4) *a timeline of the replacement process for an*  
14 *individual air traffic control tower facility replace-*  
15 *ment;*

16           (5) *the list of facilities established under sub-*  
17 *section (c), including the reason for selecting each*  
18 *such facility; and*

19           (6) *any other information the Administrator*  
20 *considers relevant.*

21           (c) *LIST OF REPLACED AIR TRAFFIC CONTROL TOWER*  
22 *FACILITIES.—The Administrator shall establish, maintain,*  
23 *and publish on the website of the FAA a list of the following:*

1           (1) *All air traffic control tower facilities replaced*  
2 *within the 10-year period preceding the date of enact-*  
3 *ment of this Act.*

4           (2) *Any air traffic control tower facilities for*  
5 *which the Administrator has made a determination*  
6 *requiring replacement, but for which such replace-*  
7 *ment has not yet been completed.*

8 **SEC. 625. CONTRACT TOWER PROGRAM SAFETY ENHANCE-**  
9 **MENTS.**

10       (a) *PILOT PROGRAM FOR TRANSITIONING TO FAA*  
11 *TOWERS.—*

12           (1) *IN GENERAL.—Not later than 18 months*  
13 *after the date of enactment of this Act, the Adminis-*  
14 *trator shall establish a pilot program to convert high-*  
15 *activity air traffic control towers operating under the*  
16 *Contract Tower Program as established under section*  
17 *47124 of title 49, United States Code, (in this section*  
18 *referred to as the “Contract Tower Program”) to a*  
19 *level I (Visual Flight Rules) tower staffed by the FAA.*

20           (2) *PRIORITY.—In selecting air traffic control*  
21 *towers to participate in the pilot program established*  
22 *under paragraph (1), the Administrator shall*  
23 *prioritize air traffic control towers operating under*  
24 *the Contract Tower Program that—*

25           (A) *either—*

1                   (i) had over 200,000 annual tower op-  
2                   erations in calendar year 2022; or

3                   (ii) served a small hub airport with  
4                   more than 900,000 passenger enplanements  
5                   in calendar year 2021;

6                   (B) are either currently owned by the FAA  
7                   or are constructed to FAA standards; and

8                   (C) operate within complex airspace, in-  
9                   cluding airspace that serves air carrier, general  
10                  aviation, and military aircraft.

11               (3) *TOWER SELECTION.*—The number of air traf-  
12               fic control towers selected to participate in the pilot  
13               program established under paragraph (1) shall be de-  
14               termined based on the availability of funds for the  
15               pilot program and the interest of the airport sponsor  
16               related to such facility.

17               (4) *CONTROLLER RETENTION.*—With respect to  
18               any high-activity air traffic control tower selected to  
19               be converted under the pilot program established  
20               under paragraph (1), the Administrator shall appoint  
21               to the position of air traffic controller any air traffic  
22               controller who—

23                   (A) is employed at such air traffic control  
24                   tower as of the date on which the Administrator  
25                   selects such tower to be converted;

1           (B) meets the qualifications contained in  
2 section 44506(f)(1)(A) of title 49, United States  
3 Code; and

4           (C) has all other pre-employment qualifica-  
5 tions required by law to be a certified controller  
6 of the FAA.

7 (5) SAFETY ANALYSIS.—

8           (A) IN GENERAL.—The Administrator shall  
9 conduct a safety analysis to determine whether  
10 the conversion of any air traffic control tower  
11 described in paragraph (1) negatively impacts  
12 aviation safety at such air traffic control tower  
13 and take such actions needed to address any neg-  
14 ative impact.

15           (B) REPORT.—Not later than 3 years after  
16 the date of enactment of this Act, the Adminis-  
17 trator shall submit to the appropriate commit-  
18 tees of Congress a report describing the results of  
19 the safety analysis under subparagraph (A), any  
20 actions taken to address any negative impacts to  
21 safety, and the overall results of the pilot pro-  
22 gram established under this subsection.

23 (6) AUTHORIZATION OF APPROPRIATIONS.—Out  
24 of amounts made available under section 106(k) of  
25 title 49, United States Code, there is authorized to be

1        *appropriated to carry out this subsection \$30,000,000*  
2        *to remain available for 5 fiscal years.*

3        *(b) AIR TRAFFIC CONTROLLER STAFFING LEVELS AT*  
4        *SMALL AND MEDIUM HUB AIRPORTS.—Section 47124(b)(2)*  
5        *of title 49, United States Code, is amended—*

6                *(1) by striking “The Secretary may” and insert-*  
7        *ing the following:*

8                        *“(A) IN GENERAL.—The Secretary may”;*  
9                        *and*

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

11                        *“(B) SMALL OR MEDIUM HUB AIRPORTS.—*  
12                        *In the case of a contract entered into on or after*  
13                        *the date of enactment of this subparagraph to*  
14                        *operate an airport traffic control tower at a*  
15                        *small or medium hub airport, the contract shall*  
16                        *require the Secretary, after coordination with the*  
17                        *airport sponsor and the entity, State, or subdivi-*  
18                        *sion, and not later than 18 months after the date*  
19                        *of enactment of the FAA Reauthorization Act of*  
20                        *2024, to provide funding sufficient for the cost of*  
21                        *wages and benefits of at least 2 air traffic con-*  
22                        *trollers for each tower operating shift.”.*

23                *(c) PRIORITIES FOR FACILITY SELECTION.—Section*  
24        *47124(b)(3)(C) of title 49, United States Code, is amended*  
25        *by adding at the end the following:*



1                   “(viii) Air traffic control towers at  
2                   airports with safety or operational problems  
3                   related to the lack of an existing tower.

4                   “(ix) Air traffic control towers at air-  
5                   ports with projected commercial and mili-  
6                   tary increases in aircraft or flight oper-  
7                   ations.

8                   “(x) Air traffic control towers at air-  
9                   ports with a variety of aircraft operations,  
10                  including a variety of commercial and mili-  
11                  tary flight operations.”.

12 **SEC. 626. SENSE OF CONGRESS ON USE OF ADVANCED SUR-**  
13 **VEILLANCE IN OCEANIC AIRSPACE.**

14                  *It is the sense of Congress the FAA shall continue to*  
15 *evaluate the potential uses for space-based automatic de-*  
16 *pendent surveillance broadcast to improve surveillance cov-*  
17 *erage of domestic airspace including improving surveillance*  
18 *coverage over remote terrain and in oceanic airspace. If de-*  
19 *termined appropriate by the Administrator, the FAA shall*  
20 *consider whether additional testing would meaningfully*  
21 *contribute to the FAA’s processes for developing separation*  
22 *standards and more efficient routes.*

23 **SEC. 627. LOW-ALTITUDE ROUTES FOR VERTICAL FLIGHT.**

24                  *(a) SENSE OF CONGRESS.—It is the sense of Congress*  
25 *that the national airspace system requires additional rotor-*

1 *craft, powered-lift aircraft, and low-altitude instrument*  
2 *flight rules, routes leveraging advances in performance*  
3 *based navigation in order to provide direct, safe, and reli-*  
4 *able routes that ensure sufficient separation from higher al-*  
5 *titude fixed wing aircraft traffic.*

6 (b) *LOW-ALTITUDE ROTORCRAFT AND POWERED-LIFT*  
7 *AIRCRAFT INSTRUMENT FLIGHT ROUTES.—*

8 (1) *IN GENERAL.—Not later than 3 years after*  
9 *the date of enactment of this Act, the Administrator*  
10 *shall initiate a rulemaking process to establish or up-*  
11 *date, as appropriate, low altitude routes and flight*  
12 *procedures to ensure safe rotorcraft and powered-lift*  
13 *aircraft operations in the national airspace system.*

14 (2) *REQUIREMENTS.—In carrying out this sub-*  
15 *section, the Administrator shall—*

16 (A) *incorporate instrument flight rules*  
17 *rotorcraft operations into the low-altitude per-*  
18 *formance based navigation procedure infrastruc-*  
19 *ture;*

20 (B) *prioritize the development of new heli-*  
21 *copter area navigation instrument flight rules*  
22 *routes as part of the United States air traffic*  
23 *service route structure that utilize performance*  
24 *based navigation, such as Global Positioning*

1           *System and Global Navigation Satellite System*  
2           *equipment; and*

3           (C) *consider the impact of such low altitude*  
4           *flight routes on other airspace users and im-*  
5           *acted communities to ensure that such routes*  
6           *are designed to minimize—*

7                   (i) *the potential for conflict with exist-*  
8                   *ing national airspace system operations;*

9                   (ii) *the workload of air traffic control-*  
10                  *lers; and*

11                  (iii) *negative effects to impacted com-*  
12                  *munities.*

13           (3) *CONSULTATION.—In carrying out the rule-*  
14           *making process under paragraph (1), the Adminis-*  
15           *trator shall consult with—*

16                   (A) *stakeholders in the airport, heliport,*  
17                   *rotorcraft manufacturer and operator, general*  
18                   *aviation operator, powered-lift operator, air car-*  
19                   *rier, and performance based navigation tech-*  
20                   *nology manufacturer sectors;*

21                   (B) *the United States Helicopter Safety*  
22                   *Team;*

23                   (C) *exclusive bargaining representatives of*  
24                   *air traffic controllers certified under section 7111*  
25                   *of title 5, United States Code; and*

1                   (D) other stakeholders determined appro-  
2                   priate by the Administrator.

3 **SEC. 628. REQUIRED CONSULTATION WITH NATIONAL**  
4                   **PARKS OVERFLIGHTS ADVISORY GROUP.**

5                   Section 40128(b)(4) of title 49, United States Code, is  
6 amended—

7                   (1) in subparagraph (C) by striking “and” at  
8                   the end;

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

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

12                         “(E) consult with the advisory group estab-  
13                         lished under section 805 of the National Parks  
14                         Air Tour Management Act of 2000 (49 U.S.C.  
15                         40128 note) and consider all advice, informa-  
16                         tion, and recommendations provided by the advi-  
17                         sory group to the Administrator and the Direc-  
18                         tor.”.

19 **SEC. 629. UPGRADING AND REPLACING AGING AIR TRAFFIC**  
20                   **SYSTEMS.**

21                   (a) *STUDY.*—

22                         (1) *IN GENERAL.*—Not later than 60 days after  
23                         the date of enactment of this Act, the Administrator  
24                         shall seek to enter into an agreement with a qualified  
25                         organization to conduct a study to assess the need for

1 *upgrades to or replacement of existing automated sur-*  
2 *face observation systems/automated weather observing*  
3 *systems (in this section referred to as “ASOS/*  
4 *AWOS”)* located in non-contiguous States.

5 (2) *CONTENTS.—The study conducted under*  
6 *paragraph (1) shall include an analysis of—*

7 (A) *the age of each ASOS/AWOS located in*  
8 *non-contiguous States;*

9 (B) *the number of days in the calendar year*  
10 *preceding the date on which the study is con-*  
11 *ducted that each such ASOS/AWOS was not able*  
12 *to accurately communicate or disseminate data*  
13 *for any period of time;*

14 (C) *impacts of extreme severe weather on*  
15 *ASOS/AWOS outages;*

16 (D) *the effective coverage of the existing*  
17 *ASOS/AWOS;*

18 (E) *detailed upgrade requirements for each*  
19 *existing ASOS/AWOS, including an assessment*  
20 *of whether replacement would be the most cost-*  
21 *effective recommendation;*

22 (F) *prior maintenance expenditures for*  
23 *each existing ASOS/AWOS;*

1           (G) a description of all upgrades or replace-  
2           ments made by the FAA to ASOS/AWOS prior  
3           to the date of enactment of this Act;

4           (H) impacts of an outage or break in serv-  
5           ice in the FAA Telecommunications Infrastruc-  
6           ture on such ASOS/AWOS; and

7           (I) any other matter determined appro-  
8           priate by the Administrator.

9           (b) *REPORT.*—Not later than 18 months after the date  
10          of enactment of this Act, the Administrator shall submit  
11          to the appropriate committees of Congress a report on the  
12          findings of the study conducted under subsection (a), and  
13          include in such report—

14               (1) a plan for executing upgrades to or replace-  
15               ments of existing ASOS/AWOS located in non-contig-  
16               uous States;

17               (2) a plan for converting and upgrading such  
18               ASOS/AWOS communications to the FAA Tele-  
19               communications Infrastructure;

20               (3) an assessment of the use of unmonitored  
21               navigational aids to allow for alternate airport plan-  
22               ning for commercial and cargo aviation to limit  
23               ASOS/AWOS service disruptions;

24               (4) an evaluation of additional alternative meth-  
25               ods of compliance for obtaining weather elements that

1       *would be as sufficient as current data received*  
2       *through ASOS/AWOS; and*

3             (5) *any other recommendation determined ap-*  
4       *propriate by the Administrator.*

5       (c) *FUNDING.—To carry out the study under this sec-*  
6       *tion, the Administrator may use amounts made available*  
7       *pursuant to section 48101(c)(1) of title 49, United States*  
8       *Code.*

9       **SEC. 630. AIRSPACE INTEGRATION FOR SPACE LAUNCH AND**  
10            **REENTRY.**

11       (a) *SENSE OF CONGRESS.—It is the Sense of Congress*  
12       *that—*

13             (1) *a safe and efficient national airspace system*  
14       *that successfully supports existing users and inte-*  
15       *grates new entrants is of the utmost importance;*

16             (2) *both commercial aviation and space launch*  
17       *and reentry operations are vital to United States*  
18       *global leadership, national security, and economic op-*  
19       *portunity;*

20             (3) *aircraft hazard areas are necessary during*  
21       *space launch and reentry operations to ensure public*  
22       *safety; and*

23             (4) *the Administrator should prioritize the devel-*  
24       *opment and deployment of technologies to improve*  
25       *visibility of space launch and reentry operations*

1        *within FAA computer systems and minimize oper-*  
2        *ational workload to air traffic controllers associated*  
3        *with routing traffic during spaceflight launch and re-*  
4        *entry operations.*

5        *(b) SPACE LAUNCH AND REENTRY AIRSPACE INTE-*  
6        *GRATION TECHNOLOGY.—Out of amounts made available*  
7        *under section 48101 of title 49, United States Code,*  
8        *\$10,000,000 for each of the fiscal years 2025 through 2028*  
9        *(or until such time as the Administrator determines that*  
10       *the project meeting the requirements of this section has*  
11       *reached an operational status) is available for the Adminis-*  
12       *trator to carry out a project to expedite the development,*  
13       *acquisition, and deployment of technologies or capabilities*  
14       *to aid in space launch and reentry integration with the*  
15       *objective of operational readiness not later than December*  
16       *31, 2026, which may include—*

17            *(1) technologies recommended by the Airspace*  
18        *Access Priorities aviation rulemaking committee in*  
19        *the final report titled “ARC Recommendations Final*  
20        *Report”, issued on August 21, 2019;*

21            *(2) systems to enable the integration of launch*  
22        *and reentry data directly onto air traffic controller*  
23        *displays; and*

24            *(3) automated systems to enable near real-time*  
25        *planning and dynamic rerouting of commercial air-*



1       *craft during and following commercial space launch*  
2       *and reentry operations.*

3   **SEC. 631. UPDATE TO FAA ORDER ON AIRWAY PLANNING**  
4                   **STANDARD.**

5       *Not later than 180 days after the date of enactment*  
6   *of this Act, the Administrator shall take such actions as*  
7   *may be necessary to update ,the order of the FAA titled*  
8   *“Airway Planning Standard Number One—Terminal Air*  
9   *Navigation Facilities and Air Traffic Control Services”*  
10   *(FAA Order 7031.2c), to lower the remote radar bright dis-*  
11   *play scope installation requirement from 30,000 annual*  
12   *itinerant operations to 15,000 annual itinerant operations.*

13                   **TITLE VII—MODERNIZING**  
14                   **AIRPORT INFRASTRUCTURE**  
15                   **Subtitle A—Airport Improvement**  
16                   **Program Modifications**

17   **SEC. 701. DEVELOPMENT OF AIRPORT PLANS.**

18       *Section 47101(g) of title 49, United States Code, is*  
19   *amended—*

20                   (1) *in paragraph (1) in the second sentence, by*  
21       *inserting “(including long-term resilience from the*  
22       *impact of natural hazards and severe weather*  
23       *events)” after “environmental”; and*

24                   (2) *in paragraph (2)—*

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

3           (B) in subparagraph (D) by striking the pe-  
4           riod at the end and inserting “; and”; and

5           (C) by adding at the end the following new  
6           subparagraph:

7           “(E) consider the impact of hazardous  
8           weather events on long-term operational resil-  
9           ience.”.

10 **SEC. 702. AIP DEFINITIONS.**

11       Section 47102 of title 49, United States Code, is  
12 amended—

13       (1) by striking paragraph (1) and inserting the  
14       following:

15       “(1) ‘air carrier’ has the meaning given such  
16       term in section 40102.”;

17       (2) in paragraph (3)—

18           (A) in subparagraph (A)—

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

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

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

1           “(iii) a secondary runway at a nonhub  
2           airport that is equivalent in size and type  
3           to the primary runway of such airport.”;

4           (B) in subparagraph (B)—

5                 (i) in clause (iii) by inserting “and  
6                 fuel infrastructure for such equipment to re-  
7                 move snow” after “surveillance equipment”;

8                 (ii) in clause (ix) by striking “and” at  
9                 the end;

10                (iii) in clause (x) by striking the pe-  
11                riod and inserting “; and”; and

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

13                   “(xi) a medium intensity approach  
14                   lighting system with runway alignment in-  
15                   dicator lights.”;

16           (C) in subparagraph (E) by striking “after  
17           December 31, 1991,”;

18           (D) in subparagraph (K) by striking “if the  
19           airport is located in an air quality nonattain-  
20           ment or maintenance area (as defined in sections  
21           171(2) and 175A of the Clean Air Act (42 U.S.C.  
22           7501(2); 7505a)) and if the airport would be  
23           able to receive emission credits, as described in  
24           section 47139”;

1           (E) in subparagraph (L) by striking “the  
2           airport is located in an air quality nonattain-  
3           ment or maintenance area (as defined in sections  
4           171(2) and 175A of the Clean Air Act (42 U.S.C.  
5           7501(2); 7505a)), if the airport would be able to  
6           receive appropriate emission credits (as described  
7           in section 47139), and”;

8           (F) in subparagraph (P)—

9           (i) by striking “improve the reliability  
10           and efficiency of the airport’s power sup-  
11           ply” and inserting “improve reliability and  
12           efficiency of the power supply of the airport  
13           or meet current and future electrical power  
14           demand”;

15           (ii) by inserting “, renewable energy  
16           generation and storage infrastructure (in-  
17           cluding necessary substation upgrades to  
18           support such infrastructure)” after “elec-  
19           trical generators”;

20           (iii) by striking “supply, and” and in-  
21           serting “supply,”; and

22           (iv) by striking the period at the end  
23           and inserting “, and smart glass (including  
24           electrochromic glass).”; and

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

1           “(S) acquisition of advanced digital con-  
2           struction management systems and related tech-  
3           nology used in the planning, design and engi-  
4           neering, construction, and maintenance of air-  
5           port facilities when such systems or technologies  
6           are acquired to carry out a project approved by  
7           the Secretary under this subchapter.

8           “(T) improvements, or planning for im-  
9           provements (including monitoring equipment or  
10          services), that would be necessary to sustain com-  
11          mercial service flight operations or permit the re-  
12          sumption of such flight operations following a  
13          natural disaster (including an earthquake, flood-  
14          ing, high water, wildfires, hurricane, storm  
15          surge, tidal wave, tornado, tsunami, wind driven  
16          water, sea level rise, tropical storm, cyclone, land  
17          instability, or winter storm) at—

18                   “(i) a primary airport; or

19                   “(ii) a nonprimary airport that is des-  
20                   ignated as a Federal staging area or inci-  
21                   dent support base by the Administrator of  
22                   the Federal Emergency Management Agen-  
23                   cy.

24           “(U) a project to comply with rulemakings  
25           and recommendations on airport cybersecurity

1           standards from the aviation rulemaking com-  
2           mittee convened under section 395 of the *FAA*  
3           *Reauthorization Act of 2024*.

4           “(V) reconstructing or rehabilitating an ex-  
5           isting crosswind runway (regardless of the wind  
6           coverage of the primary runway) if the recon-  
7           struction or rehabilitation of such crosswind  
8           runway is in the most recently approved airport  
9           layout plan of the sponsor.

10          “(W) constructing or acquiring such air-  
11          port-owned infrastructure or equipment, not-  
12          withstanding revenue producing capability of  
13          such infrastructure or equipment, as may be re-  
14          quired for—

15               “(i) the on-airport distribution or stor-  
16               age of unleaded aviation gasoline for piston-  
17               driven aircraft, including on-airport con-  
18               struction or expansion of pipelines, storage  
19               tanks, low-emission fuel systems, and air-  
20               port-owned fuel trucks providing exclusively  
21               unleaded aviation fuels (unless the Sec-  
22               retary determines that an alternative fuel  
23               may be safely used in such fuel truck for a  
24               limited time); or

1                   “(ii) *fueling systems for type certifi-*  
2                   *cated hydrogen-powered aircraft.*”

3                   “(X) *constructing, reconstructing, or reha-*  
4                   *ilitating a taxiway or taxilane that serves non-*  
5                   *exclusive use aeronautical facilities, including*  
6                   *aircraft storage facilities, except for the 50 feet of*  
7                   *pavement immediately in front of an ineligible*  
8                   *building.*”

9                   “(Y) *any other activity (excluding terminal*  
10                  *development) that the Secretary concludes will*  
11                  *reasonably improve the safety of the airport.*”;

12                  (3) *in paragraph (5)—*

13                  (A) *in subparagraph (A) by inserting “and*  
14                  *catchment area analyses” after “planning”;*

15                  (B) *in subparagraph (B) by striking “and”*  
16                  *at the end;*

17                  (C) *in subparagraph (C) by striking the pe-*  
18                  *riod at the end and inserting “; and”; and*

19                  (D) *by adding at the end the following:*

20                  “(D) *assessing current and future electrical*  
21                  *power demand for airport airside and landside*  
22                  *activities.*”;

23                  (4) *in paragraph (20)—*

24                  (A) *in subparagraph (B) by striking “or”*  
25                  *at the end;*

1           (B) in subparagraph (C) by striking the pe-  
2           riod at the end and inserting “; or”; and

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

4           “(D) the Republic of the Marshall Islands,  
5           Federated States of Micronesia, and Republic of  
6           Palau.”;

7           (5) in paragraph (27) by striking “the Trust  
8           Territory of the Pacific Islands,”; and

9           (6) in paragraph (28)(B) by striking “described  
10          in section 47119(a)(1)(B)” and inserting “for moving  
11          passengers and baggage between terminal facilities  
12          and between terminal facilities and aircraft”.

13 **SEC. 703. REVENUE DIVERSION PENALTY ENHANCEMENT.**

14          (a) *IN GENERAL.*—Section 47107 of title 49, United  
15          States Code, is amended—

16               (1) in subsection (m)(4) by striking “an amount  
17               equal to” and inserting “an amount equal to double”;  
18               and

19               (2) in subsection (n)(1) by striking “an amount  
20               equal to” and inserting “an amount equal to double”.

21          (b) *APPLICABILITY.*—The amendments made by sub-  
22          section (a) shall not apply to any illegal diversion of air-  
23          port revenues (as described in section 47107(m) of title 49,  
24          United States Code) that occurred prior to the date of enact-  
25          ment of this Act.



1 **SEC. 704. EXTENSION OF COMPETITIVE ACCESS REPORT**  
2 **REQUIREMENT.**

3 *Section 47107(r)(3) of title 49, United States Code, is*  
4 *amended by striking “May 11, 2024” and inserting “Octo-*  
5 *ber 1, 2028”.*

6 **SEC. 705. RENEWAL OF CERTAIN LEASES.**

7 *Section 47107(t)(2) of title 49, United States Code, is*  
8 *amended—*

9 *(1) in subparagraph (A) by striking “the date of*  
10 *enactment of this subsection” and inserting “October*  
11 *7, 2016”; and*

12 *(2) by striking subparagraph (D) and inserting*  
13 *the following:*

14 *“(D) that—*

15 *“(i) supports the operation of military*  
16 *aircraft by the Air Force or Air National*  
17 *Guard—*

18 *“(I) at the airport; or*

19 *“(II) remotely from the airport;*

20 *or*

21 *“(ii) is for the use of nonaeronautical*  
22 *land or facilities of the airport by the Na-*  
23 *tional Guard.”.*

24 **SEC. 706. COMMUNITY USE OF AIRPORT LAND.**

25 *Section 47107(v) of title 49, United States Code, is*  
26 *amended to read as follows:*

1       “(v) *COMMUNITY USE OF AIRPORT LAND.*—

2               “(1) *IN GENERAL.*—*Notwithstanding subsections*  
3 *(a)(13), (b), and (c) and section 47133, and subject*  
4 *to paragraph (2), the sponsor of a public-use airport*  
5 *shall not be considered to be in violation of this sub-*  
6 *title, or to be found in violation of a grant assurance*  
7 *made under this section, or under any other provision*  
8 *of law, as a condition for the receipt of Federal finan-*  
9 *cial assistance for airport development, solely because*  
10 *the sponsor has—*

11                       “(A) *entered into an agreement, including a*  
12 *revised agreement, with a local government pro-*  
13 *viding for the use of airport property for an in-*  
14 *terim compatible recreational purpose at below*  
15 *fair market value; or*

16                       “(B) *permanently restricted the use of air-*  
17 *port property to compatible recreational and*  
18 *public park use without paying or otherwise ob-*  
19 *taining payment of fair market value for the*  
20 *property.*

21       “(2) *RESTRICTIONS.*—

22                       “(A) *INTERIM COMPATIBLE RECREATIONAL*  
23 *PURPOSE.*—*Paragraph (1) shall apply, with re-*  
24 *spect to a sponsor that has taken the action de-*

1           *scribed in subparagraph (A) of such paragraph,*  
2           *only—*

3                     “(i) *to an agreement regarding airport*  
4                     *property that was initially entered into be-*  
5                     *fore the publication of the Federal Aviation*  
6                     *Administration’s Policy and Procedures*  
7                     *Concerning the Use of Airport Revenue,*  
8                     *dated February 16, 1999;*

9                     “(ii) *if the agreement between the*  
10                    *sponsor and the local government is subor-*  
11                    *dinate to any existing or future agreements*  
12                    *between the sponsor and the Secretary, in-*  
13                    *cluding agreements related to a grant assur-*  
14                    *ance under this section;*

15                    “(iii) *to airport property that was*  
16                    *purchased using funds from a Federal grant*  
17                    *for acquiring land issued prior to January*  
18                    *1, 1989;*

19                    “(iv) *if the airport sponsor has pro-*  
20                    *vided a written statement to the Adminis-*  
21                    *trator that the property made available for*  
22                    *a recreational purpose will not be needed*  
23                    *for any aeronautical purpose during the*  
24                    *next 10 years;*

1           “(v) if the agreement includes a term  
2           of not more than 2 years to prepare the air-  
3           port property for the interim compatible  
4           recreational purpose and not more than 10  
5           years of use for that purpose;

6           “(vi) if the recreational purpose will  
7           not impact the aeronautical use of the air-  
8           port;

9           “(vii) if the airport sponsor provides a  
10          certification that the sponsor is not respon-  
11          sible for preparation, startup, operations,  
12          maintenance, or any other costs associated  
13          with the recreational purpose; and

14          “(viii) if the recreational purpose is  
15          consistent with Federal land use compat-  
16          ibility criteria under section 47502.

17          “(B) RECREATIONAL USE.—Paragraph (1)  
18          shall apply, with respect to a sponsor that has  
19          taken the action described in subparagraph (B)  
20          of such paragraph, only—

21                 “(i) to airport property that was pur-  
22                 chased using funds from a Federal grant for  
23                 acquiring land issued prior to January 1,  
24                 1989;

1           “(ii) to airport property that has been  
2           continuously leased or licensed through a  
3           written agreement with a governmental en-  
4           tity or non-profit entity for recreational or  
5           public park uses since July 1, 2003;

6           “(iii) if the airport sponsor has pro-  
7           vided a written statement to the Adminis-  
8           trator that the recreational or public park  
9           use does not impact the aeronautical use of  
10          the airport and that the property to be per-  
11          manently restricted for recreational or pub-  
12          lic park use is not needed for any aero-  
13          nautical use at the time the written state-  
14          ment is provided and is not expected to be  
15          needed for any aeronautical use at any time  
16          after such statement is provided;

17          “(iv) if the airport sponsor provides a  
18          certification to the Administrator that the  
19          sponsor is not responsible for operations,  
20          maintenance, or any other costs associated  
21          with the recreational or public park use;

22          “(v) if the recreational purpose is con-  
23          sistent with Federal land use compatibility  
24          criteria under section 47502; and

25          “(vi) if the airport sponsor will—

1                   “(I) lease the property to a local  
2                   government entity or non-profit entity  
3                   to operate and maintain the property  
4                   at no cost to the airport sponsor; or

5                   “(II) transfer title to the property  
6                   to a local government entity subject to  
7                   a permanent deed restriction ensuring  
8                   compatible airport use under regula-  
9                   tions issued pursuant to section 47502.

10                   “(3) *REVENUE FROM CERTAIN SALES OF AIR-*  
11                   *PORT PROPERTY.*—Notwithstanding any other provi-  
12                   sion of law, an airport sponsor leasing or selling a  
13                   portion of airport property as described in paragraph  
14                   (2)(B)(vi) may—

15                   “(A) lease or sell such portion of airport  
16                   property for less than fair market value; and

17                   “(B) subject to the requirements of sub-  
18                   section (b), retain the revenue from the lease or  
19                   sale of such portion of airport property for use  
20                   in accordance with section 47133.

21                   “(4) *SECRETARY REVIEW AND APPROVAL.*—Not-  
22                   withstanding any other provision of law, and subject  
23                   to the sponsor providing a written statement certi-  
24                   fying such sponsor meets the requirements under this  
25                   subsection, no actions permitted under this subsection

1       *shall require the review or approval of the Secretary*  
2       *of Transportation.*

3               “(5) *STATUTORY CONSTRUCTION.—Nothing in*  
4       *this subsection may be construed as permitting a di-*  
5       *version of airport revenue for the capital or operating*  
6       *costs associated with the community use of airport*  
7       *land.*

8               “(6) *AERONAUTICAL USE; AERONAUTICAL PUR-*  
9       *POSE DEFINED.—In this subsection, the terms ‘aero-*  
10       *nautical use’ and ‘aeronautical purpose’—*

11               “(A) *mean all activities that involve or are*  
12       *directly related to the operation of aircraft, in-*  
13       *cluding activities that make the operation of air-*  
14       *craft possible and safe;*

15               “(B) *include services located at an airport*  
16       *that are directly and substantially related to the*  
17       *movement of passengers, baggage, mail, and*  
18       *cargo; and*

19               “(C) *do not include any uses of an airport*  
20       *that are not described in subparagraph (A) or*  
21       *(B), including any aviation-related uses that do*  
22       *not need to be located at an airport, such as*  
23       *flight kitchens and airline reservation centers.”.*

1 **SEC. 707. PRICE ADJUSTMENT PROVISIONS.**

2 *Section 47108 of title 49, United States Code, is*  
3 *amended—*

4 *(1) in subsection (a) by striking “47114(d)(3)(A)*  
5 *of this title” and inserting “47114(d)(2)(A)”;*

6 *(2) by striking subsection (b) and inserting the*  
7 *following:*

8 *“(b) INCREASING GOVERNMENT SHARE.—*

9 *“(1) IN GENERAL.—Except as provided in para-*  
10 *graph (2) or (3), the amount stated in an offer as the*  
11 *maximum amount the Government will pay may not*  
12 *be increased when the offer has been accepted in writ-*  
13 *ing.*

14 *“(2) EXCEPTION.—For a project receiving assist-*  
15 *ance under a grant approved under this chapter or*  
16 *chapter 475, the amount may be increased—*

17 *“(A) for an airport development project, by*  
18 *not more than 15 percent; and*

19 *“(B) to acquire an interest in land for an*  
20 *airport (except a primary airport), based on*  
21 *credible appraisals at the time of the acquisi-*  
22 *tion or a court award in a condemnation pro-*  
23 *ceeding, by not more than the greater of—*

24 *“(i) 15 percent; or*



1                   “(ii) 25 percent of the total increase in  
2                   allowable project costs attributable to ac-  
3                   quiring an interest in land.

4                   “(3) *PRICE ADJUSTMENT PROVISIONS.*—

5                   “(A) *IN GENERAL.*—*The Secretary may in-*  
6                   *corporate a provision in a project grant agree-*  
7                   *ment under which the Secretary agrees to pay*  
8                   *more than the maximum amount otherwise spec-*  
9                   *ified in the agreement if the Secretary finds that*  
10                  *commodity or labor prices have increased since*  
11                  *the agreement was made.*

12                  “(B) *DECREASE IN COSTS.*—*A provision in-*  
13                  *corporated in a project grant agreement under*  
14                  *this paragraph shall ensure that the Secretary*  
15                  *realizes any financial benefit associated with a*  
16                  *decrease in material or labor costs for the*  
17                  *project.”;*

18                  (3) *by striking subsection (c); and*

19                  (4) *by redesignating subsections (d) and (e) as*  
20                  *subsections (c) and (d), respectively.*

21 **SEC. 708. UPDATING UNITED STATES GOVERNMENT'S**  
22 **SHARE OF PROJECT COSTS.**

23                  *Section 47109 of title 49, United States Code, is*  
24                  *amended by adding at the end the following:*

1       “(h) *SPECIAL RULE FOR FISCAL YEARS 2025 AND*  
2 *2026.—Notwithstanding subsection (a), the Government’s*  
3 *share of allowable project costs for a grant made to a*  
4 *nonhub or nonprimary airport in each of fiscal years 2025*  
5 *and 2026 shall be 95 percent.”.*

6 **SEC. 709. ALLOWABLE PROJECT COSTS AND LETTERS OF**  
7 **INTENT.**

8       *Section 47110 of title 49, United States Code, is*  
9 *amended—*

10           (1) *in subsection (c)—*

11                   (A) *in the matter preceding paragraph (1)*  
12 *by striking “after May 13, 1946, and”; and*

13                   (B) *in paragraph (1)—*

14                           (i) *by inserting “or preparing for”*  
15 *after “formulating”; and*

16                           (ii) *by inserting “utility relocation,*  
17 *work site preparation,” before “and admin-*  
18 *istration”;*

19           (2) *in subsection (d)(1) by striking “section*  
20 *47114(c)(1) or 47114(d)” and inserting “section*  
21 *47114 or distributed from the small airport fund*  
22 *under section 47116”;*

23           (3) *in subsection (e)(2)(C) by striking “commer-*  
24 *cial service airport having at least 0.25 percent of the*

1       boardings each year at all such airports” and insert-  
2       ing “medium hub airport or large hub airport”;

3               (4) in subsection (h) by striking “section  
4       47114(d)(3)(A)” and inserting “section  
5       47114(c)(1)(D) or section 47114(d)(2)(A)”; and

6               (5) by striking subsection (i).

7       **SEC. 710. SMALL AIRPORT LETTERS OF INTENT.**

8               (a) *IN GENERAL.*—Section 47110 of title 49, United  
9       States Code, is further amended by adding at the end the  
10       following:

11               “(i) *SMALL AIRPORT LETTERS OF INTENT.*—

12                       “(1) *IN GENERAL.*—The Secretary may issue a  
13       letter of intent to a sponsor stating an intention to  
14       obligate an amount from future budget authority for  
15       an airport development project (including costs of for-  
16       mulating the project) at a nonhub airport or an air-  
17       port that is not a primary airport.

18                       “(2) *CONTENTS.*—In the letter issued under  
19       paragraph (1), the Secretary shall establish a schedule  
20       under which the Secretary will reimburse the sponsor  
21       for the Government’s share of allowable project costs,  
22       as amounts become available, if the sponsor, after the  
23       Secretary issues the letter, carries out the project  
24       without receiving amounts under this subchapter.

1           “(3) *LIMITATIONS.*—*The amount the Secretary*  
2           *intends to obligate in a letter of intent issued under*  
3           *this subsection shall not exceed the larger of—*

4                     “(A) *the Government’s share of allowable*  
5                     *project costs; or*

6                     “(B) *\$10,000,000.*

7           “(4) *FINANCING.*—*Allowable project costs under*  
8           *paragraphs (1) and (2) may include costs associated*  
9           *with making payments for debt service on indebted-*  
10           *ness incurred to carry out the project.*

11           “(5) *REQUIREMENTS.*—*The Secretary shall issue*  
12           *a letter of intent under paragraph (1) only if—*

13                     “(A) *the sponsor notifies the Secretary, be-*  
14                     *fore the project begins, of the intent of the spon-*  
15                     *sor to carry out the project and requests a letter*  
16                     *of intent; and*

17                     “(B) *the sponsor agrees to comply with all*  
18                     *statutory and administrative requirements that*  
19                     *would apply to the project if it were carried out*  
20                     *with amounts made available under this sub-*  
21                     *chapter.*

22           “(6) *ASSESSMENT.*—*In reviewing a request for a*  
23           *letter of intent under this subsection, the Secretary*  
24           *shall consider the grant history of an airport, the*

1 *enplanements or operations of an airport, and such*  
2 *other factors as the Secretary determines appropriate.*

3 “(7) *PRIORITIZATION.*—*In issuing letters of in-*  
4 *tent under this subsection, the Secretary shall—*

5 “(A) *prioritize projects that—*

6 “(i) *cannot reasonably be funded by an*  
7 *airport sponsor using funds apportioned*  
8 *under section 47114(c), 47114(d)(2)(A), or*  
9 *47114(d)(6), including funds apportioned*  
10 *under such sections in multiple fiscal years*  
11 *pursuant to section 47117(b)(1); and*

12 “(ii) *are necessary to the continued*  
13 *safe operation or development of an airport;*  
14 *and*

15 “(B) *structure the reimbursement schedules*  
16 *under such letters in a manner that minimizes*  
17 *unnecessary or undesirable project segmentation.*

18 “(8) *NO OBLIGATION OR COMMITMENT.*—

19 “(A) *IN GENERAL.*—*A letter of intent issued*  
20 *under this subsection is not an obligation of the*  
21 *Government under section 1501 of title 31, and*  
22 *the letter is not deemed to be an administrative*  
23 *commitment for financing.*

24 “(B) *OBLIGATION OR COMMITMENT.*—*An*  
25 *obligation or administrative commitment may be*

1           *made only as amounts are provided in author-*  
2           *ization and appropriation Acts.*

3           “(9) *LIMITATION ON STATUTORY CONSTRU-*  
4           *CTION.—Nothing in this section shall be construed to*  
5           *prohibit the obligation of amounts pursuant to a let-*  
6           *ter of intent under this subsection in the same fiscal*  
7           *year as the letter of intent is issued.”.*

8           (b) *CONFORMING AMENDMENTS.—*

9           (1) *LETTERS OF INTENT.—Section 47110(e)(7)*  
10           *of title 49, United States Code, is amended by strik-*  
11           *ing “under this section” and inserting “under this*  
12           *subsection”.*

13           (2) *PRIORITY FOR LETTERS OF INTENT.—Section*  
14           *47115(h) of title 49, United States Code, is amended*  
15           *by inserting “prior to fulfilling intentions to obligate*  
16           *under section 47110(i)” after “section 47110(e)”.*

17 **SEC. 711. PROHIBITION ON PROVISION OF AIRPORT IM-**  
18           **PROVEMENT GRANT FUNDS TO CERTAIN EN-**  
19           **TITIES THAT HAVE VIOLATED INTELLECTUAL**  
20           **PROPERTY RIGHTS OF UNITED STATES ENTI-**  
21           **TIES.**

22           (a) *IN GENERAL.—Beginning on the date that is 30*  
23           *days after the date of enactment of this Act, amounts pro-*  
24           *vided as project grants under subchapter I of chapter 471*  
25           *of title 49, United States Code, may not be used to enter*

1 *into a covered contract with any entity on the list required*  
2 *under subsection (b).*

3 *(b) LIST REQUIRED.—*

4 *(1) IN GENERAL.—Not later than 30 days after*  
5 *the date of enactment of this Act, and thereafter as re-*  
6 *quired under paragraph (2), the United States Trade*  
7 *Representative, the Attorney General, and the Admin-*  
8 *istrator shall make available to the Administrator a*  
9 *publicly-available list of entities manufacturing air-*  
10 *port passenger boarding infrastructure or equipment*  
11 *that—*

12 *(A) are owned, directed by, or subsidized in*  
13 *whole or in part by the People’s Republic of*  
14 *China;*

15 *(B) have been determined by a Federal*  
16 *court to have misappropriated intellectual prop-*  
17 *erty or trade secrets from an entity organized*  
18 *under the laws of the United States or any juris-*  
19 *isdiction within the United States;*

20 *(C) own or control, are owned or controlled*  
21 *by, are under common ownership or control*  
22 *with, or are successors to an entity described in*  
23 *subparagraph (A); or*

24 *(D) have entered into an agreement with or*  
25 *accepted funding from, whether in the form of*

1           *minority investment interest or debt, have en-*  
 2           *tered into a partnership with, or have entered*  
 3           *into another contractual or other written ar-*  
 4           *rangement with an entity described in subpara-*  
 5           *graph (A).*

6           (2) *UPDATES TO LIST.*—*The United States*  
 7           *Trade Representative shall update the list required*  
 8           *under paragraph (1), based on information provided*  
 9           *by the Attorney General and the Administrator—*

10                   (A) *not less frequently than every 90 days*  
 11                   *during the 180-day period following the initial*  
 12                   *publication of the list under paragraph (1); and*

13                   (B) *not less frequently than annually there-*  
 14                   *after.*

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

16                   (1) *IN GENERAL.*—*The definitions in section*  
 17                   *47102 of title 49, United States Code, shall apply.*

18                   (2) *COVERED CONTRACT.*—*The term “covered*  
 19                   *contract” means a contract or other agreement for the*  
 20                   *procurement of infrastructure or equipment for a pas-*  
 21                   *senger boarding bridge at an airport.*

22 **SEC. 712. APPORTIONMENTS.**

23           (a) *PRIMARY, COMMERCIAL SERVICE, AND CARGO AIR-*  
 24           *PORTS.*—



1           (1) *PRIMARY AND COMMERCIAL SERVICE AIR-*  
2 *PORTS.*—Section 47114(c)(1) of title 49, United  
3 *States Code, is amended to read as follows:*

4           “(1) *PRIMARY AND COMMERCIAL SERVICE AIR-*  
5 *PORTS.*—

6           “(A) *PRIMARY AIRPORT APPORTIONMENT.*—  
7 *The Secretary shall apportion to the sponsor of*  
8 *each primary airport for each fiscal year an*  
9 *amount equal to—*

10           “(i) \$15.60 for each of the first 50,000  
11 *passenger boardings at the airport during*  
12 *the prior calendar year;*

13           “(ii) \$10.40 for each of the next 50,000  
14 *passenger boardings at the airport during*  
15 *the prior calendar year;*

16           “(iii) \$5.20 for each of the next  
17 *400,000 passenger boardings at the airport*  
18 *during the prior calendar year;*

19           “(iv) \$1.30 for each of the next 500,000  
20 *passenger boardings at the airport during*  
21 *the prior calendar year; and*

22           “(v) \$1.00 for each additional pas-  
23 *senger boarding at the airport during the*  
24 *prior calendar year.*

1           “(B) *MINIMUM AND MAXIMUM APPORTION-*  
2           *MENTS.—Not less than \$1,300,000 nor more than*  
3           *\$22,000,000 may be apportioned under subpara-*  
4           *graph (A) to an airport sponsor for a primary*  
5           *airport for each fiscal year.*

6           “(C) *NEW AIRPORT.—Notwithstanding sub-*  
7           *paragraph (A), the Secretary shall apportion in*  
8           *the first fiscal year following the official opening*  
9           *of a new airport with scheduled passenger air*  
10           *transportation an amount equal to \$1,300,000 to*  
11           *the sponsor of such airport.*

12           “(D) *NONPRIMARY COMMERCIAL SERVICE*  
13           *AIRPORT APPORTIONMENT.—*

14           “(i) *IN GENERAL.—The Secretary shall*  
15           *apportion to each commercial service air-*  
16           *port that is not a primary airport an*  
17           *amount equal to—*

18                   “(I) *\$60 for each of the first 2,500*  
19                   *passenger boardings at the airport dur-*  
20                   *ing the prior calendar year; and*

21                   “(II) *\$153.33 for each of the next*  
22                   *7,499 passenger boardings at the air-*  
23                   *port during the prior calendar year.*

1                   “(i) *APPLICABILITY.—Paragraphs (4)*  
2                   *and (5) of subsection (d) shall apply to*  
3                   *funds apportioned under this subparagraph.*

4                   “(E) *PUBLIC AIRPORTS WITH MILITARY*  
5                   *USE.—Notwithstanding any other provision of*  
6                   *law, a public airport shall be considered a pri-*  
7                   *mary airport in each of fiscal years 2025*  
8                   *through 2028 for purposes of this chapter if such*  
9                   *airport was—*

10                   “(i) *designated as a primary airport*  
11                   *in fiscal year 2017; and*

12                   “(ii) *in use by an air reserve station*  
13                   *in the calendar year used to calculate ap-*  
14                   *portionments to airport sponsors in a fiscal*  
15                   *year.*

16                   “(F) *SPECIAL RULE FOR FISCAL YEAR*  
17                   *2024.—Notwithstanding any other provision of*  
18                   *this paragraph or the absence of scheduled pas-*  
19                   *senger service at an airport, the Secretary shall*  
20                   *apportion in fiscal year 2024 to the sponsor of*  
21                   *an airport an amount based on the number of*  
22                   *passenger boardings at the airport during which-*  
23                   *ever of the following years that would result in*  
24                   *the highest apportioned amount under this para-*  
25                   *graph:*

1                   “(i) Calendar year 2018.

2                   “(ii) Calendar year 2019.

3                   “(iii) The prior full calendar year  
4                   prior to fiscal year 2024.”.

5                   (2) CARGO AIRPORTS.—Section 47114(c)(2) of  
6                   title 49, United States Code, is amended—

7                   (A) in subparagraph (A)—

8                   (i) by striking “3.5” and inserting  
9                   “4”; and

10                   (ii) by striking “100,000,000 pounds”  
11                   and inserting “25,000,000 pounds”;

12                   (B) by striking subparagraph (C); and

13                   (C) by redesignating subparagraphs (D)  
14                   and (E) as subparagraphs (C) and (D), respec-  
15                   tively.

16                   (b) GENERAL AVIATION AIRPORTS.—Section 47114(d)  
17                   of title 49, United States Code, is amended—

18                   (1) in paragraph (3)—

19                   (A) in the heading by striking “SPECIAL  
20                   RULE” and inserting “APPORTIONMENT”;

21                   (B) by striking “excluding primary airports  
22                   but including reliever and nonprimary commer-  
23                   cial service airports” each place it appears and  
24                   inserting “excluding commercial service airports  
25                   but including reliever airports”;

1           (C) in the matter preceding subparagraph  
2 (A) by striking “20 percent” and inserting “25  
3 percent”; and

4           (D) by striking subparagraphs (C) and (D)  
5 and inserting the following:

6           “(C) An airport that has previously been  
7 listed as unclassified under the national plan of  
8 integrated airport systems that has reestablished  
9 the classified status of such airport as of the date  
10 of apportionment shall be eligible to accrue ap-  
11 portionment funds pursuant to subparagraph  
12 (A) so long as such airport retains such classi-  
13 fied status.”;

14          (2) in paragraph (4)—

15           (A) in the heading by striking “AIRPORTS  
16 IN ALASKA, PUERTO RICO, AND HAWAII” and in-  
17 serting “AIRPORTS IN NONCONTIGUOUS STATES  
18 AND TERRITORIES”;

19           (B) by striking “An amount apportioned  
20 under paragraph (2) or (3)” and inserting the  
21 following:

22           “(A) ALASKA, PUERTO RICO, AND HAWAII.—  
23 An amount apportioned under this subsection”;  
24 and

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

1           “(B) *OTHER TERRITORIES.*—An amount  
2           *apportioned under paragraph (2)(B)(i) may be*  
3           *made available by the Secretary for any public-*  
4           *use airport in Guam, American Samoa, the*  
5           *Northern Mariana Islands, or the Virgin Islands*  
6           *if the Secretary determines that there are insuffi-*  
7           *cient qualified grant applications for projects at*  
8           *airports that are otherwise eligible for funding*  
9           *under that paragraph. The Secretary shall*  
10          *prioritize the use of such amounts in the terri-*  
11          *tory the amount was originally apportioned*  
12          *in.”;*

13          (3) *in paragraph (5) by inserting “or subsection*  
14          *(c)(1)(D)” after “under this subsection”;*

15          (4) *in paragraph (6)—*

16                  (A) *by striking “provision of this sub-*  
17                  *section” and inserting “provision of this sec-*  
18                  *tion”;* and

19                  (B) *by inserting “or subsection (c)(1)(D)”*  
20                  *after “under this subsection”;*

21          (5) *by striking paragraph (2); and*

22          (6) *by redesignating paragraphs (3) through (7)*  
23          *as paragraphs (2) through (6), respectively.*

24          (c) *CONFORMING AMENDMENTS.*—

1           (1) *PROJECT GRANT APPLICATION APPROVAL.*—  
2           Section 47106(a)(7) of title 49, United States Code,  
3           is amended by striking “section 47114(d)(3)(B)” and  
4           inserting “section 47114(d)(2)(B)”.

5           (2) *AIR TRAFFIC CONTROL CONTRACT PRO-*  
6           *GRAM.*—Section 47124(b)(4) of title 49, United States  
7           Code, is further amended—

8                   (A) in subparagraph (A)(ii)—

9                           (i) in subclause (I) by striking “sec-  
10                           tions 47114(c)(2) and 47114(d)” and insert-  
11                           ing “subsections (c) and (d) of section  
12                           47114”;

13                           (ii) in subclause (II) by striking “sec-  
14                           tions 47114(c)(2) and 47114(d)(3)(A)” and  
15                           inserting “sections 47114(c) and  
16                           47114(d)(2)(A)”; and

17                           (iii) in subclause (III) by striking  
18                           “sections 47114(c)(2) and 47114(d)(3)(A)”  
19                           and inserting “sections 47114(c) and  
20                           47114(d)(2)(A)”; and

21                   (B) in subparagraph (B)(v) by striking  
22                   “section 47114(d)(2) or 47114(d)(3)(B)” and in-  
23                   serting “section 47114(d)(2)(B)”.

1 **SEC. 713. PFC TURNBACK REDUCTION.**

2 (a) *IN GENERAL.*—Section 47114(f) of title 49, United  
3 States Code, is amended—

4 (1) *in paragraph (1)*—

5 (A) *by striking “sponsor of an airport hav-*  
6 *ing at least .25 percent of the total number of*  
7 *boardings each year in the United States and”*  
8 *and inserting “sponsor of a medium or large hub*  
9 *airport”;*

10 (B) *in subparagraph (A) by striking “50*  
11 *percent” and inserting “40 percent” each place*  
12 *it appears; and*

13 (C) *in subparagraph (B) by striking “75*  
14 *percent” and inserting “60 percent” each place*  
15 *it appears; and*

16 (2) *by striking paragraphs (2) and (3) and in-*  
17 *serting the following:*

18 “(2) *EFFECTIVE DATE OF REDUCTION.*—

19 “(A) *NEW CHARGE COLLECTION.*—A reduc-  
20 *tion in an apportionment under paragraph (1)*  
21 *shall not take effect until the first fiscal year fol-*  
22 *lowing the year in which the collection of the*  
23 *charge imposed under section 40117 has begun.*

24 “(B) *NEW CATEGORIZATION.*—A reduction  
25 *in an apportionment under paragraph (1) shall*  
26 *only be applied to an airport if such airport has*



1           *been designated as a medium or large hub air-*  
2           *port for 3 consecutive years.”.*

3           **(b) APPLICABILITY.**—*For an airport that increased in*  
4 *categorization from a small hub to a medium hub in any*  
5 *fiscal year beginning after the date of enactment of the FAA*  
6 *Reauthorization Act of 2018 (Public Law 115–254) and*  
7 *prior to the date of enactment of this Act, the amendment*  
8 *to section 47114(f)(2) of title 49, United States Code, under*  
9 *subsection (a) shall be applied as though the airport in-*  
10 *creased in categorization from a small hub to a medium*  
11 *hub in the calendar year prior to the first fiscal year in*  
12 *which such amendment is applicable.*

13 **SEC. 714. AIRPORT SAFETY AND RESILIENT INFRASTRUC-**  
14 **TURE DISCRETIONARY PROGRAM.**

15           **(a) IN GENERAL.**—*Section 47115(j) of title 49, United*  
16 *States Code, is amended—*

17           **(1)** *in the heading by striking “SUPPLEMENTAL*  
18 *DISCRETIONARY FUNDS” and inserting “AIRPORT*  
19 *SAFETY AND RESILIENT INFRASTRUCTURE DISCRE-*  
20 *TIONARY PROGRAM”;*

21           **(2)** *in paragraph (3) by striking subparagraph*  
22 *(B) and inserting the following:*

23                   **“(B) MINIMUM ALLOCATION.**—*Not less than*  
24                   *50 percent of the amounts available under this*

1            *subsection shall be used to provide grants at non-*  
2            *primary, nonhub, and small hub airports.*

3            *“(C) PRIORITIZATION.—In making grants*  
4            *for projects eligible under subparagraph (D)(iii),*  
5            *the Secretary shall prioritize grants to large and*  
6            *medium hub airports.*

7            *“(D) ELIGIBILITIES.—In making grants*  
8            *under this subsection, the Secretary shall provide*  
9            *grants to airports for projects that—*

10            *“(i) meet the definition of ‘airport de-*  
11            *velopment’ under section 47102(3)(T);*

12            *“(ii) would otherwise increase the resil-*  
13            *ience of airport infrastructure against*  
14            *changing flooding or inundation patterns;*  
15            *or*

16            *“(iii) reduce runway incursions or in-*  
17            *crease runway or taxiway safety.”;*

18            *(3) in paragraph (4)(A) by striking clauses (i)*  
19            *through (vi) and inserting the following:*

20            *“(i) \$532,392,074 for fiscal year 2024.*

21            *“(ii) \$200,000,000 for fiscal year 2025.*

22            *“(iii) \$200,000,000 for fiscal year*  
23            *2026.*

24            *“(iv) \$200,000,000 for fiscal year 2027.*

1                   “(v) \$200,000,000 for fiscal year  
2                   2028.”; and

3                   (4) in paragraph (4)(B) by striking “2 fiscal  
4                   years” and inserting “3 fiscal years”.

5                   (b) *BRIEFING*.—

6                   (1) *IN GENERAL*.—Not later than 6 months after  
7                   the Secretary first awards a grant for fiscal year  
8                   2025 under section 47115(j) of title 49, United States  
9                   Code, and annually thereafter through 2028, the Sec-  
10                  retary shall brief the appropriate committees of Con-  
11                  gress on the grant program established under such  
12                  section.

13                  (2) *CONTENTS*.—In briefing the appropriate  
14                  committees of Congress under paragraph (1), the Sec-  
15                  retary shall include—

16                         (A) a description of each project funded  
17                         under the grant program established under sec-  
18                         tion 47115(j), including the vulnerabilities such  
19                         program addresses;

20                         (B) a description of projects completed that  
21                         received funding under such program, including  
22                         the total time between award and project comple-  
23                         tion;

1           (C) a description of the consultation with  
2           other agencies that the Secretary has undertaken  
3           in carrying out such program;

4           (D) recommendations to improve the ad-  
5           ministration of such program, including addi-  
6           tional consultation with other agencies and  
7           whether additional appropriation levels are ap-  
8           propriate; and

9           (E) other items determined appropriate by  
10          the Secretary.

11 **SEC. 715. SPECIAL CARRYOVER ASSUMPTION RULE.**

12          Section 47115 of title 49, United States Code, is  
13          amended by adding at the end the following:

14          “(l) *SPECIAL CARRYOVER ASSUMPTION RULE.*—Not-  
15          withstanding any other provision of law, in addition to  
16          amounts made available under paragraphs (1) and (2) of  
17          subsection (a), the Secretary may add to the discretionary  
18          fund an amount equal to one-third of the apportionment  
19          funds made available under section 47114 that were not re-  
20          quired during the previous fiscal year pursuant to section  
21          47117(b)(1) out of the anticipated amount of appor-  
22          tionment funds made available under section 47114 that will  
23          not be required during the current fiscal year pursuant to  
24          section 47117(b)(1).”.

1 **SEC. 716. SMALL AIRPORT FUND.**

2 *Section 47116 of title 49, United States Code, is*  
3 *amended—*

4 *(1) in subsection (b) by striking paragraphs (1)*  
5 *and (2) and inserting the following:*

6 *“(1) Not more than 25 percent for grants for*  
7 *projects at small hub airports.*

8 *“(2) Not less than 25 percent for grants to spon-*  
9 *sors of public-use airports (except commercial service*  
10 *airports).*

11 *“(3) Not less than 50 percent for grants to spon-*  
12 *sors of commercial service airports that are not larger*  
13 *than a nonhub airport.”;*

14 *(2) in subsection (d)—*

15 *(A) by striking paragraph (2); and*

16 *(B) by redesignating paragraph (3) as*  
17 *paragraph (2); and*

18 *(3) by striking subsections (e) and (f) and insert-*  
19 *ing the following:*

20 *“(e) GENERAL AVIATION TRANSIENT APRONS.—In dis-*  
21 *tributing amounts from the fund described in subsection (a)*  
22 *to sponsors described in subsection (b)(2) and (b)(3), 5 per-*  
23 *cent of each amount shall be used for projects to construct*  
24 *or rehabilitate aprons intended to be used for itinerant gen-*  
25 *eral aviation aircraft parking.”.*

1 **SEC. 717. REVISION OF DISCRETIONARY CATEGORIES.**

2 *Section 47117 of title 49, United States Code, is*  
3 *amended—*

4 *(1) in subsection (b)(2)—*

5 *(A) in subparagraph (A)(i) by striking “or*  
6 *(3)(A), whichever is applicable”; and*

7 *(B) in subparagraph (B)—*

8 *(i) by striking “section*  
9 *47114(d)(3)(A)” and inserting “section*  
10 *47114(d)(2)(A)”;* and

11 *(ii) by striking “section*  
12 *47114(d)(3)(B)” and inserting “section*  
13 *47114(d)(2)(B)”;*

14 *(2) in subsection (c)(2) by striking*  
15 *“47114(d)(3)(A)” and inserting “47114(d)(2)(A)”;*

16 *(3) in subsection (d)—*

17 *(A) in paragraph (1) by striking “section*  
18 *47114(d)(2)(A) of this title” and inserting “sec-*  
19 *tion 47114(d)(2)(B)(i)”;* and

20 *(B) in paragraph (2)—*

21 *(i) by striking “section 47114(d)(2)(B)*  
22 *or (C)” and inserting “section*  
23 *47114(d)(2)(B)(ii) or (iii)” in each place it*  
24 *appears; and*

25 *(ii) by striking “of this title”; and*

26 *(4) in subsection (e)—*

1 (A) in paragraph (1)—

2 (i) in subparagraph (A)—

3 (I) by striking “\$300,000,000”  
4 and inserting “\$200,000,000”;

5 (II) by striking “for compatible  
6 land use planning and projects carried  
7 out by State and local governments  
8 under section 47141,”;

9 (III) by striking “section  
10 47102(3)(Q)” and inserting “subpara-  
11 graphs (O), (P), (Q), and (W) of sec-  
12 tion 47102(3)”;

13 (IV) by striking “to comply with  
14 the Clean Air Act (42 U.S.C. 7401 et  
15 seq.)”; and

16 (V) by inserting “The Secretary  
17 shall provide not less than two-thirds  
18 of amounts under this subparagraph  
19 and paragraph (3) for grants to spon-  
20 sors of small hub, medium hub, and  
21 large hub airports.” after “being met  
22 in that fiscal year.”; and

23 (ii) by striking subparagraph (C); and

24 (B) by striking paragraph (3) and inserting  
25 the following:

1           “(3) *SPECIAL RULE.*—Beginning in fiscal year  
 2           2026, if the amount made available under paragraph  
 3           (1)(A) was not equal to or greater than \$150,000,000  
 4           in the preceding fiscal year, the Secretary shall issue  
 5           grants for projects eligible under paragraph (1)(A)  
 6           from apportionment funds made available under sec-  
 7           tion 47114 that are not required during the fiscal  
 8           year pursuant to subsection (b)(1) in an amount that  
 9           is not less than—

10                   “(A) \$150,000,000; minus

11                   “(B) the amount made available under  
 12                   paragraph (1)(A) in the preceding fiscal year.”.

13 **SEC. 718. DISCRETIONARY FUND FOR TERMINAL DEVELOP-**  
 14 **MENT COSTS.**

15           (a) *TERMINAL PROJECTS AT TRANSITIONING AIR-*  
 16 *PORTS.*—Section 47119(c) of title 49, United States Code,  
 17 *is amended—*

18                   (1) *in paragraph (4) by striking “or” after the*  
 19 *semicolon;*

20                   (2) *in paragraph (5)—*

21                           (A) *by striking “section 47114(d)(3)(A)”*  
 22 *and inserting “sections 47114(c) and*  
 23 *47114(d)(2)(A)”;* and

24                           (B) *by striking the period at the end and*  
 25 *inserting “; or”;* and



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

2           “(6) *not more than \$20,000,000 of the amount*  
3 *that may be distributed for the fiscal year from the*  
4 *discretionary fund established under section 47115, to*  
5 *the sponsor of a nonprimary airport to pay costs al-*  
6 *lowable under subsection (a) for terminal development*  
7 *projects, if the Secretary determines (which may be*  
8 *based on actual and projected enplanement trends, as*  
9 *well as completion of an air service development*  
10 *study, demonstrated commitment by airlines to pro-*  
11 *vide commercial service accommodating at least*  
12 *10,000 annual enplanements, the documented commit-*  
13 *ment of a sponsor to providing the remaining funding*  
14 *to complete the proposed project, and a favorable en-*  
15 *vironmental finding (including all required permits)*  
16 *in support of the proposed project) that the status of*  
17 *the nonprimary airport is reasonably expected to*  
18 *change to primary status based on enplanements for*  
19 *the third calendar year after the issuance of the dis-*  
20 *cretionary grant.”.*

21           (b) *LIMITATION.—Section 47119(f) of title 49, United*  
22 *States Code, is amended by striking “\$20,000,000” and in-*  
23 *serting “\$30,000,000”.*

1 **SEC. 719. PROTECTING GENERAL AVIATION AIRPORTS**  
2 **FROM CLOSURE.**

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

6 “(c) *WAIVING RESTRICTIONS.*—

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

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

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

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

6           “(C) Such waiver—

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

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

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

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

19           “(3) ANNUAL REPORTING.—The Secretary shall  
20           include a list and description of each waiver granted  
21           pursuant to paragraph (1) in the plan required under  
22           section 47103.”.

23           (b) SURPLUS PROPERTY.—

1           (1) *IN GENERAL.*—Section 47151 of title 49,  
2           *United States Code, is amended by striking subsection*  
3           *(d) and inserting the following:*

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

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

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

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

18           (2) *WAIVING AND ADDING TERMS.*—Section  
19           47153 of title 49, *United States Code, is amended by*  
20           *striking subsection (c) and inserting the following:*

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

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

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

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

6                   “(B) will not result in the permanent clo-  
7 sure of an airport (unless the Secretary deter-  
8 mines that the waiver will directly facilitate the  
9 construction of a replacement airport); or

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

12       (c) *REPEALS*.—

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

18           (2) *RELEASE FROM RESTRICTIONS*.—Section 817  
19 of the FAA Modernization and Reform Act of 2012  
20 (49 U.S.C. 47125 note), and the item relating to such  
21 section in the table of contents under section 1(b) of  
22 such Act, are repealed.

23 **SEC. 720. STATE BLOCK GRANT PROGRAM.**

24       (a) *TRAINING*.—Section 47128 of title 49, United  
25 States Code, is amended by adding at the end the following:

1       “(e) *TRAINING FOR PARTICIPATING STATES.*—

2               “(1) *IN GENERAL.*—*The Secretary shall provide*  
3 *to each State participating in the block grant pro-*  
4 *gram under this section training or updated training*  
5 *materials for the administrative responsibilities as-*  
6 *sumed by the State under such program at no cost to*  
7 *the State.*

8               “(2) *TIMING.*—*The training or updated training*  
9 *materials provided under paragraph (1) shall be pro-*  
10 *vided at least once during each 2-year period and at*  
11 *any time there is a material change in the program.”.*

12       “(b) *ADMINISTRATION.*—*Section 47128 of title 49,*  
13 *United States Code, is further amended by adding at the*  
14 *end the following:*

15       “(f) *ROLES AND RESPONSIBILITIES OF PARTICIPATING*  
16 *STATES.*—

17               “(1) *AIRPORTS.*—*Unless a State participating*  
18 *in the block grant program under this section ex-*  
19 *pressly agrees in a memorandum of agreement, the*  
20 *Secretary shall not require the State to manage func-*  
21 *tions and responsibilities for airport actions or*  
22 *projects that do not relate to such program.*

23               “(2) *PROGRAM DOCUMENTATION.*—

24               “(A) *IN GENERAL.*—*Any grant agreement*  
25 *providing funds to be administered under such*

1           *program shall be consistent with the most re-*  
2           *cently executed memorandum of agreement be-*  
3           *tween the State and the Federal Aviation Ad-*  
4           *ministration.*

5           “(B) *PARITY.*—*The Administrator of the*  
6           *Federal Aviation Administration shall provide*  
7           *parity to participating States and shall only re-*  
8           *quire the same type of information and level of*  
9           *detail for any program agreements and docu-*  
10          *mentation that the Administrator would perform*  
11          *with respect to such action if the State did not*  
12          *participate in the program.*

13          “(3) *RESPONSIBILITIES.*—*Unless the State ex-*  
14          *pressly agrees to retain responsibility, the Adminis-*  
15          *trator shall retain responsibility for the following:*

16                 “(A) *Grant compliance investigations, de-*  
17                 *terminations, and enforcement.*

18                 “(B) *Obstruction evaluation and airport*  
19                 *airspace analysis, determinations, and enforce-*  
20                 *ment off airport property.*

21                 “(C) *Non-rulemaking analysis, determina-*  
22                 *tions, and enforcement for proposed improve-*  
23                 *ments on airport properties not associated with*  
24                 *this subchapter, or off airport property.*

1           “(D) *Land use determinations, compat-*  
2           *ibility planning, and airport layout plan review*  
3           *and approval (consistent with section 47107(x))*  
4           *for projects not funded by amounts available*  
5           *under this subchapter.*

6           “(E) *Nonaeronautical and special event rec-*  
7           *ommendations and approvals.*

8           “(F) *Instrument approach procedure eval-*  
9           *uations and determinations.*

10          “(G) *Environmental review for projects not*  
11          *funded by amounts available under this sub-*  
12          *chapter.*

13          “(H) *Review and approval of land leases,*  
14          *land releases, changes in on-airport land-use des-*  
15          *ignation, and through-the-fence agreements.”.*

16          (c) *IIJA STATE BLOCK GRANT PROGRAM ADMINIS-*  
17          *TRATIVE FUNDING.—*

18                 (1) *IN GENERAL.—Not later than 180 days after*  
19                 *the date of enactment of this Act, the Secretary shall*  
20                 *distribute administrative funding to assist States*  
21                 *participating in the State block grant program under*  
22                 *section 47128 of title 49, United States Code, with*  
23                 *program implementation of airport infrastructure*  
24                 *projects under the Infrastructure Investment and Jobs*  
25                 *Act (Public Law 117–58).*



1           (2) *FUNDING SOURCE.*—*In distributing adminis-*  
2           *trative funds to States under this subsection, the Sec-*  
3           *retary shall distribute such funds from the funds*  
4           *made available in the Infrastructure Investment and*  
5           *Jobs Act (Public Law 117–58) for personnel, con-*  
6           *tracting, and other costs to administer and oversee*  
7           *grants of the Airport Infrastructure Grants, Contract*  
8           *Tower Competitive Grant Program, and Airport Ter-*  
9           *minal Program.*

10           (3) *ADMINISTRATIVE FUNDS.*—*With respect to*  
11           *administrative funds made available for fiscal years*  
12           *2022 through 2026—*

13                   (A) *the amount of administrative funds*  
14                   *available for distribution under paragraph (2)*  
15                   *shall be an amount equal to a percentage deter-*  
16                   *mined by the Secretary, but not less than 2 per-*  
17                   *cent, of the annual allocations provided under*  
18                   *the heading “AIRPORT INFRASTRUCTURE*  
19                   *GRANTS” under the heading “FEDERAL*  
20                   *AVIATION ADMINISTRATION” in title VIII*  
21                   *of division J of the Infrastructure Investment*  
22                   *and Jobs Act (Public Law 117–58) to non-pri-*  
23                   *mary airports participating in the State’s block*  
24                   *grant program each fiscal year of the Airport In-*  
25                   *frastructure Grant program;*

1           (B) *administrative funds distributed under*  
2 *paragraph (2) shall be used by such States to—*

3           (i) *administer and oversee, as outlined*  
4 *in a memorandum of agreement or other*  
5 *agreement between the FAA and the State,*  
6 *all airport grant program funds provided*  
7 *under the Infrastructure Investment and*  
8 *Jobs Act (Public Law 117–58) to non-pri-*  
9 *mary airports participating in the State’s*  
10 *block grant program, whether through direct*  
11 *allocation or through competitive selection;*  
12 *and*

13           (ii) *carry out the public purposes of*  
14 *supporting eligible and justified airport de-*  
15 *velopment and infrastructure projects as*  
16 *provided in the Infrastructure Investment*  
17 *and Jobs Act (Public Law 117–58); and*

18           (C) *except as provided in paragraph (4),*  
19 *such administrative funds shall be distributed to*  
20 *such States through a cooperative agreement exe-*  
21 *cuted between the State and the FAA not later*  
22 *than December 1 of each fiscal year in which the*  
23 *Infrastructure Investment and Jobs Act (Public*  
24 *Law 117–58) provides airport grant program*  
25 *funds.*

1           (4) *INITIAL DISTRIBUTION.*—*With respect to ad-*  
2           *ministrative funds made available for fiscal years*  
3           *2022 through 2024, funds available as of the date of*  
4           *enactment of this Act shall be distributed to States*  
5           *through a cooperative agreement executed between the*  
6           *State and the FAA not later than 30 days after such*  
7           *date of enactment.*

8           (d) *REPORT.*—*The Comptroller General shall issue to*  
9           *the appropriate committees of Congress a report on the Of-*  
10          *fice of Airports of the FAA and the airport improvement*  
11          *program under subchapter I of chapter 471 and chapter 475*  
12          *of title 49, United States Code, and include in such report*  
13          *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   **SEC. 721. INNOVATIVE FINANCING TECHNIQUES.**

23           Section 47135 of title 49, United States Code, is  
24   amended—

1           (1) *by striking subsections (a) and (b) and in-*  
2           *serting the following:*

3           “(a) *AUTHORITY.—*

4                 “(1) *IN GENERAL.—The Secretary of Transpor-*  
5                 *tation may approve an application by an airport*  
6                 *sponsor to use grants received under this subchapter*  
7                 *for innovative financing techniques related to an air-*  
8                 *port development project that is located at an airport*  
9                 *that is not a large hub airport.*

10               “(2) *APPROVAL.—The Secretary may approve*  
11               *not more than 30 applications described under para-*  
12               *graph (1) in a fiscal year.*

13               “(b) *PURPOSES.—The purpose of grants made under*  
14               *this section shall be to—*

15                     “(1) *provide information on the benefits and dif-*  
16                     *ficulties of using innovative financing techniques for*  
17                     *airport development projects;*

18                     “(2) *lower the total cost of an airport develop-*  
19                     *ment project; or*

20                     “(3) *expedite the delivery or completion of an*  
21                     *airport development project without reducing safety*  
22                     *or causing environmental harm.”; and*

23                     (2) *in subsection (c)(2)—*

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

1           (B) in subparagraph (D) by striking the pe-  
2           riod at the end and inserting “; and”; and

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

4           “(E) any other techniques that the Sec-  
5           retary determines are consistent with the pur-  
6           poses of this section.”.

7 **SEC. 722. LONG-TERM MANAGEMENT PLANS.**

8           Section 47136(c) of title 49, United States Code is  
9           amended—

10           (1) by striking “applicants that will” and in-  
11           serting the following: “applicants that—

12           “(1) will”;

13           (2) by striking the period at the end and insert-  
14           ing “; and”; and

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

16           “(2) provide a long-term management plan for  
17           eligible vehicles and equipment that includes the exist-  
18           ing and future infrastructure requirements of the air-  
19           port related to such vehicles and equipment.”.

20 **SEC. 723. ALTERNATIVE PROJECT DELIVERY.**

21           (a) *IN GENERAL.*—Section 47142 of title 49, United  
22           States Code, is amended—

23           (1) in the section heading by striking “**Design-**  
24           **build contracting**” and inserting “**Alternative**  
25           **project delivery**”;

1           (2) *in subsection (a)—*

2                 (A) *in the matter preceding paragraph*

3           (1)—

4                 (i) *by striking “Administrator of the*  
5                 *Federal Aviation Administration” and in-*  
6                 *serting “Secretary of Transportation”; and*

7                 (ii) *by striking “award a design-build”*  
8                 *and inserting “award a covered project de-*  
9                 *livery”;*

10                (B) *in paragraph (2) by striking “design-*  
11                *build” and inserting “covered project delivery”;*  
12                *and*

13                (C) *in paragraph (4) by striking “design-*  
14                *build contract will” and inserting “covered*  
15                *project delivery contract is projected to”; and*

16                (3) *by striking subsection (c) and inserting the*  
17                *following:*

18                “(c) *PILOT PROGRAM.—*

19                        “(1) *PILOT PROGRAM.—Not later than 270 days*  
20                        *after the date of enactment of this section, the Sec-*  
21                        *retary shall establish a pilot program under which*  
22                        *the Administrator may award grants for integrated*  
23                        *project delivery contracts, as described in subsection*  
24                        *(d)(2), to carry out up to 5 building construction*

1 *projects at airports in the United States with a grant*  
2 *awarded under section 47104.*

3 “(2) *APPLICATION.—*

4 “(A) *ELIGIBILITY.—A sponsor of an airport*  
5 *may submit to the Secretary an application, in*  
6 *such time and manner and containing such in-*  
7 *formation as the Secretary may require, to carry*  
8 *out a building construction project under the*  
9 *pilot program that would otherwise be eligible*  
10 *for assistance under this chapter.*

11 “(B) *APPROVAL.—The Secretary may ap-*  
12 *prove the application of a sponsor of an airport*  
13 *submitted under paragraph (1) to authorize such*  
14 *sponsor to award an integrated project delivery*  
15 *contract using a selection process permitted*  
16 *under applicable State or local law if—*

17 “(i) *the Secretary approves the appli-*  
18 *cation using criteria established by the Sec-*  
19 *retary;*

20 “(ii) *the integrated project delivery*  
21 *contract is in a form that is approved by*  
22 *the Secretary;*

23 “(iii) *the Secretary is satisfied that the*  
24 *contract will be executed pursuant to com-*  
25 *petitive procedures and contains a sche-*

1            *matic design and any other material that*  
2            *the Secretary determines sufficient to ap-*  
3            *prove the grant;*

4            *“(iv) the Secretary is satisfied that the*  
5            *use of an integrated project delivery con-*  
6            *tract will be cost effective and expedite the*  
7            *project;*

8            *“(v) the Secretary is satisfied that*  
9            *there will be no conflict of interest; and*

10           *“(vi) the Secretary is satisfied that the*  
11           *contract selection process will be open, fair,*  
12           *and objective and that not less than 2 sets*  
13           *of proposals will be submitted for each team*  
14           *entity under the selection process.*

15           *“(3) REIMBURSEMENT OF COSTS.—*

16           *“(A) IN GENERAL.—The Secretary may re-*  
17           *imburse a sponsor of an airport for any design*  
18           *or construction costs incurred before a grant is*  
19           *made pursuant to this section if—*

20           *“(i) the project funding is approved by*  
21           *the Secretary in advance;*

22           *“(ii) the project is carried out in ac-*  
23           *cordance with all administrative and statu-*  
24           *tory requirements under this chapter; and*



1                   “(iii) the project is carried out under  
2                   this chapter after a grant agreement has  
3                   been executed.

4                   “(B) ACCOUNTING.—Reimbursement of costs  
5                   shall be based on transparent cost accounting or  
6                   open book cost accounting.

7                   “(d) COVERED PROJECT DELIVERY CONTRACT DE-  
8                   FINED.—In this section, the term ‘covered project delivery  
9                   contract’ means—

10                   “(1) an agreement that provides for both design  
11                   and construction of a project by a contractor through  
12                   alternative project delivery methods, including con-  
13                   struction manager-at-risk and progressive design  
14                   build; or

15                   “(2) a single contract for the delivery of a whole  
16                   project that—

17                   “(A) includes, at a minimum, the sponsor,  
18                   builder, and architect-engineer as parties that  
19                   are subject to the terms of the contract;

20                   “(B) aligns the interests of all the parties to  
21                   the contract with respect to the project costs and  
22                   project outcomes; and

23                   “(C) includes processes to ensure trans-  
24                   parency and collaboration among all parties to

1           *the contract relating to project costs and project*  
 2           *outcomes.”.*

3           **(b) BRIEFING.**—*Not later than 2 years after the Sec-*  
 4 *retary establishes the pilot program under section 47142(c)*  
 5 *of title 49, United States Code (as amended by subsection*  
 6 *(a)), the Secretary shall brief the appropriate committees*  
 7 *of Congress on whether integrated project delivery or other*  
 8 *covered project delivery contracts authorized under such sec-*  
 9 *tion resulted in any project efficiencies.*

10          **(c) CLERICAL AMENDMENT.**—*The analysis for chapter*  
 11 *471 of title 49, United States Code, is amended by striking*  
 12 *the item relating to section 47142 and inserting the fol-*  
 13 *lowing:*

          “47142. *Alternative project delivery.*”.

14   **SEC. 724. NONMOVEMENT AREA SURVEILLANCE SURFACE**  
 15                           **DISPLAY SYSTEMS PILOT PROGRAM.**

16           *Section 47143(c) of title 49, United States Code, is*  
 17 *amended by striking “May 11, 2024” and inserting “Octo-*  
 18 *ber 1, 2028”.*

19   **SEC. 725. AIRPORT ACCESSIBILITY.**

20           **(a) IN GENERAL.**—*Subchapter I of chapter 471 of title*  
 21 *49, United States Code, is amended by adding at the end*  
 22 *the following:*

23   **“§47145. Pilot program for airport accessibility**

24           **“(a) IN GENERAL.**—*The Secretary of Transportation*  
 25 *shall establish and carry out a pilot program to award*

1 *grants to sponsors to carry out capital projects to upgrade*  
2 *the accessibility of commercial service airports for individ-*  
3 *uals with disabilities by increasing the number of commer-*  
4 *cial service airports, airport terminals, or airport facilities*  
5 *that meet or exceed the standards and regulations under*  
6 *the Americans with Disabilities Act of 1990 (42 U.S.C.*  
7 *12131 et seq.) and the Rehabilitation Act of 1973 (29 U.S.C.*  
8 *701 note).*

9 “(b) *USE OF FUNDS.*—

10 “(1) *IN GENERAL.*—Subject to paragraph (2), a  
11 *sponsor shall use a grant awarded under this sec-*  
12 *tion—*

13 “(A) *for a project to repair, improve, or re-*  
14 *locate the infrastructure of an airport, airport*  
15 *terminal, or airport facility to increase accessi-*  
16 *bility for individuals with disabilities, or as part*  
17 *of a plan to increase accessibility for individuals*  
18 *with disabilities;*

19 “(B) *to develop or modify a plan (as de-*  
20 *scribed in subsection (e)) for a project that in-*  
21 *creases accessibility for individuals with disabil-*  
22 *ities, including—*

23 “(i) *assessments of accessibility or as-*  
24 *sessments of planned modifications to an*  
25 *airport, airport terminal, or airport facility*

1           for passenger use, performed by the dis-  
2           ability advisory committee of the recipient  
3           airport (if applicable), the protection and  
4           advocacy system for individuals with dis-  
5           abilities in the applicable State, a center for  
6           independent living, or a disability organi-  
7           zation, including an advocacy or nonprofit  
8           organization that represents or provides  
9           services to individuals with disabilities; or

10           “(ii) coordination by the disability ad-  
11           visory committee of the recipient airport  
12           with a protection and advocacy system, cen-  
13           ter for independent living, or such dis-  
14           ability organization; or

15           “(C) to carry out any other project that  
16           meets or exceeds the standards and regulations  
17           described in subsection (a).

18           “(2) *LIMITATION.*—Eligible costs for a project  
19           funded with a grant awarded under this section shall  
20           be limited to the costs associated with carrying out  
21           the purpose authorized under subsection (a).

22           “(c) *ELIGIBILITY.*—A sponsor may use a grant under  
23           this section to upgrade a commercial service airport that  
24           is accessible to and usable by individuals with disabil-  
25           ities—

1           “(1) consistent with the current (as of the date  
2 of the upgrade) standards and regulations described  
3 in subsection (a); and

4           “(2) even if the related service, program, or ac-  
5 tivity, when viewed in the entirety of the service, pro-  
6 gram, or activity, is readily accessible and usable as  
7 so described.

8           “(d) *SELECTION CRITERIA.*—In making grants to  
9 sponsors under this section, the Secretary shall give priority  
10 to sponsors that are proposing—

11           “(1) a capital project to upgrade the accessibility  
12 of a commercial service airport that is not accessible  
13 to and usable by individuals with disabilities con-  
14 sistent with standards and regulations described in  
15 subsection (a); or

16           “(2) to meet or exceed the Airports Council  
17 International accreditation under the Accessibility  
18 Enhancement Accreditation, through the incorpora-  
19 tion of universal design principles.

20           “(e) *ACCESSIBILITY COMMITMENT.*—A sponsor that re-  
21 ceives a grant under this section shall adopt a plan under  
22 which the sponsor commits to pursuing airport accessibility  
23 projects that—

24           “(1) enhance the passenger experience and maxi-  
25 mize accessibility of commercial service airports, air-

1 *port terminals, or airport facilities for individuals*  
2 *with disabilities, including by—*

3 *“(A) upgrading bathrooms, counters, or*  
4 *pumping rooms;*

5 *“(B) increasing audio and visual accessi-*  
6 *bility on information boards, security gates, or*  
7 *paging systems;*

8 *“(C) updating airport terminals to increase*  
9 *the availability of accessible seating and power*  
10 *outlets for durable medical equipment (such as*  
11 *powered wheelchairs);*

12 *“(D) updating airport websites and other*  
13 *information communication technology to be ac-*  
14 *cessible for individuals with disabilities; or*

15 *“(E) increasing the number of elevators, in-*  
16 *cluding elevators that move power wheelchairs to*  
17 *an aircraft;*

18 *“(2) improve the operations of, provide effi-*  
19 *ciencies of service to, and enhance the use of commer-*  
20 *cial service airports for individuals with disabilities;*

21 *“(3) establish a disability advisory committee if*  
22 *the airport is a small, medium, or large hub airport;*  
23 *and*

24 *“(4) make improvements in personnel, infra-*  
25 *structure, and technology that can assist passenger*

1 *self-identification regarding disability and needing*  
2 *assistance.*

3 “(f) *COORDINATION WITH DISABILITY ADVOCACY EN-*  
4 *TITIES.—In administering grants under this section, the*  
5 *Secretary shall encourage—*

6 “(1) *engagement with disability advocacy enti-*  
7 *ties (such as the disability advisory committee of the*  
8 *sponsor) and a protection and advocacy system for*  
9 *individuals with disabilities in the applicable State,*  
10 *a center for independent living, or a disability orga-*  
11 *nization, including an advocacy or nonprofit organi-*  
12 *zation that represents or provides services to individ-*  
13 *uals with disabilities; and*

14 “(2) *assessments of accessibility or assessments of*  
15 *planned modifications to commercial service airports*  
16 *to the extent merited by the scope of the capital*  
17 *project of the sponsor proposed to be assisted under*  
18 *this section, taking into account any such assessment*  
19 *already conducted by the Federal Aviation Adminis-*  
20 *tration.*

21 “(g) *FEDERAL SHARE OF COSTS.—The Government’s*  
22 *share of allowable project costs for a project carried out with*  
23 *a grant under this section shall be the Government’s share*  
24 *of allowable project costs specified under section 47109.*

25 “(h) *DEFINITIONS.—In this section:*

1           “(1) *CENTER FOR INDEPENDENT LIVING.*—The  
2           term ‘center for independent living’ has the meaning  
3           given such term in section 702 of the Rehabilitation  
4           Act of 1973 (29 U.S.C. 796a).

5           “(2) *DISABILITY ADVISORY COMMITTEE.*—The  
6           term ‘disability advisory committee’ means a body of  
7           stakeholders (including airport staff, airline rep-  
8           resentatives, and individuals with disabilities) that  
9           provide to airports and appropriate transportation  
10          authorities input from individuals with disabilities,  
11          including identifying opportunities for removing bar-  
12          riers, expanding accessibility features, and improving  
13          accessibility for individuals with disabilities at air-  
14          ports.

15          “(3) *PROTECTION AND ADVOCACY SYSTEM.*—The  
16          term ‘protection and advocacy system’ means a sys-  
17          tem established in accordance with section 143 of the  
18          Developmental Disabilities Assistance and Bill of  
19          Rights Act of 2000 (42 U.S.C. 15043).

20          “(i) *FUNDING.*—Notwithstanding any other provision  
21          of this chapter, for each of fiscal years 2025 through 2028,  
22          the Secretary may use up to \$20,000,000 of the amounts  
23          that would otherwise be used to make grants from the discre-  
24          tionary fund under section 47115 for each such fiscal year  
25          to carry out this section.”.



1           (b) *CONFORMING AMENDMENT.*—*The analysis for sub-*  
 2 *chapter I of chapter 471 of title 49, United States Code,*  
 3 *is amended by inserting after the item relating to section*  
 4 *47144 the following:*

*“47145. Pilot program for airport accessibility.”.*

5   **SEC. 726. GENERAL AVIATION AIRPORT RUNWAY EXTEN-**  
 6                                   **SION PILOT PROGRAM.**

7           (a) *IN GENERAL.*—*Subchapter I of chapter 471 of title*  
 8 *49, United States Code, is further amended by adding at*  
 9 *the end the following:*

10   **“§47146. General aviation program runway extension**  
 11                                   **pilot program**

12           “(a) *ESTABLISHMENT.*—*The Secretary of Transpor-*  
 13 *tation shall establish and carry out a pilot program to pro-*  
 14 *vide grants to general aviation airports to increase the usa-*  
 15 *ble runway length capability at such airports in order to—*

16                           “(1) *expand access to such airports for larger*  
 17                           *aircraft; and*

18                           “(2) *support the development and economic via-*  
 19                           *bility of such airports.*

20           “(b) *GRANTS.*—

21                           “(1) *IN GENERAL.*—*For the purpose of carrying*  
 22 *out the pilot program established in subsection (a),*  
 23 *the Secretary shall make grants to not more than 2*  
 24 *sponsors of general aviation airports per fiscal year.*

1           “(2) *USE OF FUNDS.*—A sponsor of a general  
2           aviation airport shall use a grant awarded under this  
3           section to plan, design, or construct a project to ex-  
4           tend an existing primary runway by not greater than  
5           1,000 feet in order to accommodate large turboprop or  
6           turbojet aircraft that cannot be accommodated with  
7           the existing runway length.

8           “(3) *ELIGIBILITY.*—To be eligible to receive a  
9           grant under this section, a sponsor of a general avia-  
10          tion airport shall submit an application to the Sec-  
11          retary at such time, in such form, and containing  
12          such information as the Secretary may require.

13          “(4) *SELECTION.*—In selecting an applicant for  
14          a grant under this section, the Secretary shall  
15          prioritize projects that demonstrate that the existing  
16          runway length at the airport is—

17                 “(A) inadequate to support the near-term  
18                 operations of 1 or more business entities oper-  
19                 ating at the airport as of the date of submission  
20                 of such application;

21                 “(B) a direct aircraft operational impedi-  
22                 ment to airport economic viability, job creation  
23                 or retention, or local economic development; and

1           “(C) not located within 20 miles of another  
2           National Plan of Integrated Airport Systems  
3           airport with comparable runway length.

4           “(c) *PROJECT JUSTIFICATION*.—A project that dem-  
5           onstrates the criteria described in subsection (b) shall be  
6           considered a justified cost with respect to the pilot program,  
7           notwithstanding—

8           “(1) any benefit-cost analysis required under sec-  
9           tion 47115(d); or

10          “(2) a project justification determination de-  
11          scribed in section 3 of chapter 3 of FAA Order  
12          5100.38D, *Airport Improvement Program Handbook*  
13          (dated September 30, 2014) (or any successor docu-  
14          ment).

15          “(d) *FEDERAL SHARE*.—The Government’s share of al-  
16          lowable project costs for a project carried out with a grant  
17          under this section shall be the Government’s share of allow-  
18          able project costs specified under section 47109.

19          “(e) *REPORT TO CONGRESS*.—Not later than 5 years  
20          after the establishment of the pilot program under sub-  
21          section (a), the Secretary shall submit to the Committee on  
22          Commerce, Science, and Transportation of the Senate and  
23          the Committee on Transportation and Infrastructure of the  
24          House of Representatives a report that evaluates the pilot  
25          program, including—

1           “(1) information regarding the level of applicant  
2           interest in grants for increasing runway length;

3           “(2) the number of large aircraft that accessed  
4           each general aviation airport that received a grant  
5           under the pilot program in comparison to the number  
6           of such aircraft that accessed the airport prior to the  
7           date of enactment of the FAA Reauthorization Act of  
8           2024, based on data provided to the Secretary by the  
9           airport sponsor not later than 6 months before the  
10          submission date described in this subsection; and

11          “(3) a description, provided to the Secretary by  
12          the airport sponsor not later than 6 months before the  
13          submission date described in this subsection, of the  
14          economic development opportunities supported by in-  
15          creasing the runway length at general aviation air-  
16          ports.

17          “(f) FUNDING.—For each of fiscal years 2025 through  
18          2028, the Secretary may use funds under section  
19          47116(b)(2) to carry out this section.”.

20          (b) CLERICAL AMENDMENT.—The analysis for sub-  
21          chapter I of chapter 471 of title 49, United States Code,  
22          is further amended by inserting after the item relating to  
23          section 47145 the following:

          “47146. General aviation airport runway extension pilot program.”.

1 **SEC. 727. REPEAL OF OBSOLETE CRIMINAL PROVISIONS.**

2       Section 47306 of title 49, United States Code, and the  
3 item relating to such section in the analysis for chapter 473  
4 of such title, are repealed.

5 **SEC. 728. TRANSFERS OF AIR TRAFFIC SYSTEMS ACQUIRED**  
6                                   **WITH AIP FUNDING.**

7       (a) *IN GENERAL.*—Section 44502(e) of title 49, United  
8 States Code, is amended—

9               (1) in paragraph (1) by striking “An airport”  
10 and inserting “Subject to paragraph (4), an airport  
11 in a non-contiguous State”;

12               (2) in paragraph (3)—

13                       (A) in subparagraph (B) by striking “or”  
14 at the end;

15                       (B) in subparagraph (C) by striking the pe-  
16 riod at the end and inserting “; or”; and

17                       (C) by adding at the end the following new  
18 subparagraph:

19                               “(D) a Medium Intensity Approach Light-  
20 ing System with Runway Alignment Indicator  
21 Lights.”; and

22               (3) by adding at the end the following new para-  
23 graph:

24                               “(4) *EXCEPTION.*—The requirement under para-  
25 graph (1) that an eligible air traffic system or equip-  
26 ment be purchased in part using a Government air-

1        *port aid program, airport development aid program,*  
2        *or airport improvement project grant shall not apply*  
3        *if the air traffic system or equipment is installed at*  
4        *an airport that is categorized as a basic or local gen-*  
5        *eral aviation airport under the most recently pub-*  
6        *lished national plan of integrated airport systems*  
7        *under section 47103.”.*

8        *(b) EFFECTIVE DATE.—The amendments made by this*  
9        *section shall take effect beginning on October 1, 2024.*

10    **SEC. 729. NATIONAL PRIORITY SYSTEM FORMULAS.**

11        *(a) IN GENERAL.—Not later than 1 year after the date*  
12        *of enactment of this Act, the Secretary shall review and up-*  
13        *date the National Priority System prioritization formulas*  
14        *contained in FAA Order 5090.5 to account for the amend-*  
15        *ments to chapter 471 of title 49, United States Code, made*  
16        *by this Act.*

17        *(b) REQUIRED CONSULTATION.—In revising the for-*  
18        *mulas under subsection (a), the Secretary shall consult with*  
19        *representatives of the following:*

20                *(1) Primary airports, including large, medium,*  
21                *small, and nonhub airports.*

22                *(2) Non-primary airports, including general*  
23                *aviation airports.*

24                *(3) Airport trade associations, including trade*  
25                *associations representing airport executives.*

1           (4) *State aviation officials, including associa-*  
2           *tions representing such officials.*

3           (5) *Air carriers, including mainline, regional,*  
4           *and low-cost air carriers.*

5           (6) *Associations representing air carriers.*

6           (c) *PRIORITY PROJECTS.—In revising the formulas*  
7           *under subsection (a), the Secretary shall assign the highest*  
8           *priority to projects that increase or maintain the safety,*  
9           *efficiency, and capacity of the aviation system.*

10 **SEC. 730. MINORITY AND DISADVANTAGED BUSINESS PAR-**  
11 **TICIPATION.**

12           (a) *FINDINGS.—Congress finds the following:*

13           (1) *While significant progress has occurred due*  
14           *to the establishment of the airport disadvantaged*  
15           *business enterprise program and the airport conces-*  
16           *sions disadvantaged business enterprise program*  
17           *under sections 47113 and 47107(e) of title 49, United*  
18           *States Code, respectively, discrimination and related*  
19           *barriers continue to pose significant obstacles for*  
20           *minority- and women-owned businesses seeking to do*  
21           *business in airport-related markets across the Nation.*

22           (2) *Congress has received and reviewed testimony*  
23           *and documentation of race and gender discrimination*  
24           *from numerous sources, including congressional hear-*  
25           *ings and roundtables, scientific reports, reports issued*

1 *by public and private agencies, news stories, reports*  
2 *of discrimination by organizations and individuals,*  
3 *and discrimination lawsuits. Such testimony and*  
4 *documentation show that race- and gender-neutral ef-*  
5 *forts alone are insufficient to address the problem.*

6 *(3) The testimony and documentation described*  
7 *in paragraph (2) demonstrate that race and gender*  
8 *discrimination pose a barrier to full and fair partici-*  
9 *ipation in airport-related businesses of women busi-*  
10 *ness owners and minority business owners in the ra-*  
11 *cial groups detailed in parts 23 and 26 of title 49,*  
12 *Code of Federal Regulations, and has impacted firm*  
13 *development and other aspects of airport-related busi-*  
14 *ness in the public and private markets.*

15 *(4) The testimony and documentation described*  
16 *in paragraph (2) provide a strong basis that there is*  
17 *a compelling need for the continuation of the airport*  
18 *disadvantaged business enterprise program and the*  
19 *airport concessions disadvantaged business enterprise*  
20 *program to address race and gender discrimination*  
21 *in airport-related business.*

22 *(b) SUPPORTIVE SERVICES.—Section 47113 of title 49,*  
23 *United States Code, is amended by adding at the end the*  
24 *following:*

25 *“(f) SUPPORTIVE SERVICES.—*



1           “(1) *IN GENERAL.*—*The Secretary, in coordina-*  
2           *tion with the Administrator of the Federal Aviation*  
3           *Administration, may, at the request of an airport*  
4           *sponsor, provide assistance under a grant issued*  
5           *under this subchapter to develop, conduct, and ad-*  
6           *minister training programs and assistance programs*  
7           *in connection with any airport improvement project*  
8           *subject to part 26 of title 49, Code of Federal Regula-*  
9           *tions, for small business concerns referred to in sub-*  
10           *section (b) to achieve proficiency to compete, on an*  
11           *equal basis for contracts and subcontracts related to*  
12           *such projects.*

13           “(2) *ELIGIBLE ENTITIES.*—*An entity eligible to*  
14           *receive assistance under this section is—*

15                     “(A) *a State;*

16                     “(B) *a political subdivision of a State or*  
17                     *local government;*

18                     “(C) *a Tribal government;*

19                     “(D) *an airport sponsor;*

20                     “(E) *a metropolitan planning organization;*

21                     “(F) *a group of entities described in sub-*  
22                     *paragraphs (A) through (E); or*

23                     “(G) *any other organization considered ap-*  
24                     *propriate by the Secretary.”.*

1 **SEC. 731. EXTENSION OF PROVISION RELATING TO AIR-**  
2 **PORT ACCESS ROADS IN REMOTE LOCATIONS.**

3 *Section 162 of the FAA Reauthorization Act of 2018*  
4 *(49 U.S.C. 47102 note) is amended, in the matter preceding*  
5 *paragraph (1), by striking “2018” and all that follows*  
6 *through “2024” and inserting “2024 through 2028”.*

7 **SEC. 732. POPULOUS COUNTIES WITHOUT AIRPORTS.**

8 *Notwithstanding any other provision of law, the Sec-*  
9 *retary may not deny inclusion in the national plan of inte-*  
10 *grated airport systems maintained under section 47103 of*  
11 *title 49, United States Code, to an airport or proposed air-*  
12 *port if the airport or proposed 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 airport*  
16 *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 an-*  
20 *other 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;*

25 *(5) meets FAA airport design standards;*

26 *(6) submits a benefit-cost analysis;*

1           (7) *presents a detailed financial plan to accom-*  
2           *plish construction and ongoing maintenance; and*

3           (8) *has the documented support of the State gov-*  
4           *ernment for the entry of the airport or proposed air-*  
5           *port into the national plan.*

6 **SEC. 733. AIP HANDBOOK UPDATE.**

7           (a) *IN GENERAL.*—*Not later than 3 years after the*  
8           *date of enactment of this Act, the Administrator shall revise*  
9           *the Airport Improvement Program Handbook (FAA Order*  
10           *5100.38D) (in this section referred to as the “AIP Hand-*  
11           *book”)* *to account for legislative changes to the airport im-*  
12           *provement program under subchapter I of chapter 471 and*  
13           *chapter 475 of title 49, United States Code, and to make*  
14           *such other changes as the Administrator determines nec-*  
15           *essary.*

16           (b) *REQUIREMENTS RELATING TO ALASKA.*—*In revis-*  
17           *ing the AIP Handbook under subsection (a) (and in any*  
18           *subsequent revision), the Administrator, in consultation*  
19           *with the Governor of Alaska, shall identify and incorporate*  
20           *reasonable exceptions to the general requirements of the AIP*  
21           *Handbook to meet the unique circumstances, and advance*  
22           *the safety needs, of airports in Alaska, including with re-*  
23           *spect to the following:*

24           (1) *Snow Removal Equipment Building size and*  
25           *configuration.*

1           (2) *Expansion of lease areas.*

2           (3) *Shared governmental use of airport equip-*  
3 *ment and facilities in remote locations.*

4           (4) *Ensuring the resurfacing or reconstruction of*  
5 *legacy runways to support—*

6                 (A) *aircraft necessary to support critical*  
7 *health needs of a community;*

8                 (B) *remote fuel deliveries; and*

9                 (C) *firefighting response.*

10          (5) *The use of runway end identifier lights at*  
11 *airports in Alaska.*

12          (c) *ADDITIONAL REQUIREMENT.—In revising the AIP*  
13 *Handbook under subsection (a), the Administrator shall in-*  
14 *clude updates to reflect whether a light emitting diode sys-*  
15 *tem is an appropriate replacement for any existing halogen*  
16 *system.*

17          (d) *PUBLIC COMMENT.—*

18                 (1) *IN GENERAL.—Not later than 2 years after*  
19 *the date of enactment of this Act, the Administrator*  
20 *shall publish a draft revision of the AIP Handbook*  
21 *and make such draft available for public comment for*  
22 *a period of not less than 90 days.*

23                 (2) *REVIEW.—The Administrator shall—*

1           (A) review all comments submitted during  
2           the public comment period described under para-  
3           graph (1);

4           (B) as the Administrator considers appro-  
5           priate, incorporate changes based on such com-  
6           ments into the final revision of the Handbook;  
7           and

8           (C) provide a response to all significant  
9           comments.

10       (e) *INTERIM IMPLEMENTATION OF CHANGES.*—

11           (1) *IN GENERAL.*—Except as provided in para-  
12           graph (2), not later than 1 year after the date of en-  
13           actment of this Act, the Administrator shall issue pro-  
14           gram guidance letters to provide for the interim im-  
15           plementation of amendments made by this Act to the  
16           Airport Improvement Program.

17           (2) *ALASKA EXCEPTIONS.*—Not later than 60  
18           days after the date on which the Administrator iden-  
19           tified reasonable exceptions under subsection (b), the  
20           Administrator, in consultation with the Regional Ad-  
21           ministrator of the FAA Alaskan Region, shall issue  
22           program guidance letters to provide for the interim  
23           application of such exceptions.

1 **SEC. 734. GAO AUDIT OF AIRPORT FINANCIAL REPORTING**  
2 **PROGRAM.**

3 (a) *AUDIT.*—Not later than 18 months after the date  
4 of enactment of this Act, the Comptroller General shall ini-  
5 tiate an audit of the airport financial reporting program  
6 of the FAA and provide recommendations to the Adminis-  
7 trator on improvements to such program.

8 (b) *REQUIREMENTS.*—In conducting the audit re-  
9 quired under subsection (a), the Comptroller General shall,  
10 at a minimum—

11 (1) review relevant FAA guidance to airports,  
12 including the version of Advisory Circular 150/5100-  
13 19, titled “Operating and Financial Summary”, that  
14 is in effect on the date of enactment of this Act;

15 (2) evaluate the information requested or re-  
16 quired by the Administrator from airports for com-  
17 pleteness and usefulness by the FAA and the public;

18 (3) assess the costs associated with collecting, re-  
19 porting, and maintaining such information for air-  
20 ports and the FAA;

21 (4) determine if such information provided is—

22 (A) updated on a regular basis to make  
23 such information useful; and

24 (B) audited and verified in an appropriate  
25 manner;

1           (5) *assess if the Administrator has addressed the*  
2           *issues the Administrator discovered during the appor-*  
3           *tionment and disbursement of relief funds to airports*  
4           *under the Coronavirus Aid, Relief, and Economic Se-*  
5           *curity Act (Public Law 116–136) using inaccurate*  
6           *and aged airport financial data; and*

7           (6) *determine whether the airport financial re-*  
8           *porting program as structured as of the date of enact-*  
9           *ment of this Act provides value to the FAA, the avia-*  
10          *tion industry, or the public.*

11          (c) *REPORT TO CONGRESS.*—*Not later than 3 months*  
12          *after the completion of the audit required under subsection*  
13          *(a), the Comptroller General shall submit to the appropriate*  
14          *committees of Congress a report containing the findings of*  
15          *such audit and any recommendations provided to the Ad-*  
16          *ministrator to improve or alter the airport financial report-*  
17          *ing program.*

18          **SEC. 735. GAO STUDY OF ONSITE AIRPORT GENERATION.**

19          (a) *STUDY.*—*Not later than 1 year after the date of*  
20          *enactment of this Act, the Comptroller General shall initiate*  
21          *a study on the feasibility of installation and adoption of*  
22          *certain power generation property at airports which receive*  
23          *funding from the Federal Government.*

1       (b) *CONTENT.*—*In carrying out the study required*  
2 *under subsection (a), the Comptroller General shall exam-*  
3 *ine—*

4           (1) *any safety impacts of the installation and*  
5 *operation of such power generation property, either in*  
6 *aggregate or around certain locations or structures at*  
7 *the airport;*

8           (2) *regulatory barriers to adoption;*

9           (3) *benefits to adoption;*

10          (4) *previous examples of adoptions;*

11          (5) *impacts on other entities; and*

12          (6) *previous examples of adoption and factors*  
13 *pertaining to previous examples of adoption, includ-*  
14 *ing—*

15           (A) *novel uses beyond supplemental power*  
16 *generation, such as expanding nonresidential*  
17 *property around airports to minimize noise,*  
18 *power generation resilience, and market forces;*

19           (B) *challenges identified in the installation*  
20 *process;*

21           (C) *upfront and long-term costs, both fore-*  
22 *seen and unforeseen;*

23           (D) *funding sources used to pay for upfront*  
24 *costs; and*

25           (E) *long-term savings.*



1       (c) *REPORT.*—Not later than 2 years after the initi-  
2       ation of the study under subsection (a), the Comptroller  
3       General shall submit to the appropriate committees of Con-  
4       gress a report containing the results of the study and any  
5       recommendations based on such results.

6       (d) *POWER GENERATION PROPERTY DEFINED.*—In  
7       this section, the term “power generation property” means  
8       equipment defined in section 48(a)(3)(A) of the Internal  
9       Revenue Code of 1986.

10   **SEC. 736. TRANSPORTATION DEMAND MANAGEMENT AT**  
11                                   **AIRPORTS.**

12       (a) *IN GENERAL.*—Not later than 2 years after the  
13       date of enactment of this Act, the Comptroller General shall  
14       conduct a study to examine the efficacy of transportation  
15       demand management strategies at United States airports.

16       (b) *CONSIDERATIONS.*—In conducting the study under  
17       subsection (a), the Comptroller General shall examine, at  
18       a minimum—

19               (1) *whether transportation demand management*  
20               *strategies should be considered by airports when mak-*  
21               *ing infrastructure planning and construction deci-*  
22               *sions;*

23               (2) *the impact of transportation demand man-*  
24               *agement strategies on existing multimodal options to*  
25               *and from airports in the United States; and*

1           (3) *best practices for developing transportation*  
2           *demand management strategies that can be used to*  
3           *improve access to airports for passengers and airport*  
4           *and airline personnel.*

5           (c) *REPORT.*—*Upon completion of the study conducted*  
6           *under subsection (a), the Comptroller General shall submit*  
7           *to the appropriate committees of Congress a report on such*  
8           *study.*

9           (d) *TRANSPORTATION DEMAND MANAGEMENT STRAT-*  
10          *EGY DEFINED.*—*In this section, the term “transportation*  
11          *demand management strategy” means the use of planning,*  
12          *programs, policy, marketing, communications, incentives,*  
13          *pricing, data, and technology to optimize travel modes,*  
14          *routes used, departure times, and number of trips.*

15          **SEC. 737. COASTAL AIRPORTS ASSESSMENT.**

16          (a) *IN GENERAL.*—*Not later than 2 years after the*  
17          *date of enactment of this Act, the Administrator, in coordi-*  
18          *nation with the Chief of Engineers and Commanding Gen-*  
19          *eral of the United States Army Corps of Engineers, and*  
20          *the Administrator of the National Oceanic and Atmospheric*  
21          *Administration, shall initiate an assessment on the resil-*  
22          *ience of airports in coastal or flood-prone areas of the*  
23          *United States.*

24          (b) *CONTENTS.*—*The assessment required under sub-*  
25          *section (a) shall—*

1           (1) *examine the impact of hazardous weather*  
2           *and other environmental factors that pose risks to air-*  
3           *ports in coastal or flood-prone areas; and*

4           (2) *identify and evaluate initiatives and best*  
5           *practices to prevent and mitigate the impacts of fac-*  
6           *tors described in paragraph (1) on airports in coastal*  
7           *or flood-prone areas.*

8           (c) *REPORT.*—*Upon completion of the assessment, the*  
9           *Administrator shall submit to the appropriate committees*  
10          *of Congress and the Committee on Science, Space, and*  
11          *Technology of the House of Representatives a report on—*

12           (1) *the results of the assessment required under*  
13           *subsection (a); and*

14           (2) *recommendations for legislative or adminis-*  
15           *trative action to improve the resiliency of airports in*  
16           *coastal or flood-prone areas in the United States.*

17          **SEC. 738. AIRPORT INVESTMENT PARTNERSHIP PROGRAM.**

18          *Section 47134(b) of title 49, United States Code, is*  
19          *amended by adding at the end the following:*

20           “(4) *BENEFIT-COST ANALYSIS.*—

21           “(A) *IN GENERAL.*—*Prior to approving an*  
22           *application submitted under subsection (a), the*  
23           *Secretary may require a benefit-cost analysis.*

1           “(B) *FINDING.*—If a benefit-cost analysis is  
2           required, the Secretary shall issue a preliminary  
3           and conditional finding, which shall—

4                   “(i) be issued not later than 60 days  
5                   after the date on which the sponsor submits  
6                   all information required by the Secretary;

7                   “(ii) be based upon a collaborative re-  
8                   view process that includes the sponsor or a  
9                   representative of the sponsor;

10                   “(iii) not constitute the issuance of a  
11                   Federal grant or obligation to issue a grant  
12                   under this chapter or other provision of law;  
13                   and

14                   “(iv) not constitute any other obliga-  
15                   tion on the part of the Federal Government  
16                   until the conditions specified in the final  
17                   benefit-cost analysis are met.”.

18 **SEC. 739. SPECIAL RULE FOR RECLASSIFICATION OF CER-**  
19 **TAIN UNCLASSIFIED AIRPORTS.**

20           (a) *REQUEST FOR RECLASSIFICATION.*—

21                   (1) *IN GENERAL.*—Not later than September 30,  
22                   2024, a privately owned reliever airport (as such  
23                   term is defined in section 47102 of title 49, United  
24                   States Code) that is identified as unclassified in the  
25                   National Plan of Integrated Airport Systems of the

1        *FAA titled “National Plan of Integrated Airport Sys-*  
2        *tems (NPIAS) 2023–2027”, published on September*  
3        *30, 2022 may submit to the Secretary a request to re-*  
4        *classify the airport according to the criteria used to*  
5        *classify a publicly owned airport.*

6            (2) *REQUIRED INFORMATION.—In submitting a*  
7        *request under paragraph (1), a privately owned re-*  
8        *liever airport shall include the following information:*

9            (A) *A sworn statement and accompanying*  
10        *documentation that demonstrates how the airport*  
11        *would satisfy the requirements of FAA Order*  
12        *5090.5, titled “Formulation of the NPIAS and*  
13        *ACIP” (or any successor guidance), to be classi-*  
14        *fied as “Local” or “Basic” if the airport was*  
15        *publicly owned.*

16            (B) *A report that—*

17            (i) *identifies the role of the airport to*  
18        *the aviation system; and*

19            (ii) *describes the long-term fiscal via-*  
20        *bility of the airport based on demonstrated*  
21        *aeronautical activity and associated reve-*  
22        *nuues relative to ongoing operating and*  
23        *maintenance costs.*

24            (b) *ELIGIBILITY REVIEW.—*

1           (1) *IN GENERAL.*—Not later than 60 days after  
2           receiving a request from a privately owned reliever  
3           airport under subsection (a), the Secretary shall per-  
4           form an eligibility review with respect to the airport,  
5           including an assessment of the safety, security, capac-  
6           ity, access, compliance with Federal grant assurances,  
7           and protection of natural resources of the airport and  
8           the quality of the environment, as prescribed by the  
9           Secretary.

10           (2) *PUBLIC SPONSOR.*—In performing the eligi-  
11           bility review under paragraph (1), the Secretary—

12                   (A) may require the airport requesting re-  
13                   classification to provide information regarding  
14                   the outlook (whether positive or negative) for ob-  
15                   taining a public sponsor; and

16                   (B) may not require the airport to obtain  
17                   a public sponsor.

18           (c) *RECLASSIFICATION BY SECRETARY.*—

19           (1) *IN GENERAL.*—Not later than 60 days after  
20           receiving a request from a privately owned reliever  
21           airport under subsection (a)(1), the Secretary shall  
22           grant such request if the following criteria are met:

23                   (A) The request includes the required infor-  
24                   mation under subsection (a)(2).

1           (B) *The privately owned reliever airport, to*  
2           *the satisfaction of the Secretary—*

3                   (i) *passes the eligibility review per-*  
4                   *formed under subsection (b); or*

5                   (ii) *submits a corrective action plan in*  
6                   *accordance with paragraph (2).*

7           (2) *CORRECTIVE ACTION PLAN.—With respect to*  
8           *a privately owned reliever airport that does not, to*  
9           *the satisfaction of the Secretary, pass the eligibility*  
10           *review performed under subsection (b), the Secretary*  
11           *shall provide notice of disapproval to such airport not*  
12           *later than 60 days after receiving the request under*  
13           *subsection (a)(1), and such airport may resubmit to*  
14           *the Secretary a reclassification request along with a*  
15           *corrective action plan that—*

16                   (A) *resolves any shortcomings identified in*  
17                   *such eligibility review; and*

18                   (B) *proves that any necessary corrective ac-*  
19                   *tion 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) *October 1, 2025, for any request granted*  
24                   *under subsection (c)(1); and*

1           (2) *October 1, 2026, for any request granted*  
2           *after the submission of a corrective action plan under*  
3           *subsection (c)(2).*

4 **SEC. 740. PERMANENT SOLAR POWERED TAXIWAY EDGE**  
5           **LIGHTING SYSTEMS.**

6           *Not later than 2 years after the date of enactment of*  
7           *this Act, the Administrator shall produce an engineering*  
8           *brief that describes the acceptable use of permanent solar*  
9           *powered taxiway edge lighting systems at regional, local,*  
10          *and basic general aviation airports (as categorized in the*  
11          *most recent National Plan of Integrated Airport Systems*  
12          *of the FAA titled “National Plan of Integrated Airport Sys-*  
13          *tems (NPIAS) 2023–2027”, published on September 30,*  
14          *2022).*

15 **SEC. 741. SECONDARY RUNWAYS.**

16          *In approving grants for projects with funds made*  
17          *available pursuant to title VIII of division J of the Infra-*  
18          *structure Investment and Jobs Act (Public Law 117–58)*  
19          *under the heading “Federal Aviation Administration—Air-*  
20          *port Infrastructure Grants”, the Administrator shall con-*  
21          *sider permitting a nonhub or small hub airport to use such*  
22          *funds to extend secondary runways, notwithstanding the*  
23          *level of operational activity at such airport.*



1 **SEC. 742. INCREASING ENERGY EFFICIENCY OF AIRPORTS**  
2 **AND MEETING CURRENT AND FUTURE EN-**  
3 **ERGY 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 energy power de-**  
7 **mand**

8 “(a) *IN GENERAL.*—The Secretary of Transportation  
9 shall establish a program under which the Secretary shall—

10 “(1) encourage the sponsor of each public-use  
11 airport to—

12 “(A) conduct airport planning that assesses  
13 the airport’s—

14 “(i) current and future energy power  
15 requirements, including—

16 “(I) heating and cooling;

17 “(II) on-road airport vehicles and  
18 ground support equipment;

19 “(III) gate electrification;

20 “(IV) electric aircraft charging;

21 and

22 “(V) vehicles and equipment used  
23 to transport passengers and employees  
24 between the airport and—

25 “(aa) nearby facilities owned  
26 or controlled by the airport or

1                   *which otherwise directly support*  
2                   *the functions or services provided*  
3                   *by the airport; or*

4                   “*(bb) an intermodal surface*  
5                   *transportation facility adjacent to*  
6                   *the airport; and*

7                   “*(ii) existing energy infrastructure*  
8                   *condition, location, and capacity, including*  
9                   *base load and backup power, to meet the*  
10                  *current and future electrical power demand*  
11                  *as identified in this subparagraph; and*

12                  “*(B) conduct airport development to im-*  
13                  *prove energy efficiency, increase peak load sav-*  
14                  *ings at the airport, and meet future electrical*  
15                  *power demands as identified in subparagraph*  
16                  *(A); and*

17                  “*(2) reimburse the airport sponsor for the costs*  
18                  *incurred in conducting the assessment under para-*  
19                  *graph (1)(A).*

20                  “*(b) GRANTS.—The Secretary shall make grants to*  
21                  *airport sponsors from amounts made available under sec-*  
22                  *tion 48103 to assist such sponsors that have completed the*  
23                  *assessment described in subsection (a)(1)—*

24                         “*(1) to acquire or construct equipment that will*  
25                         *improve energy efficiency at the airport; and*

1           “(2) to pursue an airport development project  
2           described in subsection (a)(1)(B).

3           “(c) *APPLICATION*.—To be eligible for a grant under  
4           paragraph (1), the sponsor of a public-use airport shall sub-  
5           mit an application, including a certification that no safety  
6           projects are being deferred by requesting a grant under this  
7           section, to the Secretary at such time, in such manner, and  
8           containing such information as the Secretary may re-  
9           quire.”.

10          (b) *CLERICAL AMENDMENT*.—The analysis for chapter  
11          471 of title 49, United States Code, is amended by striking  
12          the item relating to section 47140 and inserting the fol-  
13          lowing:

          “47140. Meeting current and future energy power demand.”.

14          **SEC. 743. REVIEW OF AIRPORT LAYOUT PLANS.**

15          (a) *IN GENERAL*.—Section 163 of the *FAA Reauthor-*  
16          *ization Act of 2018* (49 U.S.C. 47107 note) is amended—

17                 (1) by striking subsection (a) and inserting the  
18                 following:

19                 “(a) [Reserved].”; and

20                 (2) by striking subsection (b) and inserting the  
21                 following:

22                 “(b) [Reserved].”.

23          (b) *AIRPORT LAYOUT PLAN APPROVAL AUTHORITY*.—  
24          Section 47107 of title 49, United States Code, is amended—

25                 (1) in subsection (a)(16)—

1           (A) by striking subparagraph (B) and in-  
2           serting the following:

3           “(B) subject to subsection (x), the Secretary  
4           will review and approve or disapprove the plan  
5           and any revision or modification of the plan be-  
6           fore the plan, revision, or modification takes ef-  
7           fect;” and

8           (B) in subparagraph (C)(i) by striking  
9           “subparagraph (B)” and inserting “subsection  
10          (x)”; and

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

12          “(x) SCOPE OF AIRPORT LAYOUT PLAN REVIEW AND  
13          APPROVAL AUTHORITY OF SECRETARY.—

14                 “(1) AUTHORITY OVER PROJECTS ON LAND AC-  
15          QUIRED WITHOUT FEDERAL ASSISTANCE.—For pur-  
16          poses of subsection (a)(16)(B), with respect to any  
17          project proposed on land acquired by an airport  
18          owner or operator without Federal assistance, the Sec-  
19          retary may review and approve or disapprove only  
20          the portions of the plan (or any subsequent revision  
21          to the plan) that—

22                 “(A) materially impact the safe and effi-  
23          cient operation of aircraft at, to, or from the air-  
24          port;

1           “(B) adversely affect the safety of people or  
2           property on the ground as a result of aircraft op-  
3           erations; or

4           “(C) adversely affect the value of prior Fed-  
5           eral investments to a significant extent.

6           “(2) *LIMITATION ON NON-AERONAUTICAL RE-*  
7           *VIEW.—*

8           “(A) *IN GENERAL.—*The Secretary may not  
9           require an airport to seek approval for (includ-  
10          ing in the submission of an airport layout plan),  
11          or directly or indirectly regulate or place condi-  
12          tions on (including through any grant assur-  
13          ance), any project that is not subject to para-  
14          graph (1).

15          “(B) *REVIEW AND APPROVAL AUTHORITY.—*  
16          If only a portion of a project proposed by an  
17          airport owner or operator is subject to the review  
18          and approval of the Secretary under subsection  
19          (a)(16)(B), the Secretary shall not extend review  
20          and approval authority to other non-aero-  
21          nautical portions of the project.

22          “(3) *NOTICE.—*

23          “(A) *IN GENERAL.—*An airport owner or  
24          operator shall submit to the Secretary a notice of  
25          intent to proceed with a proposed project (or a

1            *portion thereof) that is outside of the review and*  
2            *approval authority of the Secretary, as described*  
3            *in this subsection, if the project was not on the*  
4            *most recently submitted airport layout plan of*  
5            *the airport.*

6            “(B) *FAILURE TO OBJECT.*—*If not later*  
7            *than 45 days after receiving the notice of intent*  
8            *described in subparagraph (A), the Secretary*  
9            *fails to object to such notice, the proposed project*  
10           *(or portion thereof) shall be deemed as being out-*  
11           *side the scope of the review and approval author-*  
12           *ity of the Secretary under subsection*  
13           *(a)(16)(B).”.*

14 **SEC. 744. PROTECTION OF SAFE AND EFFICIENT USE OF**  
15 **AIRSPACE AT AIRPORTS.**

16            (a) *AIRSPACE REVIEW PROCESS REQUIREMENTS.*—  
17            *The Administrator shall consider the following additional*  
18            *factors in the evaluation of cumulative impacts when mak-*  
19            *ing a determination of hazard or no hazard, or objection*  
20            *or no objection, as applicable, under part 77 of title 14,*  
21            *Code of Federal Regulations, regarding proposed construc-*  
22            *tion or alteration within 3 miles of the runway ends and*  
23            *runway centerlines (as depicted in the FAA-approved Air-*  
24            *port Layout Plan of the airport) on any land not owned*  
25            *by any such airport:*

1           (1) *The accumulation and spacing of structures*  
2 *or other obstructions that might constrain radar or*  
3 *communication capabilities, thereby reducing the ca-*  
4 *capacity of an airport, flight procedure minimums or*  
5 *availability, or aircraft takeoff or landing capabili-*  
6 *ties.*

7           (2) *Safety risks of lasers, lights, or light sources,*  
8 *inclusive of lighted billboards and screens, affixed to*  
9 *structures, that may pose hazards to air navigation.*

10          (3) *Water features or hazardous wildlife*  
11 *attractants, as defined by the Administrator.*

12          (4) *Impacts to visual flight rule traffic patterns*  
13 *for both fixed and rotary wing aircraft, inclusive of*  
14 *special visual flight rule procedures established by*  
15 *Letters of Agreement between air traffic facilities, the*  
16 *airport, and flight operators.*

17          (5) *Impacts to FAA-funded airport improvement*  
18 *projects, improvements depicted on or described in*  
19 *FAA-approved Airport Layout Plans and master*  
20 *plans, and preservation of the navigable airspace nec-*  
21 *essary for achieving the objectives and utilization of*  
22 *the projects and plans.*

23          (b) *REQUIRED INFORMATION.*—*A notice submitted*  
24 *under part 77 of title 14, Code of Federal Regulations, shall*  
25 *include the following:*

1           (1) *Actual designs of an entire project and prop-*  
2 *erty, without regard to whether a proposed construc-*  
3 *tion or alteration within 3 miles of the end of a run-*  
4 *way of an airport and runway centerlines as depicted*  
5 *in the FAA-approved Airport Layout Plan of the air-*  
6 *port is limited to a singular location on a property.*

7           (2) *If there are any changes to such designs or*  
8 *addition of equipment, such as cranes used to con-*  
9 *struct a building, after submission of such a notice,*  
10 *all information included with the notice submitted be-*  
11 *fore such change or addition shall be resubmitted,*  
12 *along with information regarding the change or addi-*  
13 *tion.*

14       (c) *EXPIRATION.—*

15           (1) *IN GENERAL.—Unless extended, revised, or*  
16 *terminated, each determination of no hazard issued*  
17 *by the Administrator under part 77 of title 14, Code*  
18 *of Federal Regulations, shall expire 18 months after*  
19 *the effective date of the determination, or on the date*  
20 *the proposed construction or alteration is abandoned,*  
21 *whichever is earlier.*

22           (2) *AFTER EXPIRATION.—Determinations under*  
23 *paragraph (1) are no longer valid with regard to*  
24 *whether a proposed construction or alteration would*



1        *be a hazard to air navigation after such determina-*  
2        *tion has expired.*

3        *(d) AUTHORITY TO CONSOLIDATE OEI SURFACE CRI-*  
4        *TERIA.—The Administrator may develop a single set of One*  
5        *Engine Inoperative surface criteria that is specific to an*  
6        *airport. The Administrator shall consult with the airport*  
7        *operator and flight operators that use such airport, on the*  
8        *development of such surface criteria.*

9        *(e) DEVELOPMENT OF POLICIES TO PROTECT OEI*  
10       *SURFACES.—Not later than 6 months after the date of en-*  
11       *actment of this Act, the Administrator shall brief the appro-*  
12       *priate committees of Congress regarding the status of the*  
13       *efforts of the FAA to protect One Engine Inoperative sur-*  
14       *faces from encroachment at United States certificated and*  
15       *federally obligated airports, including the current status of*  
16       *efforts to incorporate such protections into FAA Obstruction*  
17       *Evaluation/Airport Airspace Analysis processes.*

18       *(f) AUTHORITY TO CONSULT WITH OTHER AGEN-*  
19       *CIES.—The Administrator may consult with other Federal,*  
20       *State, or local agencies as necessary to carry out the re-*  
21       *quirements of this section.*

22       *(g) APPLICABILITY.—This section shall only apply to*  
23       *an airport in a county adjacent to 2 States with converging*  
24       *intersecting cross runway operations within 12 nautical*  
25       *miles of an Air Force base.*

1 **SEC. 745. ELECTRIC AIRCRAFT INFRASTRUCTURE PILOT**  
2 **PROGRAM.**

3 (a) *IN GENERAL.*—*The Secretary may establish a pilot*  
4 *program under which airport sponsors may use funds made*  
5 *available under chapter 471 or section 48103 of title 49,*  
6 *United States Code, for use at up to 10 airports to carry*  
7 *out—*

8 (1) *activities associated with the acquisition, by*  
9 *purchase or lease, operation, and installation of*  
10 *equipment to support the operations of electric air-*  
11 *craft, including interoperable electric vehicle charging*  
12 *equipment; and*

13 (2) *the construction or modification of infra-*  
14 *structure to facilitate the delivery of power or services*  
15 *necessary for the use of electric aircraft, including—*

16 (A) *on airport utility upgrades; and*

17 (B) *associated design costs.*

18 (b) *ELIGIBILITY.*—*A public-use airport is eligible for*  
19 *participation in the pilot program under this section if the*  
20 *Secretary finds that funds made available under subsection*  
21 *(a) would support—*

22 (1) *electric aircraft operators at such airport, or*  
23 *using such airport; or*

24 (2) *electric aircraft operators planning to oper-*  
25 *ate at such airport with an associated agreement in*  
26 *place.*

1       (c) *SUNSET.*—*The pilot program established under*  
2 *subsection (a) shall terminate on October 1, 2028.*

3 **SEC. 746. CURB MANAGEMENT PRACTICES.**

4       *Nothing in this Act shall be construed to prevent air-*  
5 *ports from—*

6           (1) *engaging in curb management practices, in-*  
7 *cluding determining and assigning curb designations*  
8 *and regulations;*

9           (2) *installing and maintaining upon any of the*  
10 *roadways or parts of roadways as many curb zones*  
11 *as necessary to aid in the regulation, control, and in-*  
12 *spection of passenger loading and unloading; or*

13           (3) *enforcing curb zones using sensor, camera,*  
14 *automated license plate recognition, and software*  
15 *technologies and issuing citations by mail to the reg-*  
16 *istered owner of the vehicle.*

17 **SEC. 747. NOTICE OF FUNDING OPPORTUNITY.**

18       *Notwithstanding part 200 of title 2, Code of Federal*  
19 *Regulations, or any other provision of law, funds made*  
20 *available as part of the Airport Improvement Program*  
21 *under subchapter I of chapter 471 or chapter 475 of title*  
22 *49, United States Code, shall not be subject to any public*  
23 *notice of funding opportunity requirement.*

1 **SEC. 748. RUNWAY SAFETY PROJECTS.**

2 *In awarding grants under section 47115 of title 49,*  
3 *United States Code, for runway safety projects, the Admin-*  
4 *istrator shall, to the maximum extent practicable—*

5 *(1) reduce unnecessary or undesirable project*  
6 *segmentation; and*

7 *(2) complete the entire project in an expeditious*  
8 *manner.*

9 **SEC. 749. AIRPORT DIAGRAM TERMINOLOGY.**

10 *(a) IN GENERAL.—The Administrator shall update*  
11 *Airport Diagram Order JO 7910.4 and any related advi-*  
12 *sory circulars, policy, and guidance to ensure the clear and*  
13 *consistent use of terms to delineate the types of parking*  
14 *available to general aviation pilots.*

15 *(b) COLLABORATION.—In carrying out subsection (a),*  
16 *the Administrator shall collaborate with industry stake-*  
17 *holders, commercial service airports, and general aviation*  
18 *airports in—*

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

21 *(2) accounting for the majority of uses of general*  
22 *aviation parking terms; and*

23 *(3) providing clarity for chart users.*

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

1 *terms developed pursuant to subsection (a) in publications*  
2 *produced by the Committee.*

3 **SEC. 750. GAO STUDY ON FEE TRANSPARENCY BY FIXED**  
4 **BASED OPERATORS.**

5 *(a) IN GENERAL.—The Comptroller General shall con-*  
6 *duct a study reviewing the efforts of fixed based operators*  
7 *to meet their commitments to improve the online trans-*  
8 *parency of prices and fees for all aircraft and enhancing*  
9 *the customer experience for general and business aviation*  
10 *users.*

11 *(b) CONTENTS.—In conducting the study described in*  
12 *subsection (a), the Comptroller General, at a minimum,*  
13 *should evaluate the fixed based operator industry commit-*  
14 *ment to “Know Before You Go” best business practices in-*  
15 *cluding—*

16 *(1) fixed based operators provisions for all gen-*  
17 *eral aviation and business aircraft types regarding a*  
18 *description of available services and a listing of ap-*  
19 *plicable retail fuel prices, fees, and charges;*

20 *(2) the accessibility of fees and charges described*  
21 *in paragraph (1) to aircraft operators on-line and in*  
22 *a user-friendly manner and with sufficient clarity*  
23 *that a pilot operating a particular aircraft type can*  
24 *determine what will be charged;*

1           (3) efforts by fixed based operators to invite and  
2           encourage customers to contact them so that operators  
3           can ask questions, know any options, and make in-  
4           formed decisions; and

5           (4) any practices imposed by an airport oper-  
6           ator that prevent fixed based operators from fully dis-  
7           closing fees and charges.

8           (c) *REPORT REQUIRED.*—Not later than 18 months  
9           after the date of enactment of this Act, the Comptroller Gen-  
10          eral shall submit to the appropriate committees of Congress  
11          a report containing the results of the review required under  
12          this section.

13       **SEC. 751. MINORITY AND DISADVANTAGED BUSINESS PAR-**  
14                **TICIPATION.**

15          Section 157(b)(2) of the *FAA Reauthorization Act of*  
16          2018 (49 U.S.C. 47113 note) is amended by adding at the  
17          end the following:

18               “(D) *PUBLISHING DATA.*—The Secretary of  
19               Transportation shall report on a publicly acces-  
20               sible website the uniform report of DBE awards/  
21               commitments and payments specified in part 26  
22               of title 49, Code of Federal Regulations, and the  
23               uniform report of ACDBE Participation for  
24               non-car rental and car rental concessions, for

1           *each airport sponsor beginning with fiscal year*  
2           *2025.”.*

3 **SEC. 752. PROHIBITION ON CERTAIN RUNWAY LENGTH RE-**  
4           **QUIREMENTS.**

5           *Notwithstanding any other provision of law, the Sec-*  
6 *retary may not require an airport to shorten the length or*  
7 *width of the runway, apron, or taxiway of the airport as*  
8 *a condition for the receipt of federal financial assistance*  
9 *if the airport directly supports a base of the United States*  
10 *Air Force or the Air National Guard at the airport, regard-*  
11 *less of the stationing of military aircraft.*

12 **SEC. 753. REPORT ON INDO-PACIFIC AIRPORTS.**

13           *The Administrator, in consultation with the Secretary*  
14 *of State, shall submit to Congress a report on airports of*  
15 *strategic importance in the Indo-Pacific region that in-*  
16 *cludes each of the following:*

17           (1) *An identification of airports and air routes*  
18           *critical to national security, defense operations, emer-*  
19           *gency response, and continuity of government activi-*  
20           *ties.*

21           (2) *An assessment of the economic impact and*  
22           *contribution of airports and air routes to national*  
23           *and regional economies.*

24           (3) *An evaluation of the connectivity and acces-*  
25           *sibility of airports and air routes, including their im-*

1        *portance in supporting domestic and international*  
2        *travel, trade, and tourism.*

3            *(4) An analysis of infrastructure and techno-*  
4        *logical requirements necessary to maintain and en-*  
5        *hance the strategic importance of identified airports*  
6        *and air routes.*

7            *(5) An identification of potential vulnerabilities,*  
8        *risks, and challenges faced by airports and air routes*  
9        *of strategic importance, including cybersecurity*  
10       *threats and physical infrastructure vulnerabilities.*

11           *(6) Any recommendations for improving the se-*  
12       *curity, resilience, and efficiency of the identified air-*  
13       *ports and air routes, including potential infrastruc-*  
14       *ture investments and policy changes.*

15    **SEC. 754. GAO STUDY ON IMPLEMENTATION OF GRANTS AT**  
16                                    **CERTAIN AIRPORTS.**

17        *The Comptroller General shall conduct a study on the*  
18        *implementation of grants provided to airports located in*  
19        *the Republic of the Marshall Islands, Federated States of*  
20        *Micronesia, and Republic of Palau under section 47115(i)*  
21        *of title 49, United States Code and submit to the appro-*  
22        *priate committees of Congress a report on the results of such*  
23        *study.*



1 **SEC. 755. GAO STUDY ON TRANSIT ACCESS.**

2       (a) *IN GENERAL.*—Not later than 18 months after the  
3 date of enactment of this Act, the Comptroller General shall  
4 conduct a study on transit access to airports and submit  
5 to the appropriate committees of Congress a report on the  
6 results of such study.

7       (b) *CONTENTS.*—In carrying out the study under sub-  
8 section (a), the Comptroller General shall review public  
9 transportation access to commercial service airports  
10 throughout the United States, including accessibility and  
11 other potential barriers for individuals.

12 **SEC. 756. BANNING MUNICIPAL AIRPORT.**

13       (a) *IN GENERAL.*—The United States, acting through  
14 the Administrator, shall release the City of Banning, Cali-  
15 fornia, from all restrictions, conditions, and limitations on  
16 the use, encumbrance, conveyance, and closure of the Ban-  
17 ning Municipal Airport, as described in the most recent air-  
18 port layout plan approved by the FAA, to the extent such  
19 restrictions, conditions, and limitations are enforceable by  
20 the Administrator.

21       (b) *CONDITIONS.*—The release under subsection (a)  
22 shall not be executed before the City of Banning, California,  
23 or its designee, transfers to the United States Government  
24 the following:

25               (1) A reimbursement for 1983 grant the City of  
26       Banning, California received from the FAA for the

1 purchase of 20 acres of land, at an amount equal to  
2 the fair market value for the highest and best use of  
3 the Banning Municipal Airport property determined  
4 in good faith by 2 independent and qualified real es-  
5 tate appraisers and an independent review appraiser  
6 on or after the date of the enactment of this Act.

7 (2) An amount equal to the unamortized portion  
8 of any Federal development grants other than land  
9 paid to the City of Banning for use at the Banning  
10 Municipal Airport, which may be paid with, and  
11 shall be an allowable use of, airport revenue notwith-  
12 standing section 47107 or 47133 of title 49, United  
13 States Code.

14 (3) For no consideration, all airport and avia-  
15 tion-related equipment of the Banning Municipal  
16 Airport owned by the City of Banning and deter-  
17 mined by the FAA or the Department of Transpor-  
18 tation of the State of California to be salvageable for  
19 use at other airports.

20 (c) *RULE OF CONSTRUCTION.*—Nothing in this section  
21 shall be construed to limit the applicability of—

22 (1) the requirements and processes under section  
23 46319 of title 49, United States Code;

1           (2) *the requirements under the National Envi-*  
2 *ronmental Policy Act of 1969 (42 U.S.C. 4321 et*  
3 *seq.);*

4           (3) *the requirements and processes under part*  
5 *157 of title 14, Code of Federal Regulations; or*

6           (4) *the public notice requirements under section*  
7 *47107(h)(2) of title 49, United States Code.*

8 **SEC. 757. DISPUTED CHANGES OF SPONSORSHIP AT FEDER-**  
9 **ALLY OBLIGATED, PUBLICLY OWNED AIR-**  
10 **PORT.**

11       (a) *APPROVAL AUTHORITY.—*

12           (1) *IN GENERAL.—Subject to paragraph (2), in*  
13 *the case of a disputed change of airport sponsorship,*  
14 *the Administrator shall have the sole legal authority*  
15 *to approve any change in the sponsorship of, or oper-*  
16 *ational responsibility for, the airport from the airport*  
17 *sponsor of record to another public or private entity.*

18           (2) *EXCLUSION.—This section shall not apply to*  
19 *a change of sponsorship or ownership of a privately-*  
20 *owned airport, a transfer under the Airport Invest-*  
21 *ment Partnership Program, a change when the Fed-*  
22 *eral Government exercises a right of reverter, or a*  
23 *change that is not disputed.*

24       (b) *CONDITIONS FOR APPROVAL.—*

1           (1) *IN GENERAL.*—Subject to paragraphs (2) and  
2           (3), the Administrator shall not approve any disputed  
3           change of airport sponsorship unless the Adminis-  
4           trator receives—

5                   (A) written documentation from the airport  
6                   sponsor of record consenting to the change in  
7                   sponsorship or operation;

8                   (B) notice of a final, non-reviewable judi-  
9                   cial decision requiring such change; or

10                  (C) notice of a legally-binding agreement  
11                  between the parties involved.

12           (2) *PENDING JUDICIAL REVIEW.*—The Adminis-  
13           trator may not evaluate or approve a disputed change  
14           of airport sponsorship where a legal dispute is pend-  
15           ing before a court of competent jurisdiction.

16           (3) *TECHNICAL ASSISTANCE.*—

17                   (A) *IN GENERAL.*—Any State or local legis-  
18                   lative body or public agency considering whether  
19                   to take an action (including by drafting legisla-  
20                   tion) that would impact the ownership, sponsor-  
21                   ship, governance, or operations of a federally ob-  
22                   ligated, publicly owned airport may request from  
23                   the Administrator, at any point in the delibera-  
24                   tive process—

1                   (i) *technical assistance regarding the*  
2                   *interrelationship between Federal and State*  
3                   *or local requirements applicable to any such*  
4                   *action; and*

5                   (ii) *review and comment on such ac-*  
6                   *tion.*

7                   (B) *FAILURE TO SEEK TECHNICAL ASSIST-*  
8                   *ANCE.—The Administrator may deny a change*  
9                   *in the ownership, sponsorship, or governance of,*  
10                  *or operational responsibility for, a federally obli-*  
11                  *gated, publicly owned airport if a State or local*  
12                  *legislative body or public agency does not seek*  
13                  *technical assistance under subparagraph (A)*  
14                  *with respect to such change.*

15                  (c) *FINAL DECISION AUTHORITY.—In addition to the*  
16                  *conditions outlined in subsection (b), the Administrator*  
17                  *shall independently determine whether the proposed sponsor*  
18                  *or operator is able to satisfy Federal requirements for air-*  
19                  *port sponsorship or operation and shall ensure, by requir-*  
20                  *ing whatever terms and conditions the Administrator deter-*  
21                  *mines necessary, that any change in the ownership, spon-*  
22                  *sorship, or governance of, or operational responsibility for,*  
23                  *a federally obligated, publicly owned airport is consistent*  
24                  *with existing Federal law, regulations, existing grant assur-*  
25                  *ances, and Federal land conveyance obligations.*

1           (d) *DEFINITION OF DISPUTED CHANGE OF AIRPORT*  
2 *SPONSORSHIP.*—*In this section, the term “disputed change*  
3 *of airport sponsorship” means any action that seeks to*  
4 *change the ownership, sponsorship, or governance of, or*  
5 *operational responsibility for, a federally obligated, publicly*  
6 *owned airport, including any such change directed by judi-*  
7 *cial action or State or local legislative action, where the*  
8 *airport sponsor of record initially does not consent to such*  
9 *change.*

10 **SEC. 758. PROCUREMENT REGULATIONS APPLICABLE TO**  
11 **FAA MULTIMODAL PROJECTS.**

12           (a) *IN GENERAL.*—*Any multimodal airport develop-*  
13 *ment project that uses grant funding from funds made*  
14 *available to the Administrator to carry out subchapter I*  
15 *of chapter 471 of title 49, United States Code, or airport*  
16 *infrastructure projects under the Infrastructure Investment*  
17 *and Jobs Act (Public Law 117–58) shall abide by the pro-*  
18 *curement regulations applicable to—*

19                   (1) *the FAA; and*  
20                   (2) *subject to subsection (b), the component of the*  
21 *project relating to transit, highway, or rail, respec-*  
22 *tively.*

23           (b) *MULTIPLE COMPONENT PROJECTS.*—*In the case of*  
24 *a multimodal airport development project described in sub-*  
25 *section (a) that involves more than 1 component described*

1 *in paragraph (2) of such subsection, such project shall only*  
2 *be required to apply the procurement regulations applicable*  
3 *to the component where the greatest amount of Federal fi-*  
4 *nancial assistance will be expended.*

5 **SEC. 759. BUCKEYE 940 RELEASE OF DEED RESTRICTIONS.**

6 (a) *PURPOSE.*—*The purpose of this section is to au-*  
7 *thorize the Secretary to issue a Deed of Release from all*  
8 *terms, conditions, reservations, restrictions, and obligations*  
9 *contained in the Quitclaim Deed and to permit the State*  
10 *of Arizona to deposit all proceeds of the disposition of Buck-*  
11 *eye 940 in the appropriate fund for the benefit of the bene-*  
12 *ficiaries of the Arizona State Land Trust.*

13 (b) *RELEASE OF ANY AND ALL INTEREST IN BUCKEYE*  
14 *940.*—

15 (1) *IN GENERAL.*—*Notwithstanding any other*  
16 *provision of law, the United States, acting through*  
17 *the Secretary, shall issue to the State of Arizona a*  
18 *Deed of Release to release all terms, conditions, res-*  
19 *ervations, restrictions, and obligations contained in*  
20 *the Quitclaim Deed, including any and all rever-*  
21 *sionary interest of the United States in Buckeye 940.*

22 (2) *TERMS AND CONDITIONS.*—*The Deed of Re-*  
23 *lease described in paragraph (1) shall be subject to*  
24 *such additional terms and conditions, consistent with*

1        *such paragraph, as the Secretary considers appro-*  
2        *priate to protect the interests of the United States.*

3            (3) *NO RESTRICTION ON USE OF PROCEEDS.—*  
4        *Notwithstanding any other provision of law, the State*  
5        *of Arizona may dispose of Buckeye 940 and any pro-*  
6        *ceeds thereof, including proceeds already collected by*  
7        *the State and held in a suspense account, without re-*  
8        *gard to any restriction imposed by the Quitclaim*  
9        *Deed or by section 155.7 of title 14, Code of Federal*  
10       *Regulations.*

11           (4) *MINERAL RESERVATION.—The Deed of Re-*  
12       *lease described in paragraph (1) shall include the re-*  
13       *lease of all interests of the United States to the min-*  
14       *eral rights on Buckeye 940 included in the Quitclaim*  
15       *Deed.*

16       (c) *DEFINITIONS.—In this section:*

17           (1) *BUCKEYE 940.—The term “Buckeye 940”*  
18       *means all of section 12, T.1 N., R.3 W. and all of ad-*  
19       *joining fractional section 7, T.1 N., R.2 W., Gila and*  
20       *Salt River Meridian, Arizona, which property was*  
21       *the subject of the Quitclaim Deed between the United*  
22       *States and the State of Arizona, dated July 11, 1949,*  
23       *and which is currently owned by the State of Arizona*  
24       *and held in trust for the beneficiaries of the Arizona*  
25       *State Land Trust.*



1           (2) *QUITCLAIM DEED.*—*The term “Quitclaim*  
2           *Deed” means the Quitclaim Deed between the United*  
3           *States and the State of Arizona, dated July 11, 1949.*

4 **SEC. 760. WASHINGTON, DC METROPOLITAN AREA SPECIAL**  
5           **FLIGHT RULES AREA.**

6           (a) *SUBMISSION OF STUDY TO CONGRESS.*—*Not later*  
7           *than 1 year after the date of enactment of this Act, the Ad-*  
8           *ministrator, in consultation with the Secretary of Home-*  
9           *land Security and the Secretary of Defense, shall submit*  
10           *to the Committee on Commerce, Science, and Transpor-*  
11           *tation and the Committee on Homeland Security and Gov-*  
12           *ernmental Affairs of the Senate and the Committee on*  
13           *Transportation and Infrastructure and the Committee on*  
14           *Homeland Security of the House of Representatives a study*  
15           *on the Special Flight Rules Area and the Flight Restricted*  
16           *Zone under subpart V of part 93 of title 14, Code of Federal*  
17           *Regulations.*

18           (b) *CONTENTS OF STUDY.*—*In carrying out the study*  
19           *under subsection (a), the Administrator shall assess specific*  
20           *proposed changes to the Special Flight Rules Area and the*  
21           *Flight Restricted Zone that will decrease operational im-*  
22           *pacts and improve general aviation access to airports in*  
23           *the National Capital Region that are currently impacted*  
24           *by the Special Flight Rules Area and the Flight Restricted*  
25           *Zone.*

1       (c) *BRIEFING.*—Not later than 180 days after the date  
2 of enactment of this Act, the Administrator shall provide  
3 to the committees of Congress described in subsection (a)  
4 a briefing on the feasibility (including any associated costs)  
5 of—

6           (1) installing equipment that allows a pilot to  
7 communicate with air traffic control using a very  
8 high frequency radio for the purposes of receiving an  
9 instrument flight rules clearance, activating a DC  
10 FRZ flight plan, or activating a DC SFRA flight  
11 plan (as applicable) at—

12           (A) non-towered airports in the Flight Re-  
13 stricted Zone; and

14           (B) airports in the Special Flight Rules  
15 Area that do not have the communications  
16 equipment described in this paragraph;

17           (2) allowing a pilot approved by the Transpor-  
18 tation Security Administration in accordance with  
19 section 1562.3 of title 49, Code of Federal Regula-  
20 tions, to electronically file a DC FRZ flight plan or  
21 instrument flight rules flight plan that departs from,  
22 or arrives at, an airport in the Flight Restricted  
23 Zone; and

24           (3) allowing a pilot to electronically file a stand-  
25 ard very high frequency radio flight plan that departs

1       *from, or arrives at, an airport in the Special Flight*  
2       *Rules Area or Flight Restricted Zone.*

3       (d) *DEFINITIONS.—In this section:*

4             (1) *DC FRZ FLIGHT PLAN; DC SFRA FLIGHT*  
5       *PLAN.—The terms “DC FRZ flight plan” and “DC*  
6       *SFRA flight plan” have the meanings given such*  
7       *terms in section 93.335 of title 14, Code of Federal*  
8       *Regulations.*

9             (2) *STANDARD VFR FLIGHT PLAN.—The term*  
10       *“standard VFR flight plan” means a VFR flight plan*  
11       *(as such term is described in section 91.153 of title*  
12       *14, Code of Federal Regulations) that includes search*  
13       *and rescue services.*

14       **SEC. 761. STUDY ON AIR CARGO OPERATIONS IN PUERTO**  
15                               **RICO.**

16       (a) *IN GENERAL.—No later than 1 year after the date*  
17       *of enactment of this Act, the Comptroller General shall con-*  
18       *duct a study on air cargo operations in Puerto Rico.*

19       (b) *CONTENTS.—In conducting the study required*  
20       *under subsection (a), the Comptroller General shall address*  
21       *the following:*

22             (1) *The economic impact of waivers authorized*  
23       *by the Secretary related to air cargo operations in*  
24       *Puerto Rico.*

1           (2) *Recommendations for security measures that*  
2           *may be necessary to support increased air cargo oper-*  
3           *ations in Puerto Rico.*

4           (3) *Potential need for additional staff to safely*  
5           *accommodate additional air cargo operations.*

6           (4) *Airport infrastructure improvements that*  
7           *may be needed in the 3 international airports located*  
8           *in Puerto Rico to support increased air cargo oper-*  
9           *ations.*

10          (5) *Alternatives to increase private stakeholder*  
11          *engagement and use of the 3 international airports in*  
12          *Puerto Rico to attract increased air cargo operations.*

13          (6) *Possible national benefits of increasing air*  
14          *cargo operations in Puerto Rico.*

15          (c) *REPORT.—Not later than 12 months after the date*  
16          *of enactment of this Act, the Comptroller General shall sub-*  
17          *mit to the appropriate committees of Congress a report on*  
18          *the results of the study described in subsection (a).*

19          **SEC. 762. PROGRESS REPORTS ON THE NATIONAL TRANSI-**  
20                                  **TION PLAN RELATED TO A FLUORINE-FREE**  
21                                  **FIREFIGHTING FOAM.**

22          (a) *IN GENERAL.—Not later than 180 days after the*  
23          *date of enactment of this Act, and every 180 days thereafter*  
24          *until the progress report termination date described in sub-*  
25          *section (c), the Administrator, in consultation with the Ad-*

1 *ministrator of the Environmental Protection Agency and*  
2 *the Secretary of Defense, shall submit to the appropriate*  
3 *committees of Congress a progress report on the development*  
4 *and implementation of a national transition plan related*  
5 *to a fluorine-free firefighting foam that meets the perform-*  
6 *ance standards referenced in chapter 6 of the advisory cir-*  
7 *cular of the FAA titled “Aircraft Fire Extinguishing*  
8 *Agents”, issued on July 8, 2004 (Advisory Circular 150/*  
9 *5210–6D) and is acceptable under section 139.319(l) of title*  
10 *14, Code of Federal Regulations, for use at part 139 air-*  
11 *ports.*

12 (b) *REQUIRED INFORMATION.—Each progress report*  
13 *under subsection (a) shall include the following:*

14 (1) *An assessment of the progress made by the*  
15 *FAA with respect to providing part 139 airports*  
16 *with—*

17 (A) *guidance from the Environmental Pro-*  
18 *tection Agency on acceptable environmental lim-*  
19 *its relating to fluorine-free firefighting foam;*

20 (B) *guidance from the Department of De-*  
21 *fense on the transition of the Department of De-*  
22 *fense to a fluorine-free firefighting foam;*

23 (C) *best practices for the decontamination*  
24 *of existing aircraft rescue and firefighting vehi-*

1            *cles, systems, and other equipment used to deploy*  
2            *firefighting foam at part 139 airports; and*

3            *(D) timelines for the release of policy and*  
4            *guidance relating to the development of imple-*  
5            *mentation plans for part 139 airports to obtain*  
6            *approved military specification products and*  
7            *firefighting personnel training.*

8            *(2) A comprehensive list of the amount of aque-*  
9            *ous film-forming firefighting foam at each part 139*  
10           *airport as of the date of the submission of the progress*  
11           *report, including the amount of such firefighting foam*  
12           *held in firefighting equipment and the number of gal-*  
13           *lons regularly kept in reserve at each such airport.*

14           *(3) An assessment of the progress made by the*  
15           *FAA with respect to providing airports that are not*  
16           *part 139 airports and local authorities with responsi-*  
17           *bility for inspection and oversight with guidance de-*  
18           *scribed in subparagraphs (A) and (B) of paragraph*  
19           *(1) as such guidance relates to the use of fluorine-free*  
20           *firefighting foam at such airports.*

21           *(4) Any other information that the Adminis-*  
22           *trator determines is appropriate.*

23           *(c) PROGRESS REPORT TERMINATION DATE.—The*  
24           *progress report termination date described in this sub-*  
25           *section is the date on which the Administrator notifies the*

1 *appropriate committees of Congress that development and*  
2 *implementation of the national transition plan described*  
3 *in subsection (a) is complete.*

4 *(d) PART 139 AIRPORT DEFINED.—In this section, the*  
5 *term “part 139 airport” means an airport certified under*  
6 *part 139 of title 14, Code of Federal Regulations.*

7 **SEC. 763. REPORT ON AIRPORT NOTIFICATIONS.**

8 *Not later than 2 years after the date of enactment of*  
9 *this Act, the Administrator shall submit to the appropriate*  
10 *committees of Congress a report on the activities of the FAA*  
11 *with respect to—*

12 *(1) collecting more accurate data in notices of*  
13 *construction, alteration, activation, and deactivation*  
14 *of airports as required under part 157 of title 14,*  
15 *Code of Federal Regulations; and*

16 *(2) making the database under part 157 of title*  
17 *14, Code of Federal Regulations, more accurate and*  
18 *useful for aircraft operators, particularly for heli-*  
19 *copter and rotary wing type aircraft operators.*

20 **SEC. 764. STUDY ON COMPETITION AND AIRPORT ACCESS.**

21 *Not later than 180 days after the date of enactment*  
22 *of this Act, the Secretary shall brief the appropriate com-*  
23 *mittees of Congress on—*

24 *(1) specific actions the Secretary and the Admin-*  
25 *istrator, using existing legal authority, can take to ex-*

1 *pand access for lower cost passenger air carriers to*  
2 *capacity constrained airports in the United States,*  
3 *including New York John F. Kennedy International*  
4 *Airport, LaGuardia Airport, and Newark Liberty*  
5 *International Airport; and*

6 *(2) any additional legal authority the Secretary*  
7 *and the Administrator require in order to make addi-*  
8 *tional slots at New York John F. Kennedy Inter-*  
9 *national Airport and LaGuardia Airport and run-*  
10 *way timings at Newark Liberty International Airport*  
11 *available to lower cost passenger air carriers.*

12 **SEC. 765. REGIONAL AIRPORT CAPACITY STUDY.**

13 *(a) IN GENERAL.—Not later than 1 year after the date*  
14 *of enactment of this Act, the Administrator shall initiate*  
15 *a study on the following:*

16 *(1) Existing FAA policy and guidance that gov-*  
17 *ern the siting of new airports or the transition of gen-*  
18 *eral aviation airports to commercial service.*

19 *(2) Ways that existing regulations and policies*  
20 *could be streamlined to facilitate the development of*  
21 *new airport capacity, particularly in high-demand*  
22 *air travel regions looking to invest in new airport ca-*  
23 *capacity.*



1           (3) *Whether Federal funding sources (existing as*  
2 *of the date of enactment of this Act) that are author-*  
3 *ized by the Secretary could be used for such purposes.*

4           (4) *Whether such Federal funding sources meet*  
5 *the needs of the national airspace system for adding*  
6 *new airport capacity outside of the commercial serv-*  
7 *ice airports in operation as of the date of enactment*  
8 *of this Act.*

9           (5) *If such Federal funding sources are deter-*  
10 *mined by the Administrator to be insufficient for the*  
11 *purposes described in this subsection, an estimate of*  
12 *the funding gap.*

13       (b) *REPORT.—Not later than 30 months after the date*  
14 *of enactment of this Act, the Administrator shall submit*  
15 *to the appropriate committees of Congress a report on the*  
16 *results of the study conducted under subsection (a), together*  
17 *with recommendations for such legislative or administrative*  
18 *action as the Administrator determines appropriate.*

19       (c) *GUIDANCE.—Not later than 3 years after the date*  
20 *of enactment of this Act, the Administrator shall, if appro-*  
21 *priate, revise FAA guidance to incorporate the findings of*  
22 *the study conducted under subsection (a) to assist airports*  
23 *and State and local departments of transportation in in-*  
24 *creasing airport capacity to meet regional air travel de-*  
25 *mand.*

1 **SEC. 766. STUDY ON AUTONOMOUS AND ELECTRIC-POW-**  
2 **ERED TRACK SYSTEMS.**

3 (a) *STUDY.*—*The Administrator may conduct a study*  
4 *to determine the feasibility and economic viability of auton-*  
5 *omous or electric-powered track systems that—*

6 (1) *are located underneath the pavement at an*  
7 *airport; and*

8 (2) *allow a transport category aircraft to taxi*  
9 *without the use of the main engines of the aircraft.*

10 (b) *BRIEFING.*—*If the Administrator conducts a study*  
11 *under subsection (a), the Administrator shall provide a*  
12 *briefing to the appropriate committees of Congress on the*  
13 *results of such study.*

14 **SEC. 767. PFAS-RELATED RESOURCES FOR AIRPORTS.**

15 (a) *PFAS REPLACEMENT PROGRAM FOR AIRPORTS.*—  
16 *Not later than 90 days after the date of enactment of this*  
17 *Act, the Secretary, in consultation with the Administrator*  
18 *of the Environmental Protection Agency, shall establish a*  
19 *program to reimburse sponsors of eligible airports for the*  
20 *reasonable and appropriate costs incurred after September*  
21 *12, 2023, and associated with any of the following:*

22 (1) *The one-time initial acquisition by the spon-*  
23 *sor of an eligible airport of an approved fluorine-free*  
24 *firefighting agent under Military Specification MIL-*  
25 *PRE-32725, dated January 12, 2023, in a quantity*  
26 *of—*

1           (A) the capacity of all required aircraft res-  
2           cue and firefighting equipment listed in the most  
3           recent FAA-approved Airport Certification Man-  
4           ual, regardless of how the equipment was ini-  
5           tially acquired; and

6           (B) twice the quantity carried onboard each  
7           required truck available in the fire station for  
8           the eligible airport.

9           (2) The disposal of perfluoroalkyl or  
10          polyfluoroalkyl products, including fluorinated aque-  
11          ous film-forming agents, to the extent such disposal is  
12          necessary to facilitate the transition to such approved  
13          fluorine-free firefighting agent, including aqueous  
14          film-forming agents currently in firefighting equip-  
15          ment and vehicles and any wastewater generated dur-  
16          ing the cleaning of firefighting equipment and vehi-  
17          cles.

18          (3) The cleaning or disposal of existing equip-  
19          ment or components thereof, to the extent such clean-  
20          ing or disposal is necessary to facilitate the transition  
21          to such approved fluorine-free firefighting agent.

22          (4) The acquisition of any equipment, or compo-  
23          nents thereof, necessary to facilitate the transition to  
24          such approved fluorine-free firefighting agent.

1           (5) *The replacement of any aircraft rescue and*  
2 *firefighting equipment determined necessary to be re-*  
3 *placed by the Secretary.*

4           (b) *DISTRIBUTION OF FUNDS.—*

5           (1) *GRANTS TO REPLACE AIRCRAFT RESCUE AND*  
6 *FIREFIGHTING VEHICLES.—*

7           (A) *IN GENERAL.—Of the amounts made*  
8 *available to carry out the PFAS replacement*  
9 *program, the Secretary shall reserve up to*  
10 *\$30,000,000 to make grants to each eligible air-*  
11 *port that is designated under part 139 as an*  
12 *Index A airport and does not have existing capa-*  
13 *bilities to produce fluorine-free firefighting foam*  
14 *for the replacement of aircraft rescue and fire-*  
15 *fighting vehicles.*

16           (B) *AMOUNT.—The maximum amount of a*  
17 *grant made under subparagraph (A) may not*  
18 *exceed \$2,000,000.*

19           (2) *REMAINING AMOUNTS.—*

20           (A) *DETERMINATION OF NEED.—With re-*  
21 *spect to the amount of firefighting foam con-*  
22 *centrate required for foam production commen-*  
23 *surate with applicable aircraft rescue and fire-*  
24 *fighting equipment required in accordance with*

1           the most recent FAA-approved Airport Certifi-  
2           cation Manual, the Secretary shall determine—

3                   (i) for each eligible airport, the total  
4                   amount of such concentrate required for all  
5                   of the federally required aircraft rescue and  
6                   firefighting vehicles that meet index require-  
7                   ments under part 139, in gallons; and

8                   (ii) for all eligible airports, the total  
9                   amount of firefighting foam concentrate, in  
10                  gallons.

11           (B)       DETERMINATION       OF       GRANT  
12           AMOUNTS.—The Secretary shall make a grant to  
13           the sponsor of each eligible airport in an amount  
14           equal to the product of—

15                   (i) the amount of funds made available  
16                   to carry out this section that remain avail-  
17                   able after the Secretary reserves the amount  
18                   described in paragraph (1); and

19                   (ii) the ratio of the amount determined  
20                   under subparagraph (A)(i) for such eligible  
21                   airport to the amount determined under  
22                   subparagraph (A)(ii).

23           (c) PROGRAM REQUIREMENTS.—

24                   (1) IN GENERAL.—The Secretary shall determine  
25           the eligibility of costs payable under the PFAS re-

1        *placement program by taking into account all engi-*  
2        *neering, technical, and environmental protocols and*  
3        *generally accepted industry standards that are devel-*  
4        *oped or established for approved fluorine-free fire-*  
5        *fighting foams.*

6            (2) *COMPLIANCE WITH APPLICABLE LAW.—To be*  
7        *eligible for reimbursement under the program estab-*  
8        *lished under subsection (a), the sponsor of an eligible*  
9        *airport shall carry out all actions related to the ac-*  
10       *quisition, disposal, and transition to approved fluo-*  
11       *rine-free firefighting foams, including the cleaning*  
12       *and disposal of equipment, in full compliance with*  
13       *all applicable Federal laws in effect at the time of ob-*  
14       *ligation of a grant under this section.*

15           (3) *FEDERAL SHARE.—The Federal share of al-*  
16       *lowable costs under the PFAS replacement program*  
17       *shall be 100 percent.*

18        (d) *AUTHORIZATION OF APPROPRIATIONS.—*

19           (1) *IN GENERAL.—There is authorized to be ap-*  
20       *propriated not more than \$350,000,000 to carry out*  
21       *the PFAS replacement program.*

22           (2) *REQUIREMENTS.—Amounts made available*  
23       *to carry out the PFAS replacement program shall—*

24                (A) *remain available for expenditure for a*  
25                *period of 5 fiscal years; and*

1           (B) be available in addition to any other  
2           funding available for similar purposes under  
3           any other Federal, State, local, or Tribal pro-  
4           gram.

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

6           (1) *ELIGIBLE AIRPORT.*—*The term “eligible air-*  
7           *port” means an airport holding an Airport Operating*  
8           *Certificate issued under part 139.*

9           (2) *PART 139.*—*The term “part 139” means part*  
10          *139 of title 14, Code of Federal Regulations.*

11          (3) *PFAS REPLACEMENT PROGRAM.*—*The term*  
12          *“PFAS replacement program” means the program es-*  
13          *tablished under subsection (a).*

14   **SEC. 768. LIMITATION ON CERTAIN ROLLING STOCK PRO-**  
15                                   **CUREMENTS.**

16          (a) *IN GENERAL.*—*Section 50101 of title 49, United*  
17          *States Code, is amended—*

18                 (1) *by striking “(except section 47127)” each*  
19                 *place it appears; and*

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

21                 “(d) *LIMITATION ON CERTAIN ROLLING STOCK PRO-*  
22                 *CUREMENTS.*—

23                         “(1) *IN GENERAL.*—*Financial assistance made*  
24                         *available under the provisions described in subsection*  
25                         *(a) shall not be used in awarding a contract or sub-*

1       *contract to an entity on or after the date of enactment*  
2       *of this subsection for the procurement of rolling stock*  
3       *for use in an airport-related project if the manufac-*  
4       *turer of the rolling stock—*

5               “(A) *is incorporated in or has manufac-*  
6               *turing facilities in the United States; and*

7               “(B) *is owned or controlled by, is a sub-*  
8               *sidiary of, or is otherwise related legally or fi-*  
9               *nancially to a corporation based in a country*  
10              *that—*

11                   “(i) *is identified as a nonmarket econ-*  
12                   *omy country (as defined in section 771(18)*  
13                   *of the Tariff Act of 1930 (19 U.S.C.*  
14                   *1677(18))) as of the date of enactment of*  
15                   *this subsection;*

16                   “(ii) *was identified by the United*  
17                   *States Trade Representative in the most re-*  
18                   *cent report required by section 182 of the*  
19                   *Trade Act of 1974 (19 U.S.C. 2242) as a*  
20                   *foreign country included on the priority*  
21                   *watch list defined in subsection (g)(3) of*  
22                   *that section; and*

23                   “(iii) *is subject to monitoring by the*  
24                   *Trade Representative under section 306 of*  
25                   *the Trade Act of 1974 (19 U.S.C. 2416).*



1           “(2) *EXCEPTION.*—

2                   “(A) *IN GENERAL.*—For purposes of para-  
3 graph (1), the term ‘otherwise related legally or  
4 financially’ does not include—

5                           “(i) a minority relationship or invest-  
6 ment; or

7                           “(ii) relationship with or investment  
8 in a subsidiary, joint venture, or other enti-  
9 ty based in a country described in para-  
10 graph (1)(B) that does not export rolling  
11 stock or components of rolling stock for use  
12 in the United States.

13                   “(B) *CORPORATION BASED IN PEOPLE’S RE-*  
14 *PUBLIC OF CHINA.*—Notwithstanding subpara-  
15 graph (A)(i), for purposes of paragraph (1), the  
16 term ‘otherwise related legally or financially’ in-  
17 cludes a minority relationship or investment if  
18 the relationship or investment involves a cor-  
19 poration based in the People’s Republic of China.

20           “(3) *INTERNATIONAL AGREEMENTS.*—This sub-  
21 section shall be applied in a manner consistent with  
22 the obligations of the United States under inter-  
23 national agreements.

24           “(4) *WAIVER.*—

1           “(A) *IN GENERAL.*—*The Secretary may*  
2           *waive the limitation described in paragraph (1)*  
3           *using the criteria described in subsection (b).*”

4           “(B) *NOTIFICATION.*—*Not later than 10*  
5           *days after issuing a waiver under subparagraph*  
6           *(A), the Secretary shall notify the Committee on*  
7           *Transportation and Infrastructure of the House*  
8           *of Representatives and the Committee on Com-*  
9           *merce, Science, and Transportation of the Sen-*  
10           *ate.*”.

11       (b) *CONFORMING AMENDMENTS.*—

12           (1) *RESTRICTING CONTRACT AWARDS BECAUSE*  
13           *OF DISCRIMINATION AGAINST UNITED STATES GOODS*  
14           *OR SERVICES.*—*Section 50102 of title 49, United*  
15           *States Code, is amended by striking “(except section*  
16           *47127)”.*

17           (2) *RESTRICTION ON AIRPORT PROJECTS USING*  
18           *PRODUCTS OR SERVICES OF FOREIGN COUNTRIES DE-*  
19           *NYING FAIR MARKET OPPORTUNITIES.*—*Section*  
20           *50104(b) of title 49, United States Code, is amended*  
21           *by striking “(except section 47127)”.*

22           (3) *FRAUDULENT USE OF MADE IN AMERICA*  
23           *LABEL.*—*Section 50105 of title 49, United States*  
24           *Code, is amended by striking “(except section*  
25           *47127)”.*

1 **SEC. 769. MAINTAINING SAFE FIRE AND RESCUE STAFFING**  
2 **LEVELS.**

3 (a) *UPDATE TO REGULATION.*—*The Administrator*  
4 *shall update the regulations contained in section 139.319*  
5 *of title 14, Code of Federal Regulations, to ensure that para-*  
6 *graph (4) of such section provides that at least 1 individual*  
7 *maintains certification at the emergency medical techni-*  
8 *cian basic level, or higher, at a small, medium, or large*  
9 *hub airport.*

10 (b) *STAFFING REVIEW.*—*Not later than 2 years after*  
11 *the date of enactment of this Act, the Administrator shall*  
12 *conduct a review of airport environments and related regu-*  
13 *lations to evaluate sufficient staffing levels necessary for*  
14 *firefighting, rescue, and emergency medical services and re-*  
15 *sponse at airports certified under part 139 of title 14, Code*  
16 *of Federal Regulations.*

17 (c) *REPORT.*—*Not later than 1 year after completing*  
18 *the review under subsection (b), the Administrator shall*  
19 *submit to the appropriate committees of Congress a report*  
20 *containing the results of the review.*

21 **SEC. 770. GRANT ASSURANCES.**

22 (a) *GENERAL WRITTEN ASSURANCES.*—*Section*  
23 *47107(a) of title 49, United States Code, is amended—*

24 (1) *in paragraph (20) by striking “and” at the*  
25 *end;*

1           (2) *in paragraph (21) by striking the period at*  
2 *the end and inserting “; and”; and*

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

4           “(22) *the airport owner or operator may not re-*  
5 *strict or prohibit the sale or self-fueling of any 100-*  
6 *octane low lead aviation gasoline for purchase or use*  
7 *by operators of general aviation aircraft if such avia-*  
8 *tion gasoline was available at such airport at any*  
9 *time during calendar year 2022, until the earlier of—*

10           “(A) *December 31, 2030; or*

11           “(B) *the date on which the airport or any*  
12 *retail fuel seller at such airport makes available*  
13 *an unleaded aviation gasoline that—*

14           “(i) *has been authorized for use by the*  
15 *Administrator of the Federal Aviation Ad-*  
16 *ministration as a replacement for 100-oc-*  
17 *tane low lead aviation gasoline for use in*  
18 *nearly all piston-engine aircraft and engine*  
19 *models; and*

20           “(ii) *meets either an industry con-*  
21 *sensus standard or other standard that fa-*  
22 *cilitates the safe use, production, and dis-*  
23 *tribution of such unleaded aviation gaso-*  
24 *line, as determined appropriate by the Ad-*  
25 *ministrator.”.*

1           (b) *CIVIL PENALTIES FOR GRANT ASSURANCES VIOLA-*  
2 *TIONS.*—Section 46301(a) of title 49, United States Code,  
3 *is further amended—*

4           (1) *in paragraph (1)(A) by inserting “section*  
5 *47107(a)(22) (including any assurance made under*  
6 *such section),” after “chapter 451,”; and*

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

8           “(8) *FAILURE TO CONTINUE OFFERING AVIATION*  
9 *FUEL.*—Notwithstanding paragraph (1), the maximum  
10 *civil penalty for a violation of section 47107(a)(22) (includ-*  
11 *ing any assurance made under such section) committed by*  
12 *a person, including if the person is an individual or a small*  
13 *business concern, shall be \$5,000 for each day that the per-*  
14 *son is in violation of that section.”.*

15 **SEC. 771. AVIATION FUEL IN ALASKA.**

16           (a) *IN GENERAL.*—

17           (1) *PROHIBITION ON RESTRICTION OF FUEL*  
18 *USAGE OR AVAILABILITY.*—The Administrator of the  
19 *Federal Aviation Administration and the Adminis-*  
20 *trator of the Environmental Protection Agency shall*  
21 *not restrict the continued use or availability of 100-*  
22 *octane low lead aviation gasoline in the State of Alas-*  
23 *ka until the earlier of—*

24                           (A) *December 31, 2032; or*

1           (B) 6 months after the date on which the  
2           Administrator of the Federal Aviation Adminis-  
3           tration finds that an unleaded aviation fuel is  
4           widely commercially available at airports  
5           throughout the State of Alaska that—

6                   (i) has been authorized for use by the  
7           Administrator of the Federal Aviation Ad-  
8           ministration as a replacement for 100-oc-  
9           tane low lead aviation gasoline; and

10                   (ii) meets either an industry consensus  
11           standard or other standard that facilitates  
12           and ensures the safe use, production, and  
13           distribution of such unleaded aviation fuel.

14           (2) SAVINGS CLAUSE.—Nothing in this section  
15           shall limit the authority of the Administrator of the  
16           Federal Aviation Administration or the Adminis-  
17           trator of the Environmental Protection Agency to ad-  
18           dress the endangerment to public health and welfare  
19           posed by lead emissions—

20                   (A) in the United States outside of the State  
21           of Alaska; or

22                   (B) within the State of Alaska after the date  
23           specified in paragraph (1).

24           (b) GAO REPORT ON TRANSITIONING TO UNLEADED  
25           AVIATION FUEL IN THE STATE OF ALASKA.—

1           (1) *EVALUATION.*—*The Comptroller General of*  
2 *the United States shall conduct an evaluation of the*  
3 *following:*

4           (A) *The aircraft, routes, and supply chains*  
5 *in the State of Alaska utilizing leaded aviation*  
6 *gasoline, including identification of remote and*  
7 *rural communities that rely upon leaded avia-*  
8 *tion gasoline.*

9           (B) *The estimated costs and benefits of*  
10 *transitioning aircraft and the supply chain in*  
11 *the State of Alaska to aviation fuel that meets*  
12 *the requirements described in clauses (i) and (ii)*  
13 *of section 47107(a)(22)(B) of title 49, United*  
14 *States Code, as added by section 770, including*  
15 *direct costs of new aircraft and equipment and*  
16 *indirect costs, including transportation from re-*  
17 *fineries to markets, foreign imports, and changes*  
18 *in leaded aviation gasoline prices as a result of*  
19 *reduced supply.*

20           (C) *The programs of the Environmental*  
21 *Protection Agency, the Federal Aviation Admin-*  
22 *istration, and other government agencies that*  
23 *can be utilized to assist individuals, commu-*  
24 *nities, industries, and the State of Alaska with*  
25 *the costs described in subparagraph (B).*

1           (D) *A reasonable time frame to permit any*  
2           *limitation on 100-octane low-lead aviation gaso-*  
3           *line in the State of Alaska.*

4           (E) *Other logistical considerations associ-*  
5           *ated with the transition described in subpara-*  
6           *graph (B).*

7           (2) *REPORT.—Not later than 3 years after the*  
8           *date of enactment of this section, the Comptroller*  
9           *General shall submit a report containing the results*  
10          *of the evaluation conducted under paragraph (1) to—*

11           (A) *the Committee on Commerce, Science,*  
12           *and Transportation of the Senate;*

13           (B) *the Committee on Environment and*  
14           *Public Works of the Senate;*

15           (C) *the Committee on Transportation and*  
16           *Infrastructure of the House of Representatives;*  
17           *and*

18           (D) *the Committee on Energy and Com-*  
19           *merce of the House of Representatives.*

20   **SEC. 772. APPLICATION OF AMENDMENTS.**

21           *The amendments to the Airport Improvement Program*  
22           *apportionment and discretionary formulas under chapter*  
23           *471 of title 49, United States Code, made by this Act (except*  
24           *as they relate to the extension of provisions or authorities*  
25           *expiring on May 10, 2024, or May 11, 2024) shall not*



1 *apply in a fiscal year beginning before the date of enact-*  
 2 *ment of this Act.*

3 **SEC. 773. PROHIBITION ON USE OF AMOUNTS TO PROCESS**  
 4 **OR ADMINISTER ANY APPLICATION FOR THE**  
 5 **JOINT USE OF HOMESTEAD AIR RESERVE**  
 6 **BASE WITH CIVIL AVIATION.**

7 *No amounts appropriated or otherwise made available*  
 8 *to the Federal Aviation Administration for fiscal years*  
 9 *2024 through 2028 may be used to process or administer*  
 10 *any application for the joint use of Homestead Air Reserve*  
 11 *Base, Homestead, Florida, by the Air Force and civil air-*  
 12 *craft.*

13 **SEC. 774. UNIVERSAL CHANGING STATION.**

14 *(a) GRANT ASSURANCES.—Section 47107 of title 49,*  
 15 *United States Code, as amended by section 743(b)(2), is fur-*  
 16 *ther amended by adding at the end the following:*

17 *“(y) UNIVERSAL CHANGING STATION.—*

18 *“(1) IN GENERAL.—In fiscal year 2030 and each*  
 19 *fiscal year thereafter, the Secretary of Transportation*  
 20 *may approve an application under this subchapter*  
 21 *for an airport development project grant only if the*  
 22 *Secretary receives written assurances that the airport*  
 23 *owner or operator will install or maintain (in com-*  
 24 *pliance with the requirements of section 35.133 of*  
 25 *title 28, Code of Federal Regulations), as applicable—*

1           “(A) at least 1 private, single-use room with  
2           a universal changing station that—

3                   “(i) meets the standards established  
4                   under paragraph (2)(A); and

5                   “(ii) is accessible to all individuals for  
6                   purposes of use by an individual with a  
7                   disability in each passenger terminal build-  
8                   ing of the airport; and

9           “(B) signage at or near the entrance to the  
10           changing station indicating the location of the  
11           changing station.

12           “(2) STANDARDS REQUIRED.—Not later than 2  
13           years after the date of enactment of this subsection,  
14           the United States Access Board shall—

15                   “(A) establish—

16                           “(i) comprehensive accessible design  
17                           standards for universal changing tables;  
18                           and

19                           “(ii) standards on the privacy, accessi-  
20                           bility, and sanitation equipment of the  
21                           room in which such table is located, re-  
22                           quired to be installed, or maintained under  
23                           this subsection; and

24                   “(B) in establishing the standards under  
25                   subparagraph (A), consult with entities with ap-

1           *propriate expertise relating to the use of uni-*  
2           *versal changing stations used by individuals*  
3           *with disabilities.*

4           “(3) *APPLICABILITY.*—

5                   “(A) *AIRPORT SIZE.*—*The requirement in*  
6           *paragraph (1) shall only apply to applications*  
7           *submitted by the airport sponsor of a medium or*  
8           *large hub airport.*

9                   “(B) *SPECIAL RULE.*—*The requirement in*  
10          *paragraph (1) shall not apply with respect to a*  
11          *project grant application for a period of time,*  
12          *determined by the Secretary, if the Secretary de-*  
13          *termines that construction or maintenance ac-*  
14          *tivities make it impracticable or unsafe for the*  
15          *universal changing station to be located in the*  
16          *sterile area of the building.*

17                  “(4) *EXCEPTION.*—*Upon application by an air-*  
18          *port sponsor, the Secretary may determine that a*  
19          *universal changing station in existence before the date*  
20          *of enactment of the FAA Reauthorization Act of 2024,*  
21          *complies with the requirements of paragraph (1) (in-*  
22          *cluding the standards established under paragraph*  
23          *(2)(A)), notwithstanding the absence of 1 or more of*  
24          *the standards or characteristics required under such*  
25          *paragraph.*

1           “(5) *DEFINITION.*—*In this section:*

2                   “(A) *DISABILITY.*—*The term ‘disability’ has*  
3                   *the meaning given that term in section 3 of the*  
4                   *Americans with Disabilities Act of 1990 (42*  
5                   *U.S.C. 12102).*

6                   “(B) *STERILE AREA.*—*The term ‘sterile*  
7                   *area’ has the same meaning given that term in*  
8                   *section 1540.5 of title 49, Code of Federal Regu-*  
9                   *lations.*

10                  “(C) *UNIVERSAL CHANGING STATION.*—*The*  
11                  *term ‘universal changing station’ means a uni-*  
12                  *versal or adult changing station that meets the*  
13                  *standards established by the United States Access*  
14                  *Board under paragraph (2)(A).*

15                  “(D) *UNITED STATES ACCESS BOARD.*—*The*  
16                  *term ‘United States Access Board’ means the Ar-*  
17                  *chitectural and Transportation Barriers Compli-*  
18                  *ance Board established under section 502(a)(1)*  
19                  *of the Rehabilitation Act of 1973 (29 U.S.C.*  
20                  *792(a)(1)).”.*

21           (b) *TERMINAL DEVELOPMENT COSTS.*—*Section*  
22 *47119(a) of title 49, United States Code, is amended by*  
23 *adding at the end the following:*

24                   “(4) *UNIVERSAL CHANGING STATIONS.*—*In addi-*  
25                   *tion to the projects described in paragraph (1), the*

1       *Secretary may approve a project for terminal devel-*  
 2       *opment for the construction or installation of a uni-*  
 3       *versal changing station (as defined in section*  
 4       *47107(y)) at a commercial service airport.”.*

5       **SEC. 774A. AIRPORT HUMAN TRAFFICKING PREVENTION**  
 6                               **GRANTS.**

7       *(a) IN GENERAL.—The Secretary shall establish a*  
 8       *grant program to provide grants to airports described in*  
 9       *subsection (b)(1) to address human trafficking awareness,*  
 10       *education, and prevention efforts, including by—*

11               *(1) coordinating human trafficking prevention*  
 12       *efforts across multimodal transportation operations*  
 13       *within a community; and*

14               *(2) accomplishing the best practices and rec-*  
 15       *ommendations provided by the Department of Trans-*  
 16       *portation Advisory Committee on Human Traf-*  
 17       *ficking.*

18       *(b) DISTRIBUTION.—*

19               *(1) IN GENERAL.—The Secretary shall distribute*  
 20       *amounts made available for grants under this section*  
 21       *to—*

22                       *(A) the 75 airports in the United States*  
 23       *with the highest number of passenger*  
 24       *enplanements annually, based on the most recent*  
 25       *data available; and*

1           (B) as the Secretary determines to be ap-  
2           propriate, an airport not described in subpara-  
3           graph (A) that serves an area with a high preva-  
4           lence of human trafficking, on application of the  
5           airport.

6           (2) *PRIORITY; CONSIDERATIONS.*—In distrib-  
7           uting amounts made available for grants under this  
8           section, the Secretary shall—

9                   (A) give priority in grant amounts to air-  
10                  ports referred to in paragraph (1) that serve re-  
11                  gions with a higher prevalence of human traf-  
12                  ficking; and

13                   (B) take into consideration the effect the  
14                  amounts would have on surrounding areas.

15           (3) *CONSULTATION.*—In distributing amounts  
16           made available for grants under this section, the Sec-  
17           retary shall consult with the Department of Transpor-  
18           tation Advisory Committee on Human Trafficking in  
19           determining the amounts to be distributed to each  
20           grant recipient to ensure the best use of the funds.

21           (c) *AUTHORIZATION OF APPROPRIATIONS.*—There is  
22           authorized to be appropriated to the Secretary to carry out  
23           this section \$10,000,000 for each of fiscal years 2025  
24           through 2028.

1 **SEC. 774B. STUDY ON IMPROVEMENTS FOR CERTAIN**  
 2 **NONHUB AIRPORTS.**

3 (a) *IN GENERAL.*—Not later than 90 days after the  
 4 date of enactment of this section, the Comptroller General  
 5 shall conduct a study on the challenges faced by nonhub  
 6 airports not designated as essential air service communities  
 7 and recommend ways to help secure and retain flight sched-  
 8 ules using existing Federal programs, such as the Small  
 9 Community Air Service Development program.

10 (b) *REPORT.*—Not later than 1 year after the date of  
 11 enactment of this section, the Comptroller General shall sub-  
 12 mit to the appropriate committees of Congress a report on  
 13 the results of the study conducted under subsection (a), in-  
 14 cluding recommendations for such legislation and adminis-  
 15 trative action as the Comptroller General determines appro-  
 16 priate.

17 **Subtitle B—Passenger Facility**  
 18 **Charges**

19 **SEC. 775. ADDITIONAL PERMITTED USES OF PASSENGER**  
 20 **FACILITY CHARGE REVENUE.**

21 *Section 40117(a)(3) of title 49, United States Code,*  
 22 *is amended by adding at the end the following:*

23 “(H) A project at a small hub airport for  
 24 a noise barrier where the day–night average  
 25 sound level from commercial, general aviation,

1           or cargo operations is expected to exceed 55 deci-  
2           bels as a result of new airport development.

3           “(I) A project for the replacement of exist-  
4           ing workspace elements (including any associ-  
5           ated in-kind facility or equipment within or im-  
6           mediately adjacent to a terminal development or  
7           renovation project at such airport) related to the  
8           relocation of a Federal agency on airport  
9           grounds due to such terminal development or  
10          renovation project for which development costs  
11          are eligible costs under this section.”.

12 **SEC. 776. PASSENGER FACILITY CHARGE STREAMLINING.**

13          (a) *IN GENERAL.*—Section 40117 of title 49, United  
14          States Code, is amended—

15               (1) in subsection (b)—

16                   (A) in paragraph (1)—

17                           (i) by striking “The Secretary” and  
18                           inserting “Except as provided under sub-  
19                           section (l), the Secretary”; and

20                           (ii) by striking “\$1, \$2, or \$3” and in-  
21                           serting “\$1, \$2, \$3, \$4, or \$4.50”;

22                   (B) by striking paragraph (4);

23                   (C) by redesignating paragraphs (5)  
24                   through (7) as paragraphs (4) through (6), re-  
25                   spectively;



1           (D) in paragraph (5), as so redesignated—

2           (i) by striking “paragraphs (1) and  
3           (4)” and inserting “paragraph (1)”; and

4           (ii) by striking “paragraph (1) or (4)”  
5           and inserting “paragraph (1)”; and

6           (E) in paragraph (6)(A), as so redesignated—  
7

8           (i) by striking “paragraphs (1), (4),  
9           and (6)” and inserting “paragraphs (1)  
10           and (5)”; and

11           (ii) by striking “paragraph (1) or (4)”  
12           and inserting “paragraph (1)”;  
13

(2) in subsection (e)(1)—

14           (A) in subparagraph (A) by inserting “or a  
15           passenger facility charge imposition is author-  
16           ized under subsection (l)” after “of this section”;  
17           and

18           (B) in subparagraph (B) by inserting “rea-  
19           sonable” after “subject to”; and

20           (3) in subsection (l)—

21           (A) in the subsection heading, by striking  
22           “**Pilot Program for Passenger Facility**  
23           **Charge Authorizations**” and inserting  
24           “PASSENGER FACILITY CHARGE STREAM-  
25           LINING”;

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

3           “(1) *IN GENERAL.*—

4           “(A) *REGULATIONS.*—The Secretary shall  
5           prescribe regulations to streamline the process for  
6           authorizing eligible agencies for airports to im-  
7           pose passenger facility charges.

8           “(B) *PASSENGER FACILITY CHARGE.*—An  
9           eligible agency may impose a passenger facility  
10          charge of \$1, \$2, \$3, \$4, or \$4.50 in accordance  
11          with the provisions of this subsection instead of  
12          using the procedures otherwise provided in this  
13          section.”;

14          (C) by striking paragraph (4) and inserting  
15          the following:

16          “(4) *ACKNOWLEDGMENT OF RECEIPT AND INDI-*  
17          *CATION OF OBJECTION.*—

18          “(A) *IN GENERAL.*—The Secretary shall ac-  
19          knowledge receipt of the notice and indicate any  
20          objection to the imposition of a passenger facility  
21          charge under this subsection for any project  
22          identified in the notice within 60 days after re-  
23          ceipt of the eligible agency’s notice.

24          “(B) *PROHIBITED OBJECTION.*—The Sec-  
25          retary may not object to an eligible airport-re-

1           *lated project that received Federal financial as-*  
2           *istance for airport development, terminal devel-*  
3           *opment, airport planning, or for the purposes of*  
4           *noise compatibility, if the Federal financial as-*  
5           *istance and passenger facility charge collection*  
6           *(including interest and other returns on the rev-*  
7           *enue) do not exceed the total cost of the project.*

8           “(C) *ALLOWED OBJECTION.*—*The Secretary*  
9           *may only object to the imposition of a passenger*  
10           *facility charge under this subsection for a project*  
11           *that—*

12                   “(i) *establishes significant policy*  
13                   *precedent;*

14                   “(ii) *raises significant legal issues;*

15                   “(iii) *garners significant controversy,*  
16                   *as evidenced by significant opposition to the*  
17                   *proposed action by the applicant or other*  
18                   *airport authorities, airport users, govern-*  
19                   *mental agencies, elected officials, or commu-*  
20                   *nities;*

21                   “(iv) *raises significant revenue diver-*  
22                   *sion, airport noise, or access issues, includ-*  
23                   *ing compliance with section 47111(e) or*  
24                   *subchapter II of chapter 475;*

1                   “(v) includes multimodal components;  
 2                   or  
 3                   “(vi) serves no aeronautical purpose.”;  
 4                   (D) by striking paragraph (6); and  
 5                   (E) by redesignating paragraph (7) as  
 6                   paragraph (6).

7           (b) *RULEMAKING.*—Not later than 120 days after the  
 8   date of enactment of this Act, the Administrator shall ini-  
 9   tiate a rulemaking to implement the amendments made by  
 10 subsection (a).

11           (c) *INTERIM GUIDANCE.*—The interim guidance estab-  
 12 lished in the memorandum of the FAA titled “PFC 73–20.  
 13 Streamlined Procedures for Passenger Facility Charge  
 14 (PFC) Authorizations at Small-, Medium-, and Large-Hub  
 15 Airports”, issued on January 22, 2020, including any  
 16 modification to such guidance necessary to conform with  
 17 the amendments made by subsection (a), shall remain in  
 18 effect until the effective date of the final rule issued under  
 19 subsection (b).

20 ***Subtitle C—Noise And Environ-***  
 21 ***mental Programs And Stream-***  
 22 ***lining***

23 ***SEC. 781. STREAMLINING CONSULTATION PROCESS.***

24           Section 47101(h) of title 49, United States Code, is  
 25 amended by striking “shall” and inserting “may”.

1 **SEC. 782. REPEAL OF BURDENSOME EMISSIONS CREDIT RE-**  
2 **QUIREMENTS.**

3 *Section 47139 of title 49, United States Code, is*  
4 *amended—*

5 *(1) in subsection (a)—*

6 *(A) in the matter preceding paragraph*

7 *(1)—*

8 *(i) by striking “airport sponsors re-*  
9 *ceive” and inserting “airport sponsors may*  
10 *receive”;*

11 *(ii) by striking “carrying out projects”*  
12 *and inserting “carrying out projects, in-*  
13 *cluding projects”; and*

14 *(iii) by striking “conditions” and in-*  
15 *serting “considerations”; and*

16 *(B) in paragraph (2)—*

17 *(i) by striking “airport sponsor” and*  
18 *inserting “airport sponsor, including for an*  
19 *airport outside of a nonattainment area or*  
20 *maintenance area,”;*

21 *(ii) by striking “only”;*

22 *(iii) by striking “or as offsets” and in-*  
23 *serting “, as offsets”; and*

24 *(iv) by striking the period at the end*  
25 *and inserting “, or as part of a State im-*  
26 *plementation plan.”;*

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

2           (3) *by redesignating subsection (c) as subsection*

3           **(b).**

4 **SEC. 783. EXPEDITED ENVIRONMENTAL REVIEW AND ONE**  
 5 **FEDERAL DECISION.**

6           *Section 47171 of title 49, United States Code, is*  
 7 *amended—*

8           (1) *in subsection (a)—*

9           (A) *in the matter preceding paragraph*

10          (1)—

11                   (i) *by striking “develop and”; and*

12                   (ii) *by striking “projects at congested*

13                   *airports” and all that follows through*

14                   *“aviation security projects” and inserting*

15                   *“projects, terminal development projects,*

16                   *general aviation airport construction or im-*

17                   *provement projects, and aviation safety*

18                   *projects”; and*

19                   (B) *in paragraph (1) by striking “better”*

20                   *and inserting “streamlined”;*

21           (2) *by striking subsection (b) and inserting the*

22           *following:*

23           “(b) *AVIATION PROJECTS SUBJECT TO A STREAM-*

24 *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 exped-  
5           dited environmental review process requirements set  
6           forth in this section.

7           “(2) *PROJECT DESIGNATION CRITERIA.*—

8           “(A) *IN GENERAL.*—The Secretary may des-  
9           ignate an aviation safety project for priority en-  
10          vironmental review.

11          “(B) *REQUIREMENTS.*—A designated project  
12          shall be subject to the coordinated and expedited  
13          environmental review process requirements set  
14          forth in this section.

15          “(C) *GUIDELINES.*—

16          “(i) *IN GENERAL.*—The Secretary shall  
17          establish guidelines for the designation of an  
18          aviation safety project or aviation security  
19          project for priority environmental review.

20          “(ii) *CONSIDERATION.*—Guidelines es-  
21          tablished under clause (i) shall provide for  
22          consideration of—

23                  “(I) the importance or urgency of  
24                  the project;

1           “(II) the potential for under-  
2           taking the environmental review under  
3           existing emergency procedures under  
4           the National Environmental Policy Act  
5           of 1969 (42 U.S.C. 4321 et seq.);

6           “(III) the need for cooperation  
7           and concurrent reviews by other Fed-  
8           eral or State agencies; and

9           “(IV) the prospect for undue delay  
10          if the project is not designated for pri-  
11          ority review.”;

12           (3) in subsection (c) by striking “an airport ca-  
13          pacity enhancement project at a congested airport or  
14          a project designated under subsection (b)(3)” and in-  
15          serting “a project described or designated under sub-  
16          section (b)”;

17           (4) in subsection (d) by striking “each airport  
18          capacity enhancement project at a congested airport  
19          or a project designated under subsection (b)(3)” and  
20          inserting “a project described or designated under  
21          subsection (b)”;

22           (5) in subsection (h) by striking “designated  
23          under subsection (b)(3)” and all that follows through  
24          “congested airports” and inserting “described in sub-  
25          section (b)(1)”;



1           (6) in subsection (j)—

2                   (A) by striking “For any” and inserting the  
3 following:

4                   “(1) *IN GENERAL.*—For any”; and

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

6                   “(2) *DEADLINE.*—The Secretary shall define the  
7 purpose and need of a project not later than 45 days  
8 after—

9                           (A) the submission of the appropriately  
10 completed proposed purpose and need description  
11 of the airport sponsor; and

12                           (B) any appropriately completed proposed  
13 revision to a development project that affects the  
14 purpose and need description previously pre-  
15 pared or accepted by the Federal Aviation Ad-  
16 ministration.

17                   “(3) *ASSISTANCE.*—The Secretary shall provide  
18 all airport sponsors with technical assistance in  
19 drafting purpose and need statements and necessary  
20 supporting documentation for projects involving Fed-  
21 eral approvals from more than 1 Federal agency.”;

22           (7) in subsection (k)—

23                   (A) by striking “an airport capacity en-  
24 hancement project at a congested airport or a  
25 project designated under subsection (b)(3)” and

1           inserting “a project described or designated  
2           under subsection (b)”;

3           (B) by striking “project shall consider” and  
4           inserting the following: “project shall—  
5           “(1) consider”;

6           (C) by striking the period at the end and  
7           inserting “; and”; and

8           (D) by adding at the end the following:  
9           “(2) limit the comments of the agency to—

10           “(A) subject matter areas within the special  
11           expertise of the agency; and

12           “(B) changes necessary to ensure the agency  
13           is carrying out the obligations of that agency  
14           under the National Environmental Policy Act of  
15           1969 (42 U.S.C. 4321 et seq.) and other applica-  
16           ble law.”;

17           (8) in subsection (l) by striking the period at the  
18           end and inserting “and section 1503 of title 40, Code  
19           of Federal Regulations.”; and

20           (9) by striking subsection (m) and inserting the  
21           following:

22           “(m) COORDINATION AND SCHEDULE.—

23           “(1) COORDINATION PLAN.—

24           “(A) IN GENERAL.—Not later than 90 days  
25           after the date of publication of a notice of intent

1           to prepare an environmental impact statement  
2           or the initiation of an environmental assessment,  
3           the Secretary of Transportation shall establish a  
4           plan for coordinating public and agency partici-  
5           pation in and comment on the environmental re-  
6           view process for a project described or designated  
7           under subsection (b). The coordination plan may  
8           be incorporated into a memorandum of under-  
9           standing.

10           “(B) *CLOUD-BASED, INTERACTIVE DIGITAL*  
11           *PLATFORMS.*—The Secretary is encouraged to  
12           utilize cloud-based, interactive digital platforms  
13           to meet community engagement and agency co-  
14           ordination requirements under subparagraph  
15           (A).

16           “(C) *SCHEDULE.*—

17           “(i) *IN GENERAL.*—The Secretary shall  
18           establish as part of such coordination plan,  
19           after consultation with and the concurrence  
20           of each participating agency for the project  
21           and with the State in which the project is  
22           located (and, if the State is not the project  
23           sponsor, with the project sponsor), a sched-  
24           ule for—

1           “(I) interim milestones and dead-  
2           lines for agency activities necessary to  
3           complete the environmental review;  
4           and

5           “(II) completion of the environ-  
6           mental review process for the project.

7           “(ii) *FACTORS FOR CONSIDERATION.*—  
8           *In establishing the schedule under clause (i),*  
9           *the Secretary shall consider factors such*  
10          *as—*

11           “(I) the responsibilities of partici-  
12           pating agencies under applicable laws;

13           “(II) resources available to the co-  
14           operating agencies;

15           “(III) overall size and complexity  
16           of the project;

17           “(IV) the overall time required by  
18           an agency to conduct an environ-  
19           mental review and make decisions  
20           under applicable Federal law relating  
21           to a project (including the issuance or  
22           denial of a permit or license) and the  
23           cost of the project; and

1                   “(V) *the sensitivity of the natural*  
2                   *and historic resources that could be af-*  
3                   *ected by the project.*

4                   “(iii) *MAXIMUM PROJECT SCHED-*  
5                   *ULE.—To the maximum extent practicable*  
6                   *and consistent with applicable Federal law,*  
7                   *the Secretary shall develop, in concurrence*  
8                   *with the project sponsor, a maximum sched-*  
9                   *ule for the project described or designated*  
10                   *under subsection (b) that is not more than*  
11                   *2 years for the completion of the environ-*  
12                   *mental review process for such projects, as*  
13                   *measured from, as applicable, the date of*  
14                   *publication of a notice of intent to prepare*  
15                   *an environmental impact statement to the*  
16                   *record of decision.*

17                   “(iv) *DISPUTE RESOLUTION.—*

18                   “(I) *IN GENERAL.—Any issue or*  
19                   *dispute that arises between the Sec-*  
20                   *retary and participating agencies (or*  
21                   *amongst participating agencies) dur-*  
22                   *ing the environmental review process*  
23                   *shall be addressed expeditiously to*  
24                   *avoid delay.*

1                   “(II)     *RESPONSIBILITIES.—The*  
2                   *Secretary and participating agencies*  
3                   *shall—*

4                   “*(aa) implement the require-*  
5                   *ments of this section consistent*  
6                   *with any dispute resolution proc-*  
7                   *ess established in an applicable*  
8                   *law, regulation, or legally binding*  
9                   *agreement to the maximum extent*  
10                  *permitted by law; and*

11                  “*(bb) seek to resolve issues or*  
12                  *disputes at the earliest possible*  
13                  *time at the project level through*  
14                  *agency employees who have day-*  
15                  *to-day involvement in the project.*

16                  “(III)   *SECRETARY RESPONSIBIL-*  
17                  *ITIES.—*

18                  “*(aa)     IN     GENERAL.—The*  
19                  *Secretary shall make information*  
20                  *available to each cooperating and*  
21                  *participating agency and project*  
22                  *sponsor as early as practicable in*  
23                  *the environmental review regard-*  
24                  *ing the environmental, historic,*  
25                  *and socioeconomic resources lo-*

1            *cated within the project area and*  
2            *the general locations of the alter-*  
3            *natives under consideration.*

4            “(bb) *SOURCES OF INFORMA-*  
5            *TION.—The information described*  
6            *in item (aa) may be based on ex-*  
7            *isting data sources, including geo-*  
8            *graphic information systems map-*  
9            *ping.*

10           “(IV) *COOPERATING AND PARTICI-*  
11           *PATING AGENCY RESPONSIBILITIES.—*  
12           *Each cooperating and participating*  
13           *agency shall—*

14           “(aa) *identify, as early as*  
15           *practicable, any issues of concern*  
16           *regarding any potential environ-*  
17           *mental impacts of the project, in-*  
18           *cluding any issues that could sub-*  
19           *stantially delay or prevent an*  
20           *agency from completing any envi-*  
21           *ronmental review or authorization*  
22           *required for the project; and*

23           “(bb) *communicate any*  
24           *issues described in item (aa) to*  
25           *the project sponsor.*

1                   “(V) *ELEVATION FOR MISSED*  
2                   *MILESTONE.—If a dispute between the*  
3                   *Secretary and participating agencies*  
4                   *(or amongst participating agencies)*  
5                   *causes a milestone to be missed or ex-*  
6                   *tended, or the Secretary anticipates*  
7                   *that a permitting timetable milestone*  
8                   *will be missed or will need to be ex-*  
9                   *tended, the dispute shall be elevated to*  
10                   *an official designated by the relevant*  
11                   *agency for resolution. The elevation of*  
12                   *a dispute shall take place as soon as*  
13                   *practicable after the Secretary becomes*  
14                   *aware of the dispute or potential*  
15                   *missed milestone.*

16                   “(VI) *EXCEPTION.—Disputes that*  
17                   *do not impact the ability of an agency*  
18                   *to meet a milestone may be elevated as*  
19                   *appropriate.*

20                   “(VII) *FURTHER EVALUATION.—*  
21                   *If a resolution has not been reached at*  
22                   *the end of the 30-day period after a*  
23                   *relevant milestone date or extension*  
24                   *date after a dispute has been elevated*  
25                   *to the designated official, the relevant*



1                   agencies shall elevate the dispute to  
2                   senior agency leadership for resolution.

3                   “(D) *CONSISTENCY WITH OTHER TIME PE-*  
4                   *RIODS.*—A schedule under subparagraph (C)  
5                   shall be consistent with any other relevant time  
6                   periods established under Federal law.

7                   “(E) *MODIFICATION.*—

8                   “(i) *IN GENERAL.*—Except as provided  
9                   in clause (ii), the Secretary may lengthen  
10                  or shorten a schedule established under sub-  
11                  paragraph (C) for good cause. The Sec-  
12                  retary may consider a decision by the  
13                  project sponsor to change, modify, expand,  
14                  or reduce the scope of a project as good  
15                  cause for purposes of this clause.

16                  “(ii) *LIMITATIONS.*—

17                  “(I) *LENGTHENED SCHEDULE.*—  
18                  The Secretary may lengthen a schedule  
19                  under clause (i) for a cooperating Fed-  
20                  eral agency by not more than 1 year  
21                  after the latest deadline established for  
22                  the project described or designated  
23                  under subsection (b) by the Secretary.

24                  “(II) *SHORTENED SCHEDULE.*—  
25                  The Secretary may not shorten a

1           *schedule under clause (i) if doing so*  
2           *would impair the ability of a cooper-*  
3           *ating Federal agency to conduct nec-*  
4           *essary analyses or otherwise carry out*  
5           *relevant obligations of the Federal*  
6           *agency for the project.*

7           “(F) *FAILURE TO MEET DEADLINE.*—*If a*  
8           *cooperating Federal agency fails to meet a dead-*  
9           *line established under subparagraph (D)(i)(I)—*

10            “(i) *the cooperating Federal agency*  
11            *shall, not later than 10 days after failing to*  
12            *meet the deadline, submit to the Secretary a*  
13            *report that describes the reasons why the*  
14            *deadline was not met; and*

15            “(ii) *the Secretary shall—*

16            “(I) *submit to the Committee on*  
17            *Transportation and Infrastructure of*  
18            *the House of Representatives and the*  
19            *Committee on Commerce, Science, and*  
20            *Transportation of the Senate a copy of*  
21            *the report under clause (i); and*

22            “(II) *make the report under clause*  
23            *(i) publicly available on a website of*  
24            *the Department of Transportation.*

1           “(G) *DISSEMINATION.*—A copy of a sched-  
2           ule under subparagraph (C), and of any modi-  
3           fications to the schedule under subparagraph  
4           (E), shall be—

5                   “(i) *provided to all participating agen-*  
6                   cies and to the State department of trans-  
7                   portation of the State in which the project  
8                   is located (and, if the State is not the  
9                   project sponsor, to the project sponsor); and

10                   “(ii) *made available to the public.*

11           “(2) *COMMENT DEADLINES.*—The Secretary shall  
12           establish the following deadlines for comment during  
13           the environmental review process for a project:

14                   “(A) *For comments by agencies and the*  
15                   public on a draft environmental impact state-  
16                   ment, a period of not more than 60 days after  
17                   publication in the Federal Register of notice of  
18                   the date of public availability of such statement,  
19                   unless—

20                           “(i) *a different deadline is established*  
21                           by agreement of the lead agency, the project  
22                           sponsor, and all participating agencies; or

23                           “(ii) *the deadline is extended by the*  
24                           lead agency for good cause.

1           “(B) For all other comment periods estab-  
2           lished by the lead agency for agency or public  
3           comments in the environmental review process, a  
4           period of not more than 45 days from avail-  
5           ability of the materials on which comment is re-  
6           quested, unless—

7                   “(i) a different deadline is established  
8                   by agreement of the Secretary, the project  
9                   sponsor, and all participating agencies; or

10                   “(ii) the deadline is extended by the  
11                   lead agency for good cause.

12           “(3) DEADLINES FOR DECISIONS UNDER OTHER  
13           LAWS.—In any case in which a decision under any  
14           Federal law relating to a project described or des-  
15           ignated under subsection (b) (including the issuance  
16           or denial of a permit or license) is required to be  
17           made by the later of the date that is 180 days after  
18           the date on which the Secretary made all final deci-  
19           sions of the lead agency with respect to the project or  
20           180 days after the date on which an application was  
21           submitted for the permit or license, the Secretary  
22           shall submit to the Committee on Transportation and  
23           Infrastructure of the House of Representatives and the  
24           Committee on Commerce, Science, and Transpor-

1 *tation of the Senate and publish on a website of the*  
2 *Department of Transportation—*

3 *“(A) as soon as practicable after the 180-*  
4 *day period, an initial notice of the failure of the*  
5 *Federal agency to make the decision; and*

6 *“(B) every 60 days thereafter until such*  
7 *date as all decisions of the Federal agency relat-*  
8 *ing to the project have been made by the Federal*  
9 *agency, an additional notice that describes the*  
10 *number of decisions of the Federal agency that*  
11 *remain outstanding as of the date of the addi-*  
12 *tional notice.*

13 *“(4) INVOLVEMENT OF THE PUBLIC.—Nothing in*  
14 *this subsection shall reduce any time period provided*  
15 *for public comment in the environmental review proc-*  
16 *ess under existing Federal law, including a regula-*  
17 *tion.*

18 *“(n) CONCURRENT REVIEWS AND SINGLE NEPA DOC-*  
19 *UMENT.—*

20 *“(1) CONCURRENT REVIEWS.—Each partici-*  
21 *pating agency and cooperating agency under the ex-*  
22 *pedited and coordinated environmental review process*  
23 *established under this section shall—*

24 *“(A) carry out the obligations of such agen-*  
25 *cy under other applicable law concurrently, and*

1           *in conjunction, with the review required under*  
2           *the National Environmental Policy Act of 1969*  
3           *(42 U.S.C. 4321 et seq.), unless doing so would*  
4           *impair the ability of such agency to conduct*  
5           *needed analysis or otherwise carry out such obli-*  
6           *gations; and*

7           “(B) *formulate and implement administra-*  
8           *tive, policy, and procedural mechanisms to en-*  
9           *able the agency to ensure completion of the envi-*  
10           *ronmental review process in a timely, coordi-*  
11           *nated, and environmentally responsible manner.*

12           “(2) *SINGLE NEPA DOCUMENT.—*

13           “(A) *IN GENERAL.—To the maximum ex-*  
14           *tent practicable and consistent with Federal law,*  
15           *all Federal permits and reviews for a project*  
16           *shall rely on a single environmental document*  
17           *prepared under the National Environmental Pol-*  
18           *icy Act of 1969 (42 U.S.C. 4321 et seq.) under*  
19           *the leadership of the Secretary.*

20           “(B) *USE OF DOCUMENT.—*

21           “(i) *IN GENERAL.—To the maximum*  
22           *extent practicable, the Secretary shall de-*  
23           *velop an environmental document sufficient*  
24           *to satisfy the requirements for any Federal*  
25           *approval or other Federal action required*

1           *for the project, including permits issued by*  
2           *other Federal agencies.*

3           “(ii) *COOPERATION OF PARTICIPATING*  
4           *AGENCIES.—In carrying out this subpara-*  
5           *graph, other participating agencies shall co-*  
6           *operate with the lead agency and provide*  
7           *timely information.*

8           “(C) *TREATMENT AS PARTICIPATING AND*  
9           *COOPERATING AGENCIES.—A Federal agency re-*  
10          *quired to make an approval or take an action*  
11          *for a project, as described in this paragraph,*  
12          *shall work with the Secretary to ensure that the*  
13          *agency making the approval or taking the action*  
14          *is treated as being both a participating and co-*  
15          *operating agency for the project.*

16          “(D) *EXCEPTIONS.—The Secretary may*  
17          *waive the application of subparagraph (A) with*  
18          *respect to a project if—*

19                 “(i) *the project sponsor requests that*  
20                 *agencies issue separate environmental docu-*  
21                 *ments;*

22                 “(ii) *the obligations of a cooperating*  
23                 *agency or participating agency under the*  
24                 *National Environmental Policy Act of 1969*

1           (42 U.S.C. 4321 *et seq.*) have already been  
2           satisfied with respect to the project; or

3           “(iii) the Secretary determines that re-  
4           liance on a single environmental document  
5           (as described in subparagraph (A)) would  
6           not facilitate timely completion of the envi-  
7           ronmental review process for the project.

8           “(3) *PARTICIPATING AGENCY RESPONSIBIL-*  
9           *ITIES.—An agency participating in the expedited and*  
10          *coordinated environmental review process under this*  
11          *section shall—*

12           “(A) provide comments, responses, studies,  
13           or methodologies on areas within the special ex-  
14           pertise or jurisdiction of the agency; and

15           “(B) use the process to address any environ-  
16           mental issues of concern to the agency.

17          “(o) *ENVIRONMENTAL IMPACT STATEMENT.—*

18           “(1) *IN GENERAL.—In preparing a final envi-*  
19           *ronmental impact statement under the National En-*  
20           *vironmental Policy Act of 1969 (42 U.S.C. 4321 et*  
21           *seq.) for a project described or designated under sub-*  
22           *section (b), if the Secretary modifies the statement in*  
23           *response to comments that are minor and are con-*  
24           *fined to factual corrections or explanations of why the*  
25           *comments do not warrant additional agency response,*



1        *the Secretary may write on errata sheets attached to*  
2        *the statement instead of rewriting the draft statement,*  
3        *subject to the condition that the errata sheets—*

4                *“(A) cite the sources, authorities, and rea-*  
5                *sons that support the position of the agency; 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 ex-*  
10                *tent practicable, for a project subject to a coordinated*  
11                *review process under this section, the Secretary shall*  
12                *expeditiously develop a single document that consists*  
13                *of a final environmental impact statement and a*  
14                *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 DOCUMENT.—*

1           “(A) *IN GENERAL.*—*Except as provided in*  
2           *subparagraph (B), an environmental impact*  
3           *statement shall not exceed 150 pages, not includ-*  
4           *ing 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 re-*  
20           *spect to an environmental impact statement, en-*  
21           *vironmental assessment, categorical exclusion, or*  
22           *other document prepared under the National En-*  
23           *vironmental Policy Act of 1969 (42 U.S.C. 4321*  
24           *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 environmental  
4           permit, approval, review, or study required for a  
5           project under any Federal law other than the  
6           National Environmental Policy Act of 1969 (42  
7           U.S.C. 4321 et seq.), if consistent with such Act.

8           “(2) IDENTIFICATION.—If a lead or cooperating  
9           agency makes a determination to adopt or incor-  
10          porate by reference and use a planning product under  
11          paragraph (1), such agency shall identify the agencies  
12          that participated in the development of the planning  
13          products.

14          “(3) ADOPTION OR INCORPORATION BY REF-  
15          ERENCE OF PLANNING PRODUCTS.—Such agency  
16          may—

17                 “(A) adopt or incorporate by reference an  
18                 entire planning product under paragraph (1); or

19                 “(B) select portions of a planning project  
20                 under paragraph (1) for adoption or incorpora-  
21                 tion by reference.

22          “(4) TIMING.—The adoption or incorporation by  
23          reference of a planning product under paragraph (1)  
24          may—

1           “(A) be made at the time the lead and co-  
2           operating agencies decide the appropriate scope  
3           of environmental review for the project; or

4           “(B) occur later in the environmental re-  
5           view process, as appropriate.

6           “(5) *CONDITIONS.*—Such agency in the environ-  
7           mental review process may adopt or incorporate by  
8           reference a planning product under this section if  
9           such agency determines, with the concurrence of the  
10          lead agency, if appropriate, and, if the planning  
11          product is necessary for a cooperating agency to issue  
12          a permit, review, or approval for the project, with the  
13          concurrence of the cooperating agency, if appropriate,  
14          that 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 poten-  
24          tial effects, including effects on the human and  
25          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 any*  
4 *subsequent environmental review process in ac-*  
5 *cordance with this section.*

6           “(E) *During the environmental review*  
7 *process, the such agency has—*

8                   “(i) *made the planning documents*  
9 *available for public review and comment by*  
10 *members of the general public and Federal,*  
11 *State, local, and Tribal governments that*  
12 *may have an interest in the proposed*  
13 *project;*

14                   “(ii) *provided notice of the intention of*  
15 *the such agency to adopt or incorporate by*  
16 *reference the planning product; and*

17                   “(iii) *considered any resulting com-*  
18 *ments.*

19           “(F) *There is no significant new informa-*  
20 *tion or new circumstance that has a reasonable*  
21 *likelihood of affecting the continued validity or*  
22 *appropriateness of the planning product or por-*  
23 *tions thereof.*

24           “(G) *The planning product has a rational*  
25 *basis and is based on reliable and reasonably*

1           *current data and reasonable and scientifically*  
2           *acceptable methodologies.*

3           “(H) *The planning product is documented*  
4           *in sufficient detail to support the decision or the*  
5           *results of the analysis and to meet requirements*  
6           *for use of the information in the environmental*  
7           *review process.*

8           “(I) *The planning product is appropriate*  
9           *for adoption or incorporation by reference and*  
10           *use in the environmental review process for the*  
11           *project and is incorporated in accordance with,*  
12           *and is sufficient to meet the requirements of, the*  
13           *National Environmental Policy Act of 1969 (42*  
14           *U.S.C. 4321 et seq.) and section 1502.21 of title*  
15           *40, Code of Federal Regulations.*

16           “(6) *EFFECT OF ADOPTION OR INCORPORATION*  
17           *BY REFERENCE.—Any planning product or portions*  
18           *thereof adopted or incorporated by reference by such*  
19           *agency in accordance with this subsection may be—*

20                   “(A) *incorporated directly into an environ-*  
21                   *mental review process document or other envi-*  
22                   *ronmental document; and*

23                   “(B) *relied on and used by other Federal*  
24                   *agencies in carrying out reviews of the project.*

25           “(q) *REPORT ON NEPA DATA.—*

1           “(1) *IN GENERAL.*—*The Secretary shall carry*  
2           *out a process to track, and annually submit to the*  
3           *Committee on Transportation and Infrastructure of*  
4           *the House of Representatives, the Committee on Com-*  
5           *merce, Science, and Transportation of the Senate, the*  
6           *Committee on Natural Resources of the House of Rep-*  
7           *resentatives, and the Committee on Environment and*  
8           *Public Works of the Senate a report on projects de-*  
9           *scribed in subsection (b)(1) that contains the informa-*  
10          *tion described in paragraph (3).*

11          “(2) *TIME TO COMPLETE.*—*For purposes of*  
12          *paragraph (3), the NEPA process—*

13                 “(A) *for an environmental impact state-*  
14                 *ment—*

15                         “(i) *begins on the date on which a no-*  
16                         *tice of intent is published in the Federal*  
17                         *Register; and*

18                         “(ii) *ends on the date on which the*  
19                         *Secretary issues a record of decision, in-*  
20                         *cluding, if necessary, a revised record of de-*  
21                         *cision; and*

22                 “(B) *for an environmental assessment—*

23                         “(i) *begins on the date on which the*  
24                         *Secretary makes a determination to prepare*  
25                         *an environmental assessment; and*

1           “(ii) ends on the date on which the  
2           Secretary issues a finding of no significant  
3           impact or determines that preparation of  
4           an environmental impact statement is nec-  
5           essary.

6           “(3) *INFORMATION DESCRIBED.*—The informa-  
7           tion referred to in paragraph (1) is, with respect to  
8           the Federal Aviation Administration—

9           “(A) the number of proposed actions for  
10          which a categorical exclusion was applied by the  
11          Secretary during the reporting period;

12          “(B) the number of proposed actions for  
13          which a documented categorical exclusion was  
14          applied by the Secretary during the reporting  
15          period;

16          “(C) the number of proposed actions pend-  
17          ing on the date on which the report is submitted  
18          for which the issuance of a documented categor-  
19          ical exclusion by the Secretary is pending;

20          “(D) the number of proposed actions for  
21          which an environmental assessment was issued  
22          by the Secretary during the reporting period;

23          “(E) the length of time the Administration  
24          took to complete each environmental assessment  
25          described in subparagraph (D);



1           “(F) the number of proposed actions pend-  
2           ing on the date on which the report is submitted  
3           for which an environmental assessment is being  
4           drafted by the Secretary;

5           “(G) the number of proposed actions for  
6           which a final environmental impact statement  
7           was completed by the Secretary during the re-  
8           porting period;

9           “(H) the length of time that the Secretary  
10          took to complete each environmental impact  
11          statement described in subparagraph (G);

12          “(I) the number of proposed actions pend-  
13          ing on the date on which the report is submitted  
14          for which an environmental impact statement is  
15          being drafted; and

16          “(J) for the proposed actions reported under  
17          subparagraphs (F) and (I), the percentage of  
18          such proposed actions for which—

19                 “(i) project funding has been identi-  
20                 fied; and

21                 “(ii) all other Federal, State, and local  
22                 activities that are required to allow the pro-  
23                 posed action to proceed are completed.

24          “(4) DEFINITIONS.—In this section:

1           “(A) *ENVIRONMENTAL ASSESSMENT.*—*The*  
2 *term ‘environmental assessment’ has the meaning*  
3 *given such term in section 1508.1 of title 40,*  
4 *Code of Federal Regulations (or a successor regu-*  
5 *lation).*

6           “(B) *ENVIRONMENTAL IMPACT STATE-*  
7 *MENT.*—*The term ‘environmental impact state-*  
8 *ment’ means a detailed statement required under*  
9 *section 102(2)(C) of the National Environmental*  
10 *Policy Act of 1969 (42 U.S.C. 4332(2)(C)).*

11           “(C) *NEPA PROCESS.*—*The term ‘NEPA*  
12 *process’ means the entirety of the development*  
13 *and documentation of the analysis required*  
14 *under the National Environmental Policy Act of*  
15 *1969 (42 U.S.C. 4321 et seq.), including the as-*  
16 *essment and analysis of any impacts, alter-*  
17 *natives, and mitigation of a proposed action,*  
18 *and any interagency participation and public*  
19 *involvement required to be carried out before the*  
20 *Secretary undertakes a proposed action.*

21           “(D) *PROPOSED ACTION.*—*The term ‘pro-*  
22 *posed action’ means an action (within the mean-*  
23 *ing of the National Environmental Policy Act of*  
24 *1969 (42 U.S.C. 4321 et seq.)) under this title*  
25 *that the Secretary proposes to carry out.*

1                   “(E) *REPORTING PERIOD.*—The term ‘re-  
 2                   reporting period’ means the fiscal year prior to the  
 3                   fiscal year in which a report is issued under sub-  
 4                   section (a).”.

5 **SEC. 784. SUBCHAPTER III DEFINITIONS.**

6           Section 47175 of title 49, United States Code, is  
 7 amended—

8                   (1) in paragraph (3)(A) by striking “and” at the  
 9                   end and inserting “or”;

10                  (2) in paragraph (4)—

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

13                           (B) in subparagraph (B)—

14                                   (i) by striking “(B)”; and

15                                   (ii) by redesignating clauses (i) and  
 16                                   (ii) as subparagraphs (B) and (C), respec-  
 17                                   tively;

18                   (3) by striking paragraph (5);

19                   (4) by redesignating paragraphs (3), (1), (4),  
 20                   (2), (6), and (8) as paragraphs (1), (2), (3), (4), (5),  
 21                   and (6), respectively; and

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

23                           “(8) *TERMINAL DEVELOPMENT.*—The term ‘ter-  
 24                           minal development’ has the meaning given such term  
 25                           in section 47102.”.

1 **SEC. 785. PILOT PROGRAM EXTENSION.**

2 *Section 190 of the FAA Reauthorization Act of 2018*  
3 *(49 U.S.C. 47104 note) is amended—*

4 *(1) in subsection (a) by inserting “in each fiscal*  
5 *year” after “6 projects”; and*

6 *(2) in subsection (i) by striking “5 years” and*  
7 *all that follows through the period at the end and in-*  
8 *serting “on October 1, 2028.”.*

9 **SEC. 786. PART 150 NOISE STANDARDS UPDATE.**

10 *(a) IN GENERAL.—Not later than 1 year after the date*  
11 *of enactment of this Act, the Administrator shall review and*  
12 *revise, as appropriate, part 150 of title 14, Code of Federal*  
13 *Regulations, to reflect all relevant laws and regulations, in-*  
14 *cluding part 161 of title 14, Code of Federal Regulations.*

15 *(b) OUTREACH.—As part of the review conducted*  
16 *under subsection (a), the Administrator shall clarify exist-*  
17 *ing and future noise policies and standards and seek feed-*  
18 *back from airports, airport users, and individuals living*  
19 *in the vicinity of airports and in airport adjacent commu-*  
20 *nities before implementing any changes to any noise poli-*  
21 *cies or standards.*

22 *(c) BRIEFING.—Not later than 90 days after the date*  
23 *of enactment of this Act, and every 6 months thereafter, the*  
24 *Administrator shall brief the appropriate committees of*  
25 *Congress regarding the review conducted under subsection*  
26 *(a).*

1       (d) *SUNSET.*—*The requirement under subsection (c)*  
2 *shall terminate on the earlier of—*

3           (1) *October 1, 2028; or*

4           (2) *the date on which 1 briefing is provided*  
5 *under subsection (c) after the changes in subsection*  
6 *(a) are implemented.*

7 **SEC. 787. REDUCING COMMUNITY AIRCRAFT NOISE EXPO-**  
8 **SURE.**

9       *In implementing or substantially revising a flight pro-*  
10 *cedure, the Administrator shall consider the following ac-*  
11 *tions (to the extent that such actions do not negatively affect*  
12 *aviation safety or efficiency) to reduce undesirable aircraft*  
13 *noise:*

14           (1) *Implement flight procedures that can miti-*  
15 *gate the impact of aircraft noise, based on a con-*  
16 *sensus community recommendation.*

17           (2) *Work with airport sponsors and potentially*  
18 *impacted neighboring communities in establishing or*  
19 *modifying aircraft arrival and departure routes.*

20           (3) *In collaboration with local governments, dis-*  
21 *courage local encroachment of residential or other*  
22 *buildings near airports that could create future air-*  
23 *craft noise complaints or impact airport operations*  
24 *or aviation safety.*

1 **SEC. 788. CATEGORICAL EXCLUSIONS.**

2       (a) *CATEGORICAL EXCLUSION FOR PROJECTS OF LIM-*  
3 *ITED FEDERAL ASSISTANCE.*—An action by the Adminis-  
4 trator to approve, permit, finance, or otherwise authorize  
5 any airport project that is undertaken by the sponsor,  
6 owner, or operator of a public-use airport shall be presumed  
7 to be covered by a categorical exclusion under FAA Order  
8 1050.1F (or any successor document), if such project—

9           (1) receives less than \$6,000,000 (as adjusted an-  
10 nually by the Administrator to reflect any increases  
11 in the Consumer Price Index prepared by the Depart-  
12 ment of Labor) of Federal funds or funds from  
13 charges collected under section 40117 of title 49,  
14 United States Code; or

15           (2) has a total estimated cost of not more than  
16 \$35,000,000 (as adjusted annually by the Adminis-  
17 trator to reflect any increases in the Consumer Price  
18 Index prepared by the Department of Labor) and  
19 Federal funds comprising less than 15 percent of the  
20 total estimated project cost.

21       (b) *CATEGORICAL EXCLUSION IN EMERGENCIES.*—An  
22 action by the Administrator to approve, permit, finance,  
23 or otherwise authorize an airport project that is undertaken  
24 by the sponsor, owner, or operator of a public-use airport  
25 shall be presumed to be covered by a categorical exclusion

1 *under FAA Order 1050.1F (or any successor document), if*  
2 *such project is—*

3           (1) *for the repair or reconstruction of any air-*  
4 *port facility, runway, taxiway, or similar structure*  
5 *that is in operation or under construction when dam-*  
6 *aged by an emergency declared by the Governor of the*  
7 *State with concurrence of the Administrator or for a*  
8 *disaster or emergency declared by the President pur-*  
9 *suant to the Robert T. Stafford Disaster Relief and*  
10 *Emergency Assistance Act (42 U.S.C. 5121 et seq.);*

11           (2) *in the same location with the same capacity,*  
12 *dimensions, and design as the original airport facil-*  
13 *ity, runway, taxiway, or similar structure as before*  
14 *the declaration described in this section; and*

15           (3) *commenced within a 2-year period beginning*  
16 *on the date of a declaration described in this section.*

17           (c) *EXTRAORDINARY CIRCUMSTANCES.—The presump-*  
18 *tion that an action is covered by a categorical exclusion*  
19 *under subsections (a) and (b) shall not apply if the Admin-*  
20 *istrator determines that extraordinary circumstances exist*  
21 *with respect to such action.*

22           (d) *RULE OF CONSTRUCTION.—Nothing in this section*  
23 *shall be construed to impact any aviation safety authority*  
24 *of the Administrator.*

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

1           (1) *CATEGORICAL EXCLUSION.*—The term “cat-  
2           egorical exclusion” has the meaning given such term  
3           in section 1508.1(d) of title 40, Code of Federal Regu-  
4           lations.

5           (2) *PUBLIC-USE AIRPORT; SPONSOR.*—The terms  
6           “public-use airport” and “sponsor” have the mean-  
7           ings given such terms in section 47102 of title 49,  
8           United States Code.

9   **SEC. 789. UPDATING PRESUMED TO CONFORM LIMITS.**

10          Not later than 24 months after the date of enactment  
11          of this Act, the Administrator shall take such actions as  
12          are necessary to update the FAA’s list of actions that are  
13          presumed to conform to a State implementation plan pur-  
14          suant to section 93.153(f) of title 40, Code of Federal Regu-  
15          lations, to include projects relating to the construction of  
16          aircraft hangars.

17   **SEC. 790. RECOMMENDATIONS ON REDUCING ROTORCRAFT**  
18                           **NOISE IN DISTRICT OF COLUMBIA.**

19          (a) *STUDY.*—The Comptroller General shall conduct a  
20          study on reducing rotorcraft noise in the District of Colum-  
21          bia.

22          (b) *CONTENTS.*—In carrying out the study under sub-  
23          section (a), the Comptroller General shall consider—



1           (1) *the extent to which military operators con-*  
2           *sider operating over unpopulated areas outside of the*  
3           *District of Columbia for training missions;*

4           (2) *the extent to which vehicles or aircraft other*  
5           *than conventional rotorcraft (such as unmanned air-*  
6           *craft) could be used for emergency and law enforce-*  
7           *ment response; and*

8           (3) *the extent to which relevant operators and*  
9           *entities have assessed and addressed, as appropriate,*  
10          *the noise impacts of various factors of operating*  
11          *rotorcraft, including, at a minimum—*

12                   (A) *altitude;*

13                   (B) *the number of flights;*

14                   (C) *flight paths;*

15                   (D) *time of day of flights;*

16                   (E) *types of aircraft;*

17                   (F) *operating procedures; and*

18                   (G) *pilot training.*

19          (c) *REPORT.—Not later than 1 year after the date of*  
20          *enactment of this Act, the Comptroller General shall brief*  
21          *the appropriate committees of Congress on preliminary ob-*  
22          *servations, with a report to follow at a date agreed upon*  
23          *at the time of the briefing, containing—*

24                   (1) *the contents of the study conducted under*  
25                   *subsection (a); and*

1           (2) *any recommendations for the reduction of*  
2           *rotorcraft noise in the District of Columbia.*

3           (d) *RELEVANT OPERATORS AND ENTITIES DE-*  
4 *FINED.—In this section, the term “relevant operators and*  
5 *entities” means—*

6           (1) *the Chief of Police of the Metropolitan Police*  
7           *Department of the District of Columbia;*

8           (2) *any medical rotorcraft operator that rou-*  
9           *tinely flies a rotorcraft over the District of Columbia;*  
10          *and*

11          (3) *any other operator that routinely flies a*  
12          *rotorcraft over the District of Columbia.*

13 **SEC. 791. UFP STUDY.**

14          (a) *IN GENERAL.—Not later than 180 days after the*  
15 *date of enactment of this Act, the Administrator shall seek*  
16 *to enter into an agreement with the National Academies*  
17 *under which the National Research Council shall carry out*  
18 *a study examining airborne ultrafine particles and the ef-*  
19 *fect of such particles on airport-adjacent communities.*

20          (b) *SCOPE OF STUDY.—In carrying out the study*  
21 *under subsection (a), the National Research Council shall—*

22               (1) *summarize the relevant literature and studies*  
23               *done on airborne UFPs worldwide;*

24               (2) *focus on large hub airports;*

1           (3) *examine airborne UFPs and the potential ef-*  
2 *fect of such UFPs on airport-adjacent communities,*  
3 *including—*

4           (A) *characteristics of UFPs present in the*  
5 *air;*

6           (B) *spatial and temporal distributions of*  
7 *UFP concentrations;*

8           (C) *primary sources of UFPs;*

9           (D) *the contribution of aircraft and airport*  
10 *operations to the distribution of UFP concentra-*  
11 *tions compared to other sources;*

12           (E) *potential health effects associated with*  
13 *elevated UFP exposures, including outcomes re-*  
14 *lated to cardiovascular disease, respiratory infec-*  
15 *tion and disease, degradation of neurocognitive*  
16 *functions, and other health effects; and*

17           (F) *potential UFP exposures, especially to*  
18 *susceptible groups;*

19           (4) *consider the concentration of UFPs resulting*  
20 *from various aviation fuel sources including aviation*  
21 *gasoline, sustainable aviation fuel, and hydrogen, to*  
22 *the extent practicable;*

23           (5) *identify measures intended to reduce the re-*  
24 *lease of UFPs; and*

1           (6) *identify information gaps related to under-*  
2           *standing potential relationships between UFP expo-*  
3           *sure and health effects, contributions of aviation-re-*  
4           *lated emissions to UFP exposures, and the effective-*  
5           *ness of mitigation measures.*

6           (c) *COORDINATION.*—*The Administrator may coordi-*  
7           *nate with the heads of such other agencies that the Adminis-*  
8           *trator considers appropriate to provide data and other as-*  
9           *sistance necessary for the study.*

10          (d) *REPORT.*—*Not later than 180 days after the Na-*  
11          *tional Research Council submits of the results of the study*  
12          *to the Administrator, the Administrator shall submit to the*  
13          *appropriate committees of Congress a report containing the*  
14          *results of the study carried out under subsection (a), includ-*  
15          *ing any recommendations based on such study.*

16          (e) *DEFINITION OF ULTRAFINE PARTICLE.*—*In this*  
17          *section, the terms “ultrafine particle” and “UFP” mean*  
18          *particles with diameters less than or equal to 100 nano-*  
19          *meters.*

20          **SEC. 792. AIRCRAFT NOISE ADVISORY COMMITTEE.**

21          (a) *ESTABLISHMENT.*—*Not later than 180 days after*  
22          *the date of enactment of this Act, the Administrator shall*  
23          *establish an Aircraft Noise Advisory Committee (in this sec-*  
24          *tion referred to as the “Advisory Committee”) to advise the*  
25          *Administrator on issues facing the aviation community*

1 *that are related to aircraft noise exposure and existing FAA*  
2 *noise policies and regulations.*

3 (b) *MEMBERSHIP.*—*The Administrator shall appoint*  
4 *the members of the Advisory Committee, which shall be com-*  
5 *prised of—*

6 (1) *at least 1 representative of each of—*

7 (A) *engine manufacturers;*

8 (B) *air carriers;*

9 (C) *airport owners or operators;*

10 (D) *aircraft manufacturers;*

11 (E) *advanced air mobility manufacturers or*  
12 *operators; and*

13 (F) *institutions of higher education; and*

14 (2) *representatives of airport-adjacent commu-*  
15 *nities from geographically diverse regions.*

16 (c) *DUTIES.*—*The duties of the Advisory Committee*  
17 *shall include—*

18 (1) *the evaluation of existing research on aircraft*  
19 *noise impacts and annoyance;*

20 (2) *the assessment of alternative noise metrics*  
21 *that could be used to supplement or replace the exist-*  
22 *ing Day Night Level standard, in consultation with*  
23 *the National Academies;*

24 (3) *the evaluation of the current 65-decibel expo-*  
25 *sure threshold, including the impact to land use com-*

1 *patibility around airports if such threshold was low-*  
2 *ered;*

3 (4) *the evaluation of current noise mitigation*  
4 *strategies and the community engagement efforts by*  
5 *the FAA with respect to changes in airspace utiliza-*  
6 *tion, such as the integration of new entrants and*  
7 *usage of performance-based navigation; and*

8 (5) *other duties determined appropriate by the*  
9 *Administrator.*

10 (d) *REPORTS.—*

11 (1) *IN GENERAL.—Not later than 1 year after*  
12 *the date of establishment of the Advisory Committee,*  
13 *the Advisory Committee shall submit to the Adminis-*  
14 *trator a report on any recommended changes to cur-*  
15 *rent aviation noise policies.*

16 (2) *REPORT TO CONGRESS.—Not later than 180*  
17 *days after the date the Administrator receives the re-*  
18 *port under paragraph (1), the Administrator shall*  
19 *submit to the appropriate committees of Congress a*  
20 *report containing the recommendations made by the*  
21 *Advisory Committee.*

22 (e) *CONGRESSIONAL BRIEFING.—Not later than 30*  
23 *days after submission of the report under paragraph (2),*  
24 *the Administrator shall brief the appropriate committees of*  
25 *Congress on how the Administrator plans to implement rec-*

1 *ommendations contained in the report and, for each rec-*  
2 *ommendation that the Administrator does not plan to im-*  
3 *plement, the reason of the Administrator for not imple-*  
4 *menting the recommendation.*

5 (f) *CONSULTATION.*—*The Advisory Committee shall*  
6 *consult with other relevant Federal agencies, including the*  
7 *National Aeronautics and Space Administration, in car-*  
8 *rying out the duties described in section (c).*

9 **SEC. 793. COMMUNITY COLLABORATION PROGRAM.**

10 (a) *ESTABLISHMENT.*—*The Administrator shall con-*  
11 *tinue existing community engagement activities under the*  
12 *designation of a Community Collaboration Program (in*  
13 *this section referred to as the “Program”).*

14 (b) *RESPONSIBILITIES.*—

15 (1) *IN GENERAL.*—*In carrying out the Program,*  
16 *the Administrator shall facilitate and harmonize, as*  
17 *appropriate, policies and procedures carried out by*  
18 *various offices of the FAA pertaining to community*  
19 *engagement relating to—*

20 (A) *airport planning and development;*

21 (B) *noise and environmental policy;*

22 (C) *NextGen implementation;*

23 (D) *air traffic route changes;*

24 (E) *integration of new and emerging en-*  
25 *trants; and*

1           (F) other topics with respect to which com-  
2           munity engagement is critical to program suc-  
3           cess.

4           (2) *SPECIFIED RESPONSIBILITIES.*—*In carrying*  
5           *out the Program, the Administrator shall be respon-*  
6           *sible for—*

7           (A) *updating the internal guidance of the*  
8           *FAA for community engagement based on—*

9                   (i) *best practices of other Federal agen-*  
10                  *cies and external organizations with exper-*  
11                  *tise in community engagement;*

12                  (ii) *interviews with impacted residents;*

13                  *and*

14                  (iii) *recommendations solicited from*  
15                  *individuals and local government officials*  
16                  *in communities adversely impacted by air-*  
17                  *craft noise;*

18           (B) *coordinating with the Air Traffic Orga-*  
19           *nization on community engagement efforts re-*  
20           *lated to air traffic procedure changes to ensure*  
21           *that impacted communities are consulted in a*  
22           *meaningful way;*

23           (C) *coordination with Regional Ombudsmen*  
24           *of the FAA;*



1           (D) oversight, streamlining, and increasing  
2           the responsiveness of the noise complaint process  
3           of the FAA by—

4                   (i) centralizing noise complaint data  
5                   and improving data collection methodolo-  
6                   gies;

7                   (ii) ensuring such Regional Ombuds-  
8                   men are consulted in local air traffic proce-  
9                   dure development decisions; and

10                  (iii) collecting feedback from such Re-  
11                  gional Ombudsmen to inform national pol-  
12                  icymaking efforts;

13           (E) timely implementation of the rec-  
14           ommendations, as appropriate, made by the  
15           Comptroller General to the Secretary contained  
16           in the report titled “Aircraft Noise: FAA Could  
17           Improve Outreach Through Enhanced Noise  
18           Metrics, Communication, and Support to Com-  
19           munities”, issued in September 2021 (GAO–21–  
20           103933) to improve the outreach of the FAA to  
21           local communities impacted by aircraft noise,  
22           including—

23                   (i) any recommendations to—

24                           (I) identify appropriate supple-  
25                           mental metrics for assessing noise im-

1                    *pacts and circumstances for their use*  
2                    *to aid in the internal assessment of the*  
3                    *FAA of noise impacts related to pro-*  
4                    *posed flight path changes;*

5                    *(II) update guidance to incor-*  
6                    *porate additional tools to more clearly*  
7                    *convey expected impacts, such as other*  
8                    *noise metrics and visualization tools;*  
9                    *and*

10                    *(III) improve guidance to airports*  
11                    *and communities on effectively engag-*  
12                    *ing with the FAA; and*

13                    *(ii) any other recommendations in-*  
14                    *cluded in the report that would assist the*  
15                    *FAA in improving outreach to communities*  
16                    *affected by aircraft noise;*

17                    *(F) ensuring engagement with local commu-*  
18                    *nity groups as appropriate in conducting the*  
19                    *other responsibilities described in this section;*  
20                    *and*

21                    *(G) other responsibilities as considered ap-*  
22                    *propriate by the Administrator.*

23                    *(c) BRIEFING.—Not later than 2 years after the Ad-*  
24                    *ministrator implements the recommendations described in*

1 subsection (b)(2)(E), the Administrator shall brief the ap-  
2 propriate committees of Congress describing—

3 (1) the implementation of each such rec-  
4 ommendation;

5 (2) how any recommended actions are assisting  
6 the Administrator in improving outreach to commu-  
7 nities affected by aircraft noise and other community  
8 engagement concerns; and

9 (3) any challenges or barriers that limit or pre-  
10 vent the ability of the Administrator to take such ac-  
11 tions.

12 (d) *RULE OF CONSTRUCTION.*—Nothing in this section  
13 shall be construed to require the Administrator to alter the  
14 organizational structure of the FAA nor change the report-  
15 ing structure of any employee.

16 **SEC. 794. INFORMATION SHARING REQUIREMENT.**

17 (a) *IN GENERAL.*—Not later than 2 years after the  
18 date of enactment of this Act, the Secretary, acting through  
19 the Administrator, shall establish a mechanism to make heli-  
20 copter noise complaint data accessible to the FAA, to heli-  
21 copter operators operating in the Washington, DC area, and  
22 to the public on a website of the FAA, based on the rec-  
23 ommendation of the Government Accountability Office in  
24 the report titled “Aircraft Noise: Better Information Shar-  
25 ing Could Improve Responses to Washington, D.C. Area

1 *Helicopter Noise Concerns*”, published on January 7, 2021  
2 (GAO–21–200).

3 (b) *COOPERATION*.—Any helicopter operator operating  
4 in the Washington, DC area shall, to the extent practicable,  
5 provide helicopter noise complaint data to the FAA through  
6 the mechanism established under subsection (a).

7 (c) *DEFINITIONS*.—In this section:

8 (1) *HELICOPTER NOISE COMPLAINT DATA*.—The  
9 term “helicopter noise complaint data”—

10 (A) means general data relating to a com-  
11 plaint made by an individual about helicopter  
12 noise in the Washington, DC area and may in-  
13 clude—

14 (i) the location and description of the  
15 event that is the subject of the complaint;

16 (ii) the start and end time of such  
17 event;

18 (iii) a description of the aircraft that  
19 is the subject of the complaint; and

20 (iv) the airport name associated with  
21 such event; and

22 (B) does not include the personally identifi-  
23 able information of the individual who submitted  
24 the complaint.

1           (2) *WASHINGTON, DC AREA.*—*The term “Wash-*  
2           *ington, DC area” means the area inside of a 30-mile*  
3           *radius surrounding Ronald Reagan Washington Na-*  
4           *tional Airport.*

5 **SEC. 795. MECHANISMS TO REDUCE HELICOPTER NOISE.**

6           (a) *IN GENERAL.*—*Not later than 3 years after the*  
7           *date of enactment of this Act, the Comptroller General shall*  
8           *initiate a study to examine ways in which a State, terri-*  
9           *torial, or local government may mitigate the negative im-*  
10          *pacts of commercial helicopter noise.*

11          (b) *CONSIDERATIONS.*—*In conducting the study under*  
12          *subsection (a), the Comptroller General shall consider—*

13                 (1) *the varying degree of commercial helicopter*  
14                 *operations in different communities; and*

15                 (2) *actions that State and local governments*  
16                 *have taken, and authorities such governments have*  
17                 *used, to reduce the impact of commercial helicopter*  
18                 *noise and the success of such actions.*

19          (c) *REPORT.*—*Not later than 2 years after the date of*  
20          *enactment of this Act, the Comptroller General shall provide*  
21          *to the appropriate committees of Congress a report on the*  
22          *findings of the study conducted under subsection (a).*

1 **TITLE VIII—GENERAL AVIATION**

2 **SEC. 801. REEXAMINATION OF PILOTS OR CERTIFICATE**  
3 **HOLDERS.**

4 *The Pilot's Bill of Rights (Public Law 112-153) is*  
5 *amended by adding at the end the following:*

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

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

11 *“(b) INFORMATION REQUIRED.—In providing notifi-*  
12 *cation under subsection (a), the Administrator shall inform*  
13 *the individual—*

14 *“(1) of the nature of the reexamination and the*  
15 *specific activity on which the reexamination is neces-*  
16 *sitated;*

17 *“(2) that the reexamination shall occur within 1*  
18 *year from the date of the notice provided by the Ad-*  
19 *ministrator, however, if the reexamination is not con-*  
20 *ducted within 30 days, the Administrator may re-*  
21 *strict passenger carrying operations;*

22 *“(3) that if such reexamination is not conducted*  
23 *after 1 year from date of notice, the airman certifi-*  
24 *cate of the individual may be suspended or revoked;*  
25 *and*

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

4           “(c) *EXCEPTION.*—Nothing in this section prohibits  
5           the Administrator from reexamining a certificate holder if  
6           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 means  
15          or through an examination that was inadequate to es-  
16          tablish the qualifications of an airman.

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

22       **SEC. 802. GAO REVIEW OF PILOT’S BILL OF RIGHTS.**

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

1 *submit to the appropriate committees of Congress a study*  
2 *of the implementation of the Pilot's Bill of Rights.*

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

5 (1) *the implementation and application of the*  
6 *Pilot's Bill of Rights;*

7 (2) *the application of the Federal Rules of Civil*  
8 *Procedure and the Federal Rules of Evidence to cov-*  
9 *ered proceedings by the National Transportation*  
10 *Safety Board, as required by section 2 of the Pilot's*  
11 *Bill of Rights;*

12 (3) *the appeal process and the typical length of*  
13 *time associated with a final determination in a cov-*  
14 *ered proceeding; and*

15 (4) *any impacts of the implementation of the Pi-*  
16 *lot's Bill of Rights.*

17 (c) *DEFINITIONS.—In this section:*

18 (1) *COVERED PROCEEDING.—The term “covered*  
19 *proceeding” means a proceeding conducted under sub-*  
20 *part C, D, or F of part 821 of title 49, Code of Fed-*  
21 *eral Regulations, relating to denial, amendment,*  
22 *modification, suspension, or revocation of an airman*  
23 *certificate.*



1           (2) *PILOT’S BILL OF RIGHTS*.—The term “Pilot’s  
2       *Bill of Rights*” means the *Pilot’s Bill of Rights* (Pub-  
3       *lic Law 112–153*).

4 **SEC. 803. DATA PRIVACY.**

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

7 **“§44114. Privacy**

8       “(a) *IN GENERAL*.—Notwithstanding any other provi-  
9       *sion of law, including section 552(b)(3) of title 5, the Ad-*  
10       *ministrator of the Federal Aviation Administration shall*  
11       *establish and update as necessary a process by which, upon*  
12       *request of a private aircraft owner or operator, the Admin-*  
13       *istrator withholds the registration number and other simi-*  
14       *lar identifiable data or information, except for physical*  
15       *markings required by law, of the aircraft of the owner or*  
16       *operator from any broad dissemination or display (except*  
17       *in furnished data or information made available to or from*  
18       *a Government agency pursuant to a government contract,*  
19       *subcontract, or agreement, including for traffic manage-*  
20       *ment purposes) for the noncommercial flights of the owner*  
21       *or operator.*

22       “(b) *WITHHOLDING PERSONALLY IDENTIFIABLE IN-*  
23       *FORMATION ON THE AIRCRAFT REGISTRY*.—Not later than  
24       *2 years after the enactment of this Act and notwithstanding*  
25       *any other provision of law, including section 552(b)(3) of*

1 *title 5, the Administrator shall establish a procedure by*  
2 *which, upon request of a private aircraft owner or operator,*  
3 *the Administrator shall withhold from broad dissemination*  
4 *or display by the FAA (except in furnished data or infor-*  
5 *mation made available to or from a Government agency*  
6 *pursuant to a government contract, subcontract, or agree-*  
7 *ment, including for traffic management purposes) the per-*  
8 *sonally identifiable information of such individual, includ-*  
9 *ing on a publicly available website of the FAA.*

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

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

14 “(2) *LIMITATIONS.*—*In carrying out the pro-*  
15 *gram described in paragraph (1), the Administrator*  
16 *shall require—*

17 “(A) *each applicant to attest to a safety or*  
18 *security need in applying for a new ICAO air-*  
19 *craft identification code; and*

20 “(B) *each approved applicant who obtains*  
21 *a new ICAO aircraft identification code to com-*  
22 *ply with all applicable aspects of, or related to,*  
23 *part 45 of title 14, Code of Federal Regulations,*  
24 *including updating an aircraft’s registration*

1           *number and N-Number to reflect such aircraft's*  
2           *new ICAO aircraft identification code.*

3           “(d) *DEFINITIONS.—In this section:*

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

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

8                 “(3) *PERSONALLY IDENTIFIABLE INFORMA-*  
9                 *TION.—The term ‘personally identifiable information’*  
10                *means—*

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

13                         “(B) *an electronic address (including an*  
14                         *email address) of an individual; or*

15                         “(C) *the telephone number of an individual.*

16                         “(D) *the names of the aircraft owner or op-*  
17                         *erator, if the owner or operator is an indi-*  
18                         *vidual.”.*

19           (b) *CLERICAL AMENDMENT.—The analysis for chapter*  
20 *441 of title 49, United States Code, is amended by adding*  
21 *at the end the following:*

          “44114. *Privacy.*”.

22           (c) *CONFORMING AMENDMENT.—Section 566 of the*  
23 *FAA Reauthorization Act of 2018 (49 U.S.C. 44103 note)*  
24 *and the item relating to such section in the table of contents*  
25 *under section 1(b) of such Act are repealed.*

1 **SEC. 804. 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 shall ini-  
5 tiate a review of the process for reserving aircraft registra-  
6 tion numbers to ensure that such process offers an equal  
7 opportunity for members of the general public to obtain spe-  
8 cific aircraft registration numbers.

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

11 (1) *Whether the use of readily available software*  
12 *to prevent computer or web-based auto-fill systems*  
13 *from reserving aircraft registration numbers in bulk*  
14 *would improve participation in the reservation proc-*  
15 *ess by the general public.*

16 (2) *Whether a limit should be imposed on the*  
17 *number of consecutive years a person may reserve an*  
18 *aircraft registration number.*

19 (c) *BRIEFING.*—Not later than 18 months after the  
20 date of enactment of this Act, the Administrator shall brief  
21 the appropriate committees of Congress on the review con-  
22 ducted under subsection (a), including any recommenda-  
23 tions of the Administrator to improve equal participation  
24 in the process for reserving aircraft registration numbers  
25 by the general public.

1 **SEC. 805. TIMELY RESOLUTION OF INVESTIGATIONS.**

2 (a) *IN GENERAL.*—Not later than 2 years after the  
3 date of issuance of a letter of investigation to any person,  
4 as required by section 2(b) of the Pilot’s Bill of Rights (49  
5 U.S.C. 44703 note), the Administrator shall—

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

8 (2) *close such investigation.*

9 (b) *EXTENSION.*—

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

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

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

24 **SEC. 806. ALL MAKES AND MODELS AUTHORIZATION.**

25 (a) *IN GENERAL.*—

1           (1) *UNLIMITED LETTER OF AUTHORIZATION.*—  
2           *Not later than 1 year after the date of enactment of*  
3           *this Act, the Administrator shall take such action as*  
4           *may be necessary to allow for the issuance of letters*  
5           *of authorizations to airmen with the authorization*  
6           *for—*

7                   (A) *all types and makes of experimental*  
8                   *high-performance single engine piston powered*  
9                   *aircraft; and*

10                   (B) *all types and makes of experimental*  
11                   *high-performance multiengine piston powered*  
12                   *aircraft.*

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

16                   (A) *shall be given an all-makes and models*  
17                   *authorization of—*

18                           (i) *experimental single-engine piston*  
19                           *powered authorized aircraft; or*

20                           (ii) *experimental multiengine piston*  
21                           *powered authorized aircraft;*

22                   (B) *shall hold the appropriate category and*  
23                   *class rating for the authorized aircraft;*

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

4           (D) may become qualified in additional ex-  
5           perimental aircraft by completing aircraft-spe-  
6           cific ground and flight training.

7           (b) *RULE OF CONSTRUCTION.*—Nothing in this section  
8           may be construed to disallow an individual from being  
9           given both an authorization described in paragraph (1)(A)  
10          and an authorization described in paragraph (1)(B).

11          (c) *FAILURE TO COMPLY.*—

12           (1) *IN GENERAL.*—If the Administrator fails to  
13           implement subsection (a) within the time period pre-  
14           scribed in such subsection, the Administrator shall  
15           brief the appropriate committees of Congress on the  
16           status of the implementation of such subsection on a  
17           monthly basis until the implementation is complete.

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

20          **SEC. 807. RESPONSE TO LETTER OF INVESTIGATION.**

21          Section 2(b) of the Pilot's Bill of Rights (49 U.S.C.  
22          44703 note) is amended by adding at the end the following:

23           “(6) *RESPONSE TO LETTER OF INVESTIGA-*  
24          *TION.*—

1           “(A) *IN GENERAL.*—If an individual de-  
 2           cides to respond to a Letter of Investigation de-  
 3           scribed in paragraph (2)(B), such individual  
 4           may respond not later than 30 days after receipt  
 5           of such Letter, including providing written com-  
 6           ments on the incident to the investigating office.

7           “(B) *CONSTRUCTION.*—Nothing in this  
 8           paragraph shall be construed to diminish the au-  
 9           thority of the Administrator (as of the day before  
 10          the date of enactment of the FAA Reauthoriza-  
 11          tion Act of 2024) to take emergency action relat-  
 12          ing to an airman certificate.”.

13 **SEC. 808. ADS-B OUT EQUIPAGE STUDY; VEHICLE-TO-VEHI-**  
 14 **CLE LINK PROGRAM.**

15       (a) *STUDY AND BRIEFING ON ADS-B OUT EQUI-*  
 16 *PAGE.*—

17           (1) *STUDY.*—Not later than 90 days after the  
 18           date of enactment of this Act, the Administrator shall  
 19           initiate a study to determine—

20           (A) the number of aircraft registered in the  
 21           United States, and any other aerial vehicles op-  
 22           erating in the airspace of the United States, that  
 23           are not equipped with Automatic Dependent  
 24           Surveillance–Broadcast out equipment (in this  
 25           section referred to as “ADS–B out”);



1           (B) the requirements for, and impact of, ex-  
2           panding the dual-link architecture that is used  
3           below an altitude of flight level 180;

4           (C) the costs and benefits of equipage of  
5           ADS-B out;

6           (D) the costs and benefits of any accommo-  
7           dation made for aircraft with inoperable ADS-  
8           B out;

9           (E) reasons why aircraft owners choose not  
10          to equip or use an aircraft with ADS-B out; and

11          (F) ways to further incentivize aircraft  
12          owners to equip and use aircraft with ADS-B  
13          out.

14          (2) *BRIEFING.*—Not later than 1 year after the  
15          date of enactment of this Act, the Administrator shall  
16          brief the appropriate committees of Congress on the  
17          results of the study conducted under paragraph (1).

18          (b) *VEHICLE-TO-VEHICLE LINK PROGRAM.*—Not later  
19          than 270 days after the date of enactment of this Act, the  
20          Administrator, in coordination with the Administrator of  
21          the National Aeronautics and Space Administration and  
22          the Chair of the Federal Communications Commission,  
23          shall establish an interagency coordination program to ad-  
24          vance vehicle-to-vehicle link initiatives that—

1           (1) enable the real-time digital exchange of key  
2           information between nearby aircraft; and

3           (2) are not reliant on ground infrastructure or  
4           air-to-ground communication links.

5   **SEC. 809. ENSURING SAFE LANDINGS DURING OFF-AIRPORT**  
6                           **OPERATIONS.**

7           *The Administrator shall not apply section 91.119 of*  
8           *title 14, Code of Federal Regulations, in any manner that*  
9           *requires a pilot to continue a landing that is unsafe.*

10   **SEC. 810. DEVELOPMENT OF LOW-COST VOLUNTARY ADS-B.**

11           (a) *IN GENERAL.*—*Not later than 2 years after the*  
12           *date of enactment of this Act, the Administrator shall pre-*  
13           *pare a report on the development of a suitable position re-*  
14           *porting system for voluntary use in covered airspace to fa-*  
15           *cilitate traffic awareness.*

16           (b) *TECHNICAL ADVICE.*—*In preparing the report*  
17           *under subsection (a), the Administrator shall solicit tech-*  
18           *nical advice from representatives from—*

19                   (1) *industry groups, including pilots, aircraft*  
20                   *owners, avionics manufacturers; and*

21                   (2) *any others determined necessary by the Ad-*  
22                   *ministrator.*

23           (c) *REQUIREMENTS.*—*In preparing the report under*  
24           *subsection (a), the Administrator shall—*

1           (1) *research and catalog domestic and inter-*  
2           *national equipment, standards, and systems analo-*  
3           *gous to ADS-B available as of the date on which the*  
4           *report is completed;*

5           (2) *address strengths and weaknesses of such*  
6           *equipment, standards, and systems, including with*  
7           *respect to cost;*

8           (3) *to enable the development and voluntary use*  
9           *of portable, installed, low-cost position reporting sys-*  
10          *tems for use in covered airspace—*

11           (A) *provide recommendations on any regu-*  
12          *latory and procedural changes to be taken by the*  
13          *Administrator or other Federal entities; and*

14           (B) *describe any equipment, standards, and*  
15          *systems that may need to be developed with re-*  
16          *spect to such reporting systems;*

17          (4) *determine market size, development costs,*  
18          *and barriers that may need to be overcome for the de-*  
19          *velopment of technology that enables such position re-*  
20          *porting systems in covered airspace; and*

21          (5) *include a communication strategy that—*

22           (A) *targets potential users of such position*  
23          *reporting systems as soon as such technology is*  
24          *available for commercial use; and*

1                   (B) promotes the benefits of the voluntary  
2                   use in covered airspace of position reporting sys-  
3                   tems to enhance traffic awareness.

4           (d) *REPORT TO CONGRESS.*—Not later than 30 days  
5 after the date on which the report prepared under subsection  
6 (a) is finalized, the Administrator shall submit to the ap-  
7 propriate committees of Congress the report prepared under  
8 subsection (a).

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

10           (1) *COVERED AIRSPACE.*—The term “covered air-  
11           space” means airspace for which the use of ADS-B  
12           out equipment on an aircraft is not required under  
13           section 91.225 of title 14, Code of Federal Regula-  
14           tions,

15           (2) *ADS-B.*—The term “ADS-B” means Auto-  
16           matic Dependent Surveillance–Broadcast.

17 **SEC. 811. AIRSHOW SAFETY TEAM.**

18           (a) *IN GENERAL.*—Not later than 180 days after the  
19 date of enactment of this Act, the Administrator may, as  
20 determined necessary by the Administration, coordinate  
21 with the General Aviation Joint Safety Committee to estab-  
22 lish an Airshow Safety Team focused on airshow and aerial  
23 event safety.

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

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

4           (2) *reduce airshow and aerial event accidents*  
5           *and incidents through non-regulatory, proactive safe-*  
6           *ty strategies.*

7           (c) *ACTIVITIES.—In carrying out the objectives pursu-*  
8           *ant to subsection (b), the Airshow Safety Team shall, at*  
9           *a minimum—*

10           (1) *perform an analysis of airshow and aerial*  
11           *event accidents and incidents in conjunction with the*  
12           *Safety Analysis Team;*

13           (2) *publish and update every 2 years after ini-*  
14           *tial publication an Airshow Safety Plan that incor-*  
15           *porates consensus based and data driven mitigation*  
16           *measures and non-regulatory safety strategies to im-*  
17           *prove and promote safety of the public, performers,*  
18           *and airport personnel; and*

19           (3) *engage the airshow and aerial event commu-*  
20           *nity to—*

21           (A) *communicate non-regulatory, proactive*  
22           *safety strategies identified by the Airshow Safety*  
23           *Plan to mitigate incidents; and*

24           (B) *discuss best practices to uphold and*  
25           *maintain safety at events.*

1       (d) *MEMBERSHIP.*—*The Administrator may request*  
 2 *the Airshow Safety Team be comprised of at least 10 indi-*  
 3 *viduals, each of whom shall have knowledge or a background*  
 4 *in the planning, execution, operation, or management of*  
 5 *an airshow or aerial event.*

6       (e) *MEETINGS.*—*The Airshow Safety Team shall meet*  
 7 *at least twice a year at the direction of the co-chairs of*  
 8 *the General Aviation Joint Safety Committee.*

9       (f) *CONSTRUCTION.*—*Nothing in this section shall be*  
 10 *construed to require an amendment to the charter of the*  
 11 *General Aviation Joint Safety Committee.*

12 **SEC. 812. AIRCRAFT REGISTRATION VALIDITY DURING RE-**  
 13 **NEWAL.**

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

16       “(e) *VALIDITY OF AIRCRAFT REGISTRATION DURING*  
 17 *RENEWAL.*—

18               “(1) *IN GENERAL.*—*An aircraft may be operated*  
 19 *on or after the expiration date found on the certificate*  
 20 *of registration issued for such aircraft under this sec-*  
 21 *tion as if it were not expired if the operator of such*  
 22 *aircraft has aboard the aircraft—*

23                       “(A) *documentation validating that—*

24                               “(i) *an aircraft registration renewal*  
 25 *application form (AC Form 8050–1B, or a*

1           succeeding form) has been submitted to the  
2           Administrator for such aircraft but not yet  
3           approved or denied; and

4           “(i) such aircraft is compliant with  
5           maintenance, inspections, and any other re-  
6           quirements for the aircraft’s airworthiness  
7           certificate issued under section 44704(d);  
8           and

9           “(B) the most recent aircraft registration.

10           “(2) *PROOF OF PENDING RENEWAL APPLICA-*  
11           *TION.—The Administrator shall provide an applicant*  
12           *for renewal of registration under this section with*  
13           *documentation described in paragraph (1)(A). Such*  
14           *documentation shall—*

15           “(A) be made electronically available to the  
16           applicant immediately upon submitting an air-  
17           craft registration renewal application to the  
18           Civil Aviation Registry for an aircraft;

19           “(B) notify the applicant of the operational  
20           allowance described in paragraph (1);

21           “(C) deem an aircraft’s airworthiness cer-  
22           tificate issued under section 44704(d) as valid  
23           provided that the applicant confirms acknowl-  
24           edgment of the requirements of paragraph  
25           (1)(A)(ii);

1           “(D) confirm the applicant acknowledged  
2           the limitations described in paragraph (3)(A)  
3           and (3)(B); and

4           “(E) include identifying information per-  
5           taining to such aircraft and to the registered  
6           owner.

7           “(3) *RULE OF CONSTRUCTION.*—Nothing in this  
8           subsection shall be construed to permit any person to  
9           operate an aircraft—

10           “(A) with an expired registration, except as  
11           specifically provided for under this subsection; or

12           “(B) if the Administrator has denied an ap-  
13           plication to renew the registration of such air-  
14           craft.”.

15           (b) *RULEMAKING; GUIDANCE.*—Not later than 36  
16           months after the date of enactment of this Act, the Adminis-  
17           trator shall issue a final rule, if necessary, and update all  
18           applicable guidance and policies to reflect the amendment  
19           made by this section.

20           **SEC. 813. TEMPORARY AIRMAN CERTIFICATES.**

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

23           “(l) *TEMPORARY AIRMAN CERTIFICATE.*—An indi-  
24           vidual may obtain a temporary airman certificate from the  
25           Administrator after requesting a permanent replacement



1 *airman certificate issued under this section. A temporary*  
2 *airman certificate shall be—*

3           “(1) *made available—*

4                   “(A) *electronically to the individual imme-*  
5 *diately upon submitting an online application*  
6 *for a replacement certificate to the Adminis-*  
7 *trator; or*

8                   “(B) *physically to the individual at a flight*  
9 *standards district office—*

10                           “(i) *if the individual submits an on-*  
11 *line application for a replacement certifi-*  
12 *cate; or*

13                           “(ii) *if the individual applies for a*  
14 *permanent replacement certificate other*  
15 *than by online application and such appli-*  
16 *cation has been received by the Federal*  
17 *Aviation Administration; and*

18                   “(2) *destroyed upon receipt of the permanent re-*  
19 *placement airman certificate from the Adminis-*  
20 *trator.”.*

21 **SEC. 814. LETTER OF DEVIATION AUTHORITY.**

22           (a) *IN GENERAL.—A flight instructor, registered*  
23 *owner, lessor, or lessee of a covered aircraft shall not be re-*  
24 *quired to obtain a letter of deviation authority from the*

1 Administrator to allow, conduct, or receive flight training,  
2 checking, and testing in such aircraft if—

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

5 (2) no person advertises or broadly offers the air-  
6 craft as available for flight training, checking, or test-  
7 ing; 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 than  
11 expenses for owning, operating, and maintaining the  
12 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. 815. BASICMED FOR EXAMINERS ADMINISTERING**

19 **TESTS OR PROFICIENCY CHECKS.**

20 (a) *EQUIVALENT PILOT-IN-COMMAND MEDICAL RE-*  
21 *QUIREMENTS.*—Notwithstanding section 61.23(a)(3)(iv) of  
22 title 14, Code of Federal Regulations, an examiner may ad-  
23 minister a practical test or proficiency check if such exam-  
24 iner meets the medical qualification requirements under  
25 part 68 of title 14, Code of Federal Regulations, if the oper-

1 ation being conducted is in a covered aircraft, as such term  
2 is defined in section 2307(j) of the *FAA Extension, Safety,*  
3 *and Security Act of 2016* (49 U.S.C. 44703 note).

4 (b) *RULEMAKING.*—Not later than 3 years after the  
5 date of enactment of this Act, the Administrator shall issue  
6 a final rule to update part 61 of title 14, Code of Federal  
7 Regulations, to implement the requirements under sub-  
8 section (a), in addition to any related requirements the Ad-  
9 ministrator finds are in the interest of aviation safety.

10 **SEC. 816. DESIGNEE LOCATOR TOOL IMPROVEMENTS.**

11 Not later than 3 years after the date of enactment of  
12 this Act, the Administrator shall ensure that the designee  
13 locator search function of the public website of the Designee  
14 Management System of the Administration has the  
15 functionality to—

16 (1) filter a search for an Aviation Medical Ex-  
17 aminer (as described in section 183.21 of title 14,  
18 Code of Federal Regulations) by sex, if such informa-  
19 tion is available;

20 (2) display credentials and aircraft qualifica-  
21 tions of a designated pilot examiner (as described in  
22 section 183.23 of such title); and

23 (3) display the scheduling availability of a des-  
24 ignated pilot examiner (as described in section 183.23

1       of such title) to administer a test or proficiency check  
2       to an airman.

3       **SEC. 817. DEADLINE TO ELIMINATE AIRCRAFT REGISTRA-**  
4                                    **TION BACKLOG.**

5       Not later than 180 days after the date of enactment  
6 of this Act, the Administrator shall take such actions as  
7 may be necessary to reduce and maintain the aircraft reg-  
8 istration and recordation backlog at the Civil Aviation Reg-  
9 istry so that, on average, applications are processed not  
10 later than 10 business days after receipt.

11       **SEC. 818. PART 135 AIR CARRIER CERTIFICATE BACKLOG.**

12       (a) *IN GENERAL.*—The Administrator shall take such  
13 actions as may be necessary to achieve the goal of reducing  
14 the backlog of air carrier certificate applications under part  
15 135 of title 14, Code of Federal Regulations, to—

16               (1) not later than 1 year after the date of enact-  
17 ment of this Act, maintain an average application  
18 acceptance or rejection time of less than 60 days; and

19               (2) not later than 2 years after the date of enact-  
20 ment of this Act, maintain an average application  
21 acceptance or rejection time of less than 30 days.

22       (b) *MEASURES.*—In meeting the goal under subsection  
23 (a), the Administrator may—

1           (1) assign, as appropriate, additional personnel  
2 or support staff, including on a temporary basis, to  
3 review, adjudicate, and approve applications;

4           (2) improve and expand promotion of existing  
5 applicant resources which could improve the quality  
6 of applications submitted to decrease the need for Ad-  
7 ministration applicant coordination and communica-  
8 tions; and

9           (3) take into consideration any third-party enti-  
10 ty that assisted in the preparation of an application  
11 for an air carrier certificate under part 135 of title  
12 14, Code of Federal Regulations.

13       (c) CONGRESSIONAL BRIEFING.—Beginning 6 months  
14 after the date of enactment of this Act, and not less than  
15 every 6 months thereafter until the Administrator complies  
16 with the requirements under subsection (a)(2), the Adminis-  
17 trator shall provide a briefing to appropriate committees  
18 of Congress on the status of the backlog of air carrier certifi-  
19 cate applications under part 135 of title 14, Code of Federal  
20 Regulations, any measures the Administrator has put in  
21 place under subsection (b).

22 **SEC. 819. ENHANCING PROCESSES FOR AUTHORIZING AIR-**  
23 **CRAFT FOR SERVICE IN COMMUTER AND ON-**  
24 **DEMAND OPERATIONS.**

25       (a) ESTABLISHMENT OF WORKING GROUP.—

1           (1) *IN GENERAL.*—Not later than 180 days after  
2           the date of enactment of this Act, the Administrator  
3           shall establish a part 135 aircraft conformity working  
4           group (in this section referred to as the “Working  
5           Group”).

6           (2) *REQUIREMENTS.*—The Working Group shall  
7           study methods and make recommendations to clarify  
8           requirements and standardize the process for con-  
9           ducting and completing aircraft conformity processes  
10          in a timely manner for existing operators and air  
11          carriers operating aircraft under part 135 and enter-  
12          ing such aircraft into service.

13          (b) *MEMBERSHIP.*—The Working Group shall be com-  
14          prised of representatives of the FAA, existing operators and  
15          air carriers operating aircraft under part 135, associations  
16          or trade groups representing such operators or air carriers,  
17          and, as appropriate, labor groups representing employees  
18          of air carriers operating under part 135.

19          (c) *DUTIES.*—The Working Group shall consider all  
20          aspects of the FAA processes as of the date of enactment  
21          of this Act for ensuring aircraft conformity and make rec-  
22          ommendations to enhance such processes, including with re-  
23          spect to—

1           (1) *methodologies for air carriers and operators*  
2           *to document and attest to aircraft conformity in ac-*  
3           *cordance with the requirements of part 135;*

4           (2) *streamlined protocols for operators and air*  
5           *carriers operating aircraft under part 135 to add an*  
6           *aircraft that was listed on another part 135 certifi-*  
7           *cate immediately prior to moving to a new air car-*  
8           *rier or operator; and*

9           (3) *changes to FAA policy and documentation*  
10          *necessary to implement the recommendations of the*  
11          *Working Group.*

12          (d) **CONGRESSIONAL BRIEFING.**—*Not later than 1 year*  
13          *after the date on which the Administrator establishes the*  
14          *Working Group, the Administrator shall brief the appro-*  
15          *priate committees of Congress on the progress made by the*  
16          *Working Group in carrying out the duties specified in sub-*  
17          *section (c), recommendations of the Working Group, and*  
18          *the efforts of the Administrator to implement such rec-*  
19          *ommendations.*

20          (e) **DEFINITION OF PART 135.**—*In this section, the*  
21          *term “part 135” means part 135 of title 14, Code of Federal*  
22          *Regulations.*

23          **SEC. 820. FLIGHT INSTRUCTOR CERTIFICATES.**

24          *Not later than 18 months after the date of enactment*  
25          *of this Act, the Administrator shall issue a final rule for*

1 *the rulemaking activity titled “Removal of the Expiration*  
2 *Date on a Flight Instructor Certificate”, published in Fall*  
3 *2022 in the Unified Agenda of Federal Regulatory and De-*  
4 *regulatory Actions (RIN 2120–AL25) to, at a minimum,*  
5 *update part 61 of title 14, Code of Federal Regulations, to—*

6           (1) *remove the expiration date on a flight in-*  
7 *structor certificate; and*

8           (2) *replace the requirement that a flight instruc-*  
9 *tor renews their flight instructor certificate with ap-*  
10 *propriate recent experience requirements for the hold-*  
11 *er of a flight instructor certificate to exercise the*  
12 *privileges of such certificate.*

13 **SEC. 821. CONSISTENCY OF POLICY APPLICATION IN**  
14 **FLIGHT STANDARDS AND AIRCRAFT CERTIFI-**  
15 **CATION.**

16           (a) *IN GENERAL.—The inspector general of the De-*  
17 *partment of Transportation shall initiate audits, as de-*  
18 *scribed in subsection (d), of the Flight Standards and Air-*  
19 *craft Certification Services of the FAA, and the personnel*  
20 *of such offices, on the consistency of—*

21           (1) *the interpretation of policies, orders, guid-*  
22 *ance, and regulations; and*

23           (2) *the application of policies, orders, guidance,*  
24 *and regulations.*



1       (b) *COMPONENTS.*—*In completing the audits required*  
2 *under this section, the inspector general shall interview*  
3 *stakeholders, including at a minimum, individuals or enti-*  
4 *ties that—*

5           (1) *hold a certificate or authorization related to*  
6 *the issue being audited under subsection (d);*

7           (2) *are from different regions of the country with*  
8 *matters before different flight standards district offices*  
9 *or before different FAA Flight Standards Service and*  
10 *Aircraft Certification Service offices;*

11          (3) *work with multiple flight standards district*  
12 *offices or aircraft certification offices of the Adminis-*  
13 *tration; or*

14          (4) *hold a single or multiple relevant certificates*  
15 *or authorizations.*

16       (c) *REPORTS.*—*The inspector general of the Depart-*  
17 *ment of Transportation shall submit to the appropriate*  
18 *committees of Congress, the Secretary, and the Adminis-*  
19 *trator a report for each audit required in this section, con-*  
20 *taining the results of the audit, including findings and nec-*  
21 *essary recommendations to the Administrator to improve*  
22 *the consistency of decision-making by Flight Standards and*  
23 *Aircraft Certification Services offices of the Administration.*

1       (d) *AUDITS.*—*The inspector general shall complete an*  
2 *audit and issue the associated report required under sub-*  
3 *section (c) not later than—*

4           (1) *18 months after the date of enactment of this*  
5 *Act, with regard to supplemental type certificates;*

6           (2) *34 months after the date of enactment of this*  
7 *Act, with regard to repair stations certificated under*  
8 *part 145 of title 14, Code of Federal Regulations; and*

9           (3) *50 months after the date of enactment of this*  
10 *Act, with regard to technical standards orders.*

11       (e) *IMPLEMENTATION.*—*In addressing any rec-*  
12 *ommendations from the inspector general contained in the*  
13 *reports required under subsection (c), the Administrator*  
14 *may—*

15           (1) *maintain an implementation plan; and*

16           (2) *broadly adopt any best practices to improve*  
17 *the consistency of interpretation and application of*  
18 *policies, orders, guidance, and regulations by other of-*  
19 *fices of the Administration and with regard to other*  
20 *activities of the Administration.*

21       (f) *BRIEFING.*—*Not later than 6 months after receiving*  
22 *a report required under subsection (c), the Administrator*  
23 *shall brief the appropriate committees of Congress on the*  
24 *implementation plan required under subsection (d), the sta-*  
25 *tus of any recommendation received pursuant to this sec-*

1 *tion, and any best practices that are being implemented*  
2 *more broadly.*

3 **SEC. 822. APPLICATION OF POLICIES, ORDERS, AND GUID-**  
4 **ANCE.**

5 *Section 44701 of title 49, United States Code, is*  
6 *amended by adding at the end the following:*

7 *“(h) POLICIES, ORDERS, AND GUIDANCE.—*

8 *“(1) CONSISTENCY OF APPLICATION.—The Ad-*  
9 *ministrator shall ensure consistency in the applica-*  
10 *tion of policies, orders, and guidance of the Adminis-*  
11 *tration by—*

12 *“(A) audits of the application and interpre-*  
13 *tation of such material by Administration per-*  
14 *sonnel from person to person and office to office;*

15 *“(B) updating policies, orders, and guid-*  
16 *ance to resolve inconsistencies and clarify dem-*  
17 *onstrated ambiguities, such as through repeated*  
18 *inconsistent interpretation; and*

19 *“(C) ensuring officials are properly docu-*  
20 *menting findings and decisions throughout a*  
21 *project to decrease the occurrence of duplicative*  
22 *work and inconsistent findings by subsequent of-*  
23 *ficials assigned to the same project.*

24 *“(2) ALTERATIONS.—The Administrator shall*  
25 *consult as appropriate with regulated entities who*

1 *will be impacted by proposed changes to the content*  
2 *or application of policies, orders, and guidance before*  
3 *making such changes.*

4 “(3) *AUTHORITIES AND REGULATIONS.—The Ad-*  
5 *ministrator shall issue policies, orders, and guidance*  
6 *documents that are related to a law or regulation or*  
7 *clarify the intent of or compliance with specific laws*  
8 *and regulations.”.*

9 **SEC. 823. EXPANSION OF THE REGULATORY CONSISTENCY**  
10 **COMMUNICATIONS BOARD.**

11 *Section 224 of the FAA Reauthorization Act of 2018*  
12 *(49 U.S.C. 44701 note) is amended—*

13 *(1) in subsection (c)—*

14 *(A) in paragraph (2) by striking “; and”*  
15 *and inserting a semicolon;*

16 *(B) in paragraph (3) by striking the period*  
17 *and inserting a semicolon; and*

18 *(C) by adding at the end the following:*

19 *“(4) the Office of Airports;*

20 *“(5) the Office of Security and Hazardous Mate-*  
21 *rials Safety;*

22 *“(6) the Office of Rulemaking and Regulatory*  
23 *Improvement; and*

24 *“(7) such other offices as the Administrator de-*  
25 *termines appropriate.”; and*

1           (2) *in subsection (d)(1)—*

2                   (A) *in subparagraph (A) by striking “anon-*  
3                   *ymous regulatory interpretation questions” and*  
4                   *inserting “regulatory interpretation questions,*  
5                   *including anonymously,”;*

6                   (B) *in subparagraph (C) by striking “anon-*  
7                   *ymous regulatory interpretation questions” and*  
8                   *inserting “regulatory interpretation questions,*  
9                   *including anonymously”; and*

10                  (C) *by adding at the end the following:*

11                   “(6) *Submit recommendations, as needed, to the*  
12                   *Assistant Administrator for Rulemaking and Regu-*  
13                   *latory Improvement for consideration.”.*

14   **SEC. 824. MODERNIZATION OF SPECIAL AIRWORTHINESS**  
15                   **CERTIFICATION RULEMAKING DEADLINE.**

16                  *Not later than 24 months after the date of enactment*  
17                  *of this Act, the Administrator shall issue a final rule for*  
18                  *the rulemaking activity titled “Modernization of Special*  
19                  *Airworthiness Certification”, published in Fall 2022 in the*  
20                  *long-term actions of the Unified Agenda of Federal Regu-*  
21                  *latory and Deregulatory Actions (RIN 2120–AL50).*

22   **SEC. 825. EXCLUSION OF GYROPLANES FROM FUEL SYSTEM**  
23                   **REQUIREMENTS.**

24                  *Section 44737 of title 49, United States Code, is*  
25                  *amended—*

1           (1) *by striking “rotorcraft” and inserting “heli-*  
2 *copter” each place it appears;*

3           (2) *in the heading for paragraph (2) of sub-*  
4 *section (a) by striking “ROTORCRAFT” and inserting*  
5 *“HELICOPTER”;* and

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

7           “(d) *EXCEPTION.—A helicopter issued an experi-*  
8 *mental certificate under section 21.191 of title 14, Code of*  
9 *Federal Regulations (or any successor regulations), or oper-*  
10 *ating under a Special Flight Permit issued under section*  
11 *21.197 of title 14, Code of Federal Regulations (or any suc-*  
12 *cessor regulations), is excepted from the requirements of this*  
13 *section.”.*

14 **SEC. 826. PUBLIC AIRCRAFT FLIGHT TIME LOGGING ELIGI-**  
15 **BILITY.**

16           (a) **FORESTRY AND FIRE PROTECTION FLIGHT TIME**  
17 **LOGGING.—**

18           (1) **IN GENERAL.—***Notwithstanding any other*  
19 *provision of law, aircraft under the direct operational*  
20 *control of forestry and fire protection agencies are eli-*  
21 *gible to log pilot flight times, if the flight time was*  
22 *acquired by the pilot while engaged on an official for-*  
23 *estry or fire protection flight, in the same manner as*  
24 *aircraft under the direct operational control of a Fed-*

1        *eral, State, county, or municipal law enforcement*  
2        *agency.*

3            (2) *RETROACTIVE APPLICATION.*—*Paragraph (1)*  
4        *shall be applied as if enacted on October 5, 2018.*

5            (b) *REGULATIONS.*—*Not later than 180 days after the*  
6        *date of enactment of this Act, the Administrator shall make*  
7        *such regulatory changes as are necessary to conform to the*  
8        *requirements of this section.*

9        **SEC. 827. EAGLE INITIATIVE.**

10        (a) *EAGLE INITIATIVE.*—

11            (1) *IN GENERAL.*—*The Administrator shall con-*  
12        *tinue to partner with industry and other Federal*  
13        *Government stakeholders in carrying out the Eliminate Aviation Gasoline Lead Emissions Initiative (in*  
14        *this section referred to as the “EAGLE Initiative”)*  
15        *through the end of 2030.*

17            (2) *FAA RESPONSIBILITIES.*—*In collaborating*  
18        *with industry and other Government stakeholders to*  
19        *carry out the EAGLE Initiative, the Administrator*  
20        *shall take such actions as may be necessary under the*  
21        *authority of the Administrator to facilitate—*

22            (A) *the safe elimination of the use of leaded*  
23        *aviation gasoline by piston-engine aircraft by*  
24        *the end of 2030 without adversely affecting the*

1           *safe and efficient operation of the piston-engine*  
2           *aircraft fleet;*

3           *(B) the approval of the use of unleaded al-*  
4           *ternatives to leaded aviation gasoline for use in*  
5           *all piston-engine aircraft types and piston-en-*  
6           *gine models;*

7           *(C) the implementation of the requirements*  
8           *of section 47107(a)(22) of title 49, United States*  
9           *Code, as added by this Act, as such requirements*  
10          *relate to the continued availability of aviation*  
11          *gasoline;*

12          *(D) efforts to make unleaded aviation gaso-*  
13          *line that is approved for use in piston-engine*  
14          *aircraft and engines widely available for pur-*  
15          *chase and use at airports in the National Plan*  
16          *of Integrated Airport Systems; and*

17          *(E) the development of a transition plan to*  
18          *safely enable the transition of the piston-engine*  
19          *general aviation aircraft fleet to unleaded avia-*  
20          *tion gasoline by 2030, to the extent practicable.*

21          (3) *ACTIVITIES.*—*In carrying out the respon-*  
22          *sibilities of the Administrator pursuant to paragraph*  
23          (2), *the Administrator shall, at a minimum—*

24                  *(A) maintain a fleet authorization process*  
25                  *for the efficient approval or authorization of eli-*



1            *gible piston-engine aircraft and engine models to*  
2            *operate safely using qualified unleaded aviation*  
3            *gasolines;*

4            *(B) review, update, and prioritize, as soon*  
5            *as practicable, certification processes and*  
6            *projects, as necessary, for aircraft engines and*  
7            *modifications to such engines to operate with un-*  
8            *leaded aviation gasoline;*

9            *(C) seek to facilitate programs that accel-*  
10           *erate the creation, evaluation, qualification, de-*  
11           *ployment, and use of unleaded aviation gaso-*  
12           *lines;*

13           *(D) carry out, in partnership with the gen-*  
14           *eral aviation community, an ongoing campaign*  
15           *for training and educating aircraft owners and*  
16           *operators on how to safely transition to unleaded*  
17           *aviation gasoline;*

18           *(E) evaluate aircraft and aircraft engines to*  
19           *ensure that such aircraft and aircraft engines*  
20           *can safely operate with unleaded aviation gaso-*  
21           *line candidates during cold weather conditions;*  
22           *and*

23           *(F) facilitate the development of agency*  
24           *policies and processes, as appropriate, to support*  
25           *the deployment of necessary infrastructure at*

1           *airports to enable the distribution and storage of*  
2           *unleaded aviation gasolines.*

3           (4) *CONSULTATION AND COLLABORATION WITH*  
4           *RELEVANT STAKEHOLDERS.—In carrying out the*  
5           *EAGLE Initiative, the Administrator shall continue*  
6           *to consult and collaborate, as appropriate, with rel-*  
7           *evant stakeholders, including—*

8                   (A) *general aviation aircraft engine, air-*  
9                   *craft propulsion, and aircraft airframe manufac-*  
10                  *turers;*

11                  (B) *general aviation aircraft users, aircraft*  
12                  *owners, aircraft pilots, and aircraft operators;*

13                  (C) *airports and fixed-base operators;*

14                  (D) *State, local, and Tribal aviation offi-*  
15                  *cials;*

16                  (E) *representatives of the petroleum indus-*  
17                  *try, including developers, refiners, producers,*  
18                  *and distributors of unleaded aviation gasolines;*  
19                  *and*

20                  (F) *air carriers and commercial operators*  
21                  *operating under part 135 of title 14, Code of*  
22                  *Federal Regulations.*

23           (5) *REPORT TO CONGRESS.—*

24                   (A) *INITIAL REPORT.—Not later than 1*  
25                   *year after the date of enactment of this Act, the*

1 Administrator shall submit to the appropriate  
2 committees of Congress a report that—

3 (i) contains an updated strategic plan  
4 for maintaining a fleet authorization proc-  
5 ess for the efficient approval and authoriza-  
6 tion of eligible piston-engine aircraft and  
7 engine models to operate using unleaded  
8 aviation gasolines in a manner that ensures  
9 safety;

10 (ii) describes the structure and involve-  
11 ment of all FAA offices that have respon-  
12 sibilities described in paragraph (2); and

13 (iii) identifies policy initiatives, regu-  
14 latory initiatives, or legislative initiatives  
15 needed to improve and enhance the timely  
16 and safe transition to unleaded aviation  
17 gasoline for the piston-engine aircraft fleet.

18 (B) ANNUAL BRIEFING.—Not later than 1  
19 year after the date on which the Administrator  
20 submits the initial report under subparagraph  
21 (A), and annually thereafter through 2030, the  
22 Administrator shall brief the appropriate com-  
23 mittees of Congress on activities and progress of  
24 the EAGLE Initiative.

1                   (C) *SUNSET.*—Subparagraph (B) shall  
2                   cease to be effective after December 31, 2030.

3           (b) *TRANSITION PLAN TO UNLEADED AVIATION GASO-*  
4 *LINE.*—

5                   (1) *IN GENERAL.*—In developing the transition  
6                   plan under subsection (a)(2)(E), the Administrator  
7                   may, at a minimum, assess the following:

8                           (A) *Efforts undertaken by the EAGLE Ini-*  
9                           *tiative, including progress towards—*

10                                   (i) *safely eliminating the use of leaded*  
11                                   *aviation gasoline by piston-engine aircraft*  
12                                   *by the end of 2030 without adversely affect-*  
13                                   *ing the safe and efficient operation of the*  
14                                   *piston-engine aircraft fleet;*

15                                   (ii) *approving the use of unleaded al-*  
16                                   *ternatives to leaded aviation gasoline for*  
17                                   *use in all piston-engine aircraft types and*  
18                                   *piston-engine models; and*

19                                   (iii) *facilitating efforts to make ap-*  
20                                   *proved unleaded aviation gasoline that is*  
21                                   *approved for use in piston-engine aircraft*  
22                                   *and engines widely available at airports for*  
23                                   *purchase and use in the National Plan of*  
24                                   *Integrated Airport Systems.*

1           (B) *The evaluation and development of nec-*  
2           *essary airport infrastructure, including fuel stor-*  
3           *age and dispensing facilities, to support the dis-*  
4           *tribution and storage of unleaded aviation gaso-*  
5           *line.*

6           (C) *The establishment of best practices for*  
7           *piston-engine aircraft owners and operators, air-*  
8           *port operators and personnel, aircraft mainte-*  
9           *nance technicians, and other appropriate per-*  
10          *sonnel for protecting against exposure to lead*  
11          *containment when—*

12                   (i) *conducting fueling operations;*

13                   (ii) *disposing of inspected gasoline*  
14                   *samples;*

15                   (iii) *performing aircraft maintenance;*

16                   *and*

17                   (iv) *conducting engine run-ups.*

18          (D) *Efforts to address supply chain and*  
19          *other logistical barriers inhibiting the timely dis-*  
20          *tribution of unleaded aviation gasoline to air-*  
21          *ports.*

22          (E) *Outreach efforts to educate and update*  
23          *piston-engine aircraft owners and operators, air-*  
24          *port operators, and other members of the general*  
25          *aviation community on the potential benefits,*

1           *availability, and safety of unleaded aviation gas-*  
2           *oline.*

3           (2) *PUBLICATION; GUIDANCE.*—*Upon completion*  
4           *of developing such transition plan, the Administrator*  
5           *shall—*

6                   (A) *make the plan available to the public on*  
7                   *an appropriate website of the FAA; and*

8                   (B) *provide guidance supporting the imple-*  
9                   *mentation of the transition plan.*

10           (3) *COLLABORATION WITH EAGLE INITIATIVE.*—  
11           *In supporting the development of such transition plan*  
12           *and issuing associated guidance pertaining to the im-*  
13           *plementation of such transition plan, the Adminis-*  
14           *trator shall consult and collaborate with individuals*  
15           *carrying out the EAGLE Initiative.*

16           (4) *UNLEADED AVIATION GASOLINE COMMUNICA-*  
17           *TION MATERIALS.*—*The Administrator may collabo-*  
18           *rate with individuals carrying out the EAGLE Ini-*  
19           *tiative to jointly develop and continuously update*  
20           *websites, brochures, and other communication mate-*  
21           *rials associated with such transition plan to clearly*  
22           *convey the availability of unleaded aviation gasoline*  
23           *at airports.*

24           (5) *BRIEFING TO CONGRESS.*—*Not later than 60*  
25           *days after the publication of such transition plan, the*

1     *Administrator shall brief the appropriate committees*  
2     *of Congress on such transition plan and any agency*  
3     *efforts or actions pertaining to the implementation of*  
4     *such transition plan.*

5             (6) *SAVINGS CLAUSE.—Nothing in this section*  
6     *shall be construed to delay or alter the ongoing work*  
7     *of the EAGLE Initiative established by the Adminis-*  
8     *trator in 2022.*

9     **SEC. 828. EXPANSION OF BASICMED.**

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

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

14                            (A) *by striking paragraph (2) and inserting*  
15                     *the following:*

16                                    “(2) *the individual holds a medical certificate*  
17                     *issued by the Federal Aviation Administration or has*  
18                     *held such a certificate at any time after July 14,*  
19                     *2006;”;*

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

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

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

1           (3) by striking subsection (h) and inserting the  
2           following:

3           “(h) *REPORT REQUIRED.*—Not later than 4 years after  
4           the date of enactment of the *FAA Reauthorization Act of*  
5           2024, the Administrator, in coordination with the National  
6           Transportation Safety Board, shall submit to the Com-  
7           mittee on Transportation and Infrastructure of the House  
8           of Representatives and the Committee on Commerce,  
9           Science, and Transportation of the Senate a report that de-  
10          scribes the effect of the regulations issued or revised under  
11          subsection (a) and includes statistics with respect to  
12          changes in small aircraft activity and safety incidents.”;  
13          and

14          (4) by striking subsection (j) and inserting the  
15          following:

16          “(j) *COVERED AIRCRAFT DEFINED.*—In this section,  
17          the term ‘covered aircraft’ means an aircraft that—

18                  “(1) is authorized under Federal law to carry  
19                  not more than 7 occupants;

20                  “(2) has a maximum certificated takeoff weight  
21                  of not more than 12,500 pounds; and

22                  “(3) is not a transport category rotorcraft cer-  
23                  tified to airworthiness standards under part 29 of  
24                  title 14, Code of Federal Regulations.”.



1       (b) *RULEMAKING.*—*The Administrator shall update*  
2 *regulations in parts 61 and 68 of title 14, Code of Federal*  
3 *Regulations, as necessary, to implement the amendments*  
4 *made by this section.*

5       (c) *APPLICABILITY.*—*Beginning on the date that is 180*  
6 *days after the date of enactment of this Act, the Adminis-*  
7 *trator shall apply parts 61 and 68, Code of Federal Regula-*  
8 *tions, in a manner reflecting the amendments made by this*  
9 *section.*

10 **SEC. 829. PROHIBITION ON USING ADS-B OUT DATA TO INI-**  
11 **TIATE AN INVESTIGATION.**

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

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

16               “(1) *IN GENERAL.*—*Notwithstanding any other*  
17 *provision of this section, the Administrator of the*  
18 *Federal Aviation Administration may not initiate an*  
19 *investigation (excluding a criminal investigation) of*  
20 *a person based exclusively on automatic dependent*  
21 *surveillance–broadcast data.*

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

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

5 **SEC. 830. CHARITABLE FLIGHT FUEL REIMBURSEMENT EX-**  
6 **EMPTIONS.**

7 *(a) IN GENERAL.—*

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

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

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

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

10       (b) *ADDITIONAL REQUIREMENTS.*—

11           (1) *IN GENERAL.*—*A volunteer pilot organization*  
12 *may impose additional safety requirements on a vol-*  
13 *unteer pilot without—*

14               (A) *being considered—*

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

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

21               (B) *constituting common carriage.*

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

1        *teer pilot organization that constitutes a commercial*  
2        *operation or common carriage.*

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

8                *(1) accounts for the provisions of this section and*  
9                *section 821 of the FAA Modernization and Reform*  
10              *Act of 2012 (49 U.S.C. 40101 note); and*

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

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

15              *(1) affect the authority of the Administrator to*  
16              *exempt a pilot (exercising the private pilot privileges)*  
17              *from any restriction on receiving reimbursement for*  
18              *the fuel costs and airport fees attributed to a flight*  
19              *operation to provide charitable transportation; or*

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

1           (A) is not reimbursed the fuel costs and air-  
2           port fees attributed to a flight operation to pro-  
3           vide charitable flights; or

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

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

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

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

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

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

1 **SEC. 831. GAO REPORT ON CHARITABLE FLIGHTS.**

2 (a) *REPORT.*—Not later than 4 years after the date  
3 of enactment of this Act, the Comptroller General shall ini-  
4 tiate a review of the following:

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

9 (2) *Petitions for exemption from the require-*  
10 *ments of section 61.113(c) of title 14, Code of Federal*  
11 *Regulations, for the purpose of allowing a pilot to ac-*  
12 *cept reimbursement for the fuel costs associated with*  
13 *a flight operation to provide charitable transportation*  
14 *pursuant to section 821 of the FAA Modernization*  
15 *and Reform Act of 2012 (49 U.S.C. 40101 note), in-*  
16 *cluding assessment of—*

17 (A) *the conditions and limitations a peti-*  
18 *tioner shall comply with if the exemption is*  
19 *granted and whether such conditions and limita-*  
20 *tions are—*

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

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

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

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

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

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

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

23          (d) *REPORT.*—*Upon completion of the review initiated*  
24          *under subsection (a), the Comptroller General shall submit*  
25          *to the appropriate committees of Congress a report describ-*

1 *ing the findings of such review and recommendations devel-*  
2 *oped under subsection (c).*

3 **SEC. 832. FLIGHT INSTRUCTION OR TESTING.**

4       (a) *AUTHORIZED ADDITIONAL PILOTS.*—An indi-  
5 *vidual acting as an authorized additional pilot during*  
6 *Phase I flight testing of aircraft holding an experimental*  
7 *airworthiness certificate, in accordance with section 21.191*  
8 *of title 14, Code of Federal Regulations, and meeting the*  
9 *requirements set forth in FAA regulations and policy in*  
10 *effect as of the date of enactment of this Act, shall not be*  
11 *deemed to be operating an aircraft carrying persons or*  
12 *property for compensation or hire.*

13       (b) *USE OF AIRCRAFT.*—An individual who uses,  
14 *causes to use, or authorizes to use aircraft for flights con-*  
15 *ducted under subsection (a) shall not be deemed to be oper-*  
16 *ating an aircraft carrying persons or property for com-*  
17 *ensation or hire.*

18       (c) *REVISION OF RULES.*—The Administrator shall, as  
19 *necessary, issue, revise, or repeal the rules, regulations,*  
20 *guidance, or procedures of the FAA to conform to the re-*  
21 *quirements of this section.*

22 **SEC. 833. NATIONAL COORDINATION AND OVERSIGHT OF**  
23 **DESIGNATED PILOT EXAMINERS.**

24       (a) *IN GENERAL.*—The Administrator shall establish  
25 *an office to provide oversight and facilitate national coordi-*



1 *nation of designated pilot examiners appointed under sec-*  
2 *tion 183.23 of title 14, Code of Federal Regulations.*

3 (b) *RESPONSIBILITIES.*—*The office described in sub-*  
4 *section (a) shall be responsible for the following:*

5 (1) *Oversight of designated pilot examiners ap-*  
6 *pointed under section 183.23 of title 14, Code of Fed-*  
7 *eral Regulations.*

8 (2) *Coordinating with other offices, as appro-*  
9 *priate, to support the standardization of policy, guid-*  
10 *ance, and regulations across the FAA pertaining to*  
11 *the selection, training, duties, and deployment of des-*  
12 *ignated pilot examiners appointed under section*  
13 *183.23 of title 14, Code of Federal Regulations, in-*  
14 *cluding evaluating the consistency by which such ex-*  
15 *aminers apply Administration policies, orders, and*  
16 *guidance.*

17 (3) *Evaluating the consistency by which such ex-*  
18 *aminers apply FAA policies, orders, and guidance.*

19 (4) *Coordinating placement and deployment of*  
20 *such examiners across regions based on demand for*  
21 *examinations from the pilot community.*

22 (5) *Developing a code of conduct for such exam-*  
23 *iners.*

24 (6) *Deploying a survey system to track the per-*  
25 *formance and merit of such examiners.*

1           (7) *Facilitating an industry partnership to cre-*  
2           *ate a formal mentorship program for such examiners.*

3           (c) *COORDINATION.*—*In carrying out the responsibil-*  
4           *ities listed in subsection (b), the Administrator shall ensure*  
5           *the office—*

6           (1) *coordinates on an ongoing basis with flight*  
7           *standards district offices, designated pilot examiner*  
8           *managing specialists, and aviation industry stake-*  
9           *holders, including representatives of the general avia-*  
10           *tion community; and*

11           (2) *considers whether to implement the final rec-*  
12           *ommendations report issued by the Designated Pilot*  
13           *Examiner Reforms Working Group and accepted by*  
14           *the Aviation Rulemaking Advisory Committee on*  
15           *June 17, 2021.*

16           (d) *REPORT.*—

17           (1) *IN GENERAL.*—*Not later than 180 days after*  
18           *the date of enactment of this Act, and biennially*  
19           *thereafter through fiscal year 2028, the Administrator*  
20           *shall submit to the appropriate committees of Con-*  
21           *gress a report that evaluates the use of designated*  
22           *pilot examiners appointed under section 183.23 of*  
23           *title 14, Code of Federal Regulations (or any suc-*  
24           *cessor regulation), for testing, including both written*  
25           *and practical tests.*

1           (2) *CONTENTS.*—*The report under paragraph (1)*  
2           *shall include an analysis of—*

3                   (A) *the methodology and rationale by which*  
4                   *designated pilot examiners are deployed;*

5                   (B) *with respect to the previous fiscal year,*  
6                   *the average time an individual in each region*  
7                   *must wait to schedule an appointment with a*  
8                   *designated pilot examiner;*

9                   (C) *with respect to the previous fiscal year,*  
10                   *the estimated total time individuals in each re-*  
11                   *gion were forced to wait to schedule an appoint-*  
12                   *ment with a designated pilot examiner;*

13                   (D) *the primary reasons and best ways to*  
14                   *reduce wait times described in subparagraph*  
15                   *(C);*

16                   (E) *the number of tests conducted by des-*  
17                   *ignated pilot examiners;*

18                   (F) *the number and percentage of available*  
19                   *designated pilot examiners that perform such*  
20                   *tests; and*

21                   (G) *the average rate of retests, including of*  
22                   *both written and practical tests.*

1 **SEC. 834. PART 135 PILOT SUPPLEMENTAL OXYGEN RE-**  
2 **QUIREMENT.**

3 (a) *IN GENERAL.*—Not later than 1 year after the date  
4 of enactment of this Act, the Administrator shall issue a  
5 notice of proposed rulemaking concerning whether to revise  
6 the requirements under paragraphs (3) and (4) of section  
7 135.89(b) of title 14, Code of Federal Regulations, to apply  
8 only to aircraft operating at altitudes above flight level 410.

9 (b) *CONSIDERATIONS.*—In issuing the notice of pro-  
10 posed rulemaking, the Administrator shall consider appli-  
11 cable safety data and risks, including in relation to appli-  
12 cable incidents and accidents, as well as the investigations  
13 and recommendations of the National Transportation Safe-  
14 ty Board.

15 **TITLE IX—NEW ENTRANTS AND**  
16 **AEROSPACE INNOVATION**  
17 **Subtitle A—Unmanned Aircraft**  
18 **Systems**

19 **SEC. 901. DEFINITIONS.**

20 *Except as otherwise provided, the definitions contained*  
21 *in section 44801 of title 49, United States Code, apply to*  
22 *this subtitle.*

23 **SEC. 902. UNMANNED AIRCRAFT IN THE ARCTIC.**

24 (a) *IN GENERAL.*—Section 44804 of title 49, United  
25 States Code, is amended—

1           (1) *in the section heading by striking “**SMALL***  
2           ***UNMANNED**” and inserting “**UNMANNED**”; and*

3           (2) *by striking “small” each place it appears.*

4           (b) *CONFORMING AMENDMENT.—The analysis for*  
5 *chapter 448 of such title is amended by striking the item*  
6 *relating to section 44804 and inserting the following:*

*“44804. Unmanned aircraft in the Arctic.”.*

7   **SEC. 903. SMALL UAS SAFETY STANDARDS TECHNICAL COR-**  
8   **RECTIONS.**

9           *Section 44805 of title 49, United States Code, is*  
10 *amended—*

11           (1) *in the section heading by striking “**SMALL***  
12 ***UNMANNED**” and inserting “**SMALL UNMANNED**”;*

13           (2) *in subsection (a)(2) by striking “operation of*  
14 *small” and inserting “operation of a small”;*

15           (3) *in subsection (f) by striking “subsection (h)”*  
16 *and inserting “subsection (f)”;*

17           (4) *in subsection (g)(3) by striking “subsection*  
18 *(h)” and inserting “subsection (f)”;*

19           (5) *in subsection (i)(1) by striking “subsection*  
20 *(h)” and inserting “subsection (f)”;* and

21           (6) *by redesignating subsection (e) through (j) as*  
22 *subsections (c) through (h), respectively.*

1 **SEC. 904. AIRPORT SAFETY AND AIRSPACE HAZARD MITIGA-**  
2 **TION AND ENFORCEMENT.**

3 *Section 44810 of title 49, United States Code, is*  
4 *amended—*

5 *(1) in subsection (c) by inserting “, and any*  
6 *other location the Administrator determines appro-*  
7 *priate” after “Data”; and*

8 *(2) in subsection (h) by striking “May 10, 2024”*  
9 *and inserting “September 30, 2028”.*

10 **SEC. 905. RADAR DATA PILOT PROGRAM.**

11 *(a) SENSITIVE RADAR DATA FEED PILOT PRO-*  
12 *GRAM.—Not later than 270 days after the date of enactment*  
13 *of this Act, the Administrator, in coordination with the Sec-*  
14 *retary of Defense, and other heads of relevant Federal agen-*  
15 *cies, shall establish a pilot program to make airspace data*  
16 *feeds containing controlled unclassified information avail-*  
17 *able to qualified users (as determined by the Adminis-*  
18 *trator), consistent with subsection (b).*

19 *(b) AUTHORIZATION.—In carrying out subsection (a),*  
20 *the Administrator, in coordination with the Secretary of*  
21 *Defense and other heads of relevant Federal agencies, shall*  
22 *establish a process to authorize qualified users to receive*  
23 *airspace data feeds containing controlled unclassified infor-*  
24 *mation related to air traffic within the national airspace*  
25 *system and use such information in an agreed upon man-*  
26 *ner to—*

1           (1) *provide and enable—*

2                   (A) *air traffic management services; and*

3                   (B) *unmanned aircraft system traffic man-*  
4                   *agement services; or*

5           (2) *to test technologies that may enable or en-*  
6           *hance the provision of the services described in para-*  
7           *graph (1).*

8           (c) *CONSULTATION.—In establishing the process de-*  
9           *scribed in subsection (b), the Administrator shall consult*  
10           *with representatives of the unmanned aircraft systems in-*  
11           *dustry and related technical groups to identify an efficient,*  
12           *secure, and effective format and method for providing data*  
13           *described in this section.*

14           (d) *BRIEFING.—Not later than 90 days after estab-*  
15           *lishing the pilot program under subsection (a), and annu-*  
16           *ally thereafter through 2028, the Administrator shall brief*  
17           *the appropriate committees of Congress on the findings of*  
18           *the pilot program established under this section.*

19           (e) *SUNSET.—This section shall cease to be effective on*  
20           *October 1, 2028.*

21   **SEC. 906. ELECTRONIC CONSPICUITY STUDY.**

22           (a) *IN GENERAL.—The Comptroller General shall con-*  
23           *duct a study of technologies and methods that may be used*  
24           *by operators of unmanned aircraft systems to detect and*

1 *avoid manned aircraft that may lawfully operate below 500*  
2 *feet above ground level and that are—*

3 *(1) not equipped with a transponder or auto-*  
4 *matic dependent surveillance-broadcast out equip-*  
5 *ment; or*

6 *(2) otherwise not electronically conspicuous.*

7 *(b) CONSULTATION.—In conducting the study required*  
8 *under subsection (a), the Comptroller General shall consult*  
9 *with—*

10 *(1) representatives of—*

11 *(A) unmanned aircraft systems manufac-*  
12 *turers and operators;*

13 *(B) general aviation operators;*

14 *(C) agricultural aircraft operators;*

15 *(D) helicopter operators; and*

16 *(E) State and local governments; and*

17 *(2) any other stakeholder the Comptroller Gen-*  
18 *eral determines appropriate.*

19 *(c) REPORT.—Not later than 1 year after the date of*  
20 *enactment of this Act, the Comptroller General shall submit*  
21 *to the appropriate committees of Congress a report describ-*  
22 *ing the results of such study.*



1 **SEC. 907. REMOTE IDENTIFICATION ALTERNATIVE MEANS**  
2 **OF COMPLIANCE.**

3 (a) *EVALUATION.*—*The Administrator shall review*  
4 *and evaluate the final rule of the FAA titled “Remote Iden-*  
5 *tification of Unmanned Aircraft”, issued on January 15,*  
6 *2021 (86 Fed. Reg. 4390), to determine whether unmanned*  
7 *aircraft manufacturers and operators can meet the intent*  
8 *of such final rule through alternative means of compliance,*  
9 *including through network-based remote identification.*

10 (b) *REPORT.*—*Not later than 1 year after the date of*  
11 *enactment of this Act, the Administrator shall submit to*  
12 *the appropriate committees of Congress a report on the re-*  
13 *sults of the evaluation under subsection (a).*

14 **SEC. 908. PART 107 WAIVER IMPROVEMENTS.**

15 (a) *IN GENERAL.*—*The Administrator shall adopt a*  
16 *performance- and risk-based approach in reviewing requests*  
17 *for certificates of waiver under section 107.200 of title 14,*  
18 *Code of Federal Regulations.*

19 (b) *STANDARDIZATION OF WAIVER APPLICATION.*—

20 (1) *IN GENERAL.*—*In carrying out subsection*  
21 *(a), the Administrator shall improve the process to*  
22 *submit requests for certificates of waiver described in*  
23 *subsection (a).*

24 (2) *FORMAT.*—*In carrying out paragraph (1),*  
25 *the Administrator may not require the use of open-*  
26 *ended descriptive prompts that are required to be*

1       *filled out by an applicant, except to provide appli-*  
2       *cants the ability to provide the FAA with information*  
3       *for an unusual or irregular operation.*

4           (3) *DATA.—*

5               (A) *IN GENERAL.—In carrying out para-*  
6               *graph (1), the Administrator shall leverage data*  
7               *gathered from previous requests for certificates of*  
8               *waivers.*

9               (B) *CONSIDERATIONS.—In carrying out*  
10              *subparagraph (A), the Administrator shall safely*  
11              *use—*

12                       (i) *big data analytics; and*

13                       (ii) *machine learning.*

14           (c) *CONSIDERATION OF PROPERTY ACCESS.—*

15               (1) *IN GENERAL.—In determining whether to*  
16               *issue a certificate of waiver under section 107.200 of*  
17               *title 14, Code of Federal Regulations, the Adminis-*  
18               *trator shall—*

19                       (A) *consider whether the waiver applicant*  
20                       *has control over access to all real property on the*  
21                       *ground within the area of operation; and*

22                       (B) *recognize and account for the safety en-*  
23                       *hancements of such controlled access.*

24               (2) *RULE OF CONSTRUCTION.—Nothing in this*  
25               *subsection shall be construed to influence the extent to*

1       *which the Administrator considers a lack of control*  
2       *over access to all real property on the ground within*  
3       *an area of operation as affecting the safety of an op-*  
4       *eration intended to be conducted under such certifi-*  
5       *cate of waiver.*

6       (d) *PUBLIC AVAILABILITY OF WAIVERS.*—

7           (1) *IN GENERAL.*—*The Administrator shall pub-*  
8       *lish all certificates of waiver issued under section*  
9       *107.200 of title 14, Code of Federal Regulations, on*  
10      *the website of the FAA, including, with respect to each*  
11      *issued certificate of waiver—*

12           (A) *the terms, conditions, and limitations;*

13           *and*

14           (B) *the class of airspace and any restric-*  
15      *tions related to operating near airports or heli-*  
16      *ports.*

17           (2) *PUBLICATION.*—*In carrying out paragraph*  
18      *(1), the Administrator shall ensure that published in-*  
19      *formation is made available in a manner that pre-*  
20      *vents inappropriate disclosure of proprietary infor-*  
21      *mation.*

22      (e) *PRECEDENTIAL USE OF PREVIOUSLY APPROVED*  
23      *WAIVERS.*—

24           (1) *WAIVER APPROVAL PRECEDENT.*—*If the Ad-*  
25      *ministrator determines, using criteria for a par-*

1        *particular waiver, that an application for a certificate of*  
2        *waiver issued under section 107.200 of title 14, Code*  
3        *of Federal Regulations, is substantially similar (or is*  
4        *comprised of elements that are substantially similar)*  
5        *to an application for a certificate of waiver that the*  
6        *Administrator has previously approved, the Adminis-*  
7        *trator may streamline, as appropriate, the approval*  
8        *of applications for such a particular waiver.*

9            (2) *RULE OF CONSTRUCTION.—Nothing in para-*  
10        *graph (1) shall be construed to preclude an applicant*  
11        *for a certificate of waiver from applying to modify a*  
12        *condition or remove a limitation of such certificate.*

13        (f) *MODIFICATION OF WAIVERS.—*

14            (1) *IN GENERAL.—The Administrator shall es-*  
15        *tablish an expedited review process for a request to*  
16        *modify or renew certificates of waiver previously*  
17        *issued under section 107.200 of title 14, Code of Fed-*  
18        *eral Regulations, as appropriate.*

19            (2) *USE OF REVIEW PROCESS.—The review proc-*  
20        *ess established under paragraph (1) shall be used to*  
21        *modify or renew certificates of waiver that cover oper-*  
22        *ations that are substantially similar in all material*  
23        *facts to operations covered under a previously issued*  
24        *certificate of waiver.*

1 **SEC. 909. ENVIRONMENTAL REVIEW AND NOISE CERTIFI-**  
2 **CATION.**

3 (a) *NATIONAL ENVIRONMENTAL POLICY ACT GUID-*  
4 *ANCE.*—Not later than 180 days after the date of enactment  
5 of this Act, the Administrator shall publish unmanned air-  
6 craft system-specific environmental review guidance and  
7 implementation procedures and, thereafter, revise such  
8 guidance and procedures as appropriate to carry out the  
9 requirements of this section.

10 (b) *PRIORITIZATION.*—The guidance and procedures  
11 established by the Administrator under subsection (a) shall  
12 include processes that allow for the prioritization of project  
13 applications and activities that—

14 (1) offset or limit the impacts of non-zero emis-  
15 sion activities;

16 (2) offset or limit the release of environmental  
17 pollutants to soil or water; or

18 (3) demonstrate other factors that benefit human  
19 safety or the environment, as determined by the Ad-  
20 ministrator.

21 (c) *PROGRAMMATIC LEVEL APPROACH TO NEPA RE-*  
22 *VIEW.*—Not later than 180 days after the date of enactment  
23 of this Act, the Administrator shall examine and integrate  
24 programmatic-level approaches to the requirements of the  
25 *National Environmental Policy Act of 1969 (42 U.S.C.*  
26 *4321 et seq.)* by which the Administrator can—

1           (1) *leverage an environmental review for un-*  
2 *manned aircraft operations within a defined geo-*  
3 *graphic region, including within and over commercial*  
4 *sites, industrial sites, or other sites closed or restricted*  
5 *to the public; and*

6           (2) *leverage an environmental assessment or en-*  
7 *vironmental impact statement for nationwide pro-*  
8 *grammatic approaches for large scale distributed un-*  
9 *manned aircraft operations.*

10       (d) *DEVELOPING 1 OR MORE CATEGORICAL EXCLU-*  
11 *SIONS.—*

12           (1) *IN GENERAL.—The Administrator shall en-*  
13 *gage in periodic consultations with the Council on*  
14 *Environmental Quality to identify actions that are*  
15 *appropriate for a new categorical exclusion and shall*  
16 *incorporate such actions in FAA Order 1050.1F (or*  
17 *successor order) as considered appropriate by the Ad-*  
18 *ministrator to more easily allow for safe commercial*  
19 *operations of unmanned aircraft.*

20           (2) *PRIOR OPERATIONS.—The Administrator*  
21 *shall review existing categorical exclusions for appli-*  
22 *cability to unmanned aircraft operations in accord-*  
23 *ance with the National Environmental Policy Act of*  
24 *1969 (42 U.S.C. 4321 et seq.) and subchapter A of*  
25 *chapter V of title 40, Code of Federal Regulations.*

1       (e) *BRIEFING.*—Not later than 90 days after the date  
2 of enactment of this Act, the Administrator shall brief the  
3 appropriate committees of Congress on the plan of the Ad-  
4 ministrator to implement subsection (a).

5       (f) *NONAPPLICATION OF NOISE CERTIFICATION RE-*  
6 *QUIREMENTS PENDING STANDARDS DEVELOPMENT.*—

7           (1) *IN GENERAL.*—Notwithstanding the require-  
8 ments of section 44715 of title 49, United States Code,  
9 the Administrator shall—

10                   (A) waive the determination of compliance  
11 with part 36 of title 14, Code of Federal Regula-  
12 tions, for an applicant seeking unmanned air-  
13 craft type and airworthiness certifications; and

14                   (B) not deny, withhold, or delay such cer-  
15 tifications due to the absence of a noise certifi-  
16 cation basis under such part, if the Adminis-  
17 trator has developed appropriate noise measure-  
18 ment procedures for unmanned aircraft and the  
19 Administrator has received from the applicant  
20 the noise measurement results based on such pro-  
21 cedures.

22           (2) *DURATION.*—The nonapplication of the noise  
23 certification requirements under paragraph (1) shall  
24 continue until the Administrator finalizes the noise  
25 certification requirements for unmanned aircraft in

1 *part 36 of title 14, Code of Federal Regulations, or*  
2 *another part of title 14 of such Code, as required*  
3 *under paragraph (3).*

4 (3) *ASSOCIATED UAS CERTIFICATION STAND-*  
5 *ARDS.—*

6 (A) *DEVELOPMENT OF CRITERIA.—Not later*  
7 *than 18 months after the date of enactment of*  
8 *this Act, the Administrator shall develop and es-*  
9 *tablish substantive criteria and standard metrics*  
10 *to determine whether to approve an unmanned*  
11 *aircraft pursuant to part 36 of title 14, Code of*  
12 *Federal Regulations.*

13 (B) *SUBSTANTIVE CRITERIA AND STANDARD*  
14 *METRICS.—In establishing the substantive cri-*  
15 *teria and standard metrics under subparagraph*  
16 *(A), the Administrator shall include criteria and*  
17 *metrics related to the noise impacts of an un-*  
18 *manned aircraft.*

19 (C) *PUBLICATION.—The Administrator*  
20 *shall publish in the Federal Register and post on*  
21 *the website of the FAA the criteria and metrics*  
22 *established under subparagraph (A).*

23 (g) *CONCURRENT REVIEWS.—If the Administrator de-*  
24 *termines that the design, construction, maintenance and*  
25 *operational sustainability, airworthiness approval, or oper-*



1 *ational approval of an unmanned aircraft require environ-*  
2 *mental assessments, including under the requirements of the*  
3 *National Environmental Policy Act of 1969 (42 U.S.C.*  
4 *4321 et seq.), the Administrator shall, to the maximum ex-*  
5 *tent practicable, conduct such reviews and analyses concur-*  
6 *rently.*

7       *(h) THIRD-PARTY SUPPORT.—In implementing sub-*  
8 *section (a), the Administrator shall allow for the engage-*  
9 *ment of approved specialized third parties, as appropriate,*  
10 *to support an applicant’s preparation of, or the Adminis-*  
11 *tration’s preparation and review of, documentation relating*  
12 *to the requirements of the National Environmental Policy*  
13 *Act of 1969 (42 U.S.C. 4321 et seq.) to ensure streamlined*  
14 *timelines for complex reviews.*

15       *(i) RULE OF CONSTRUCTION.—Nothing in this section*  
16 *shall be construed as prohibiting, restricting, or otherwise*  
17 *limiting the authority of the Administrator from imple-*  
18 *menting or complying with the requirements of the Na-*  
19 *tional Environmental Policy Act of 1969 (42 U.S.C. 4321*  
20 *et seq.) and any related requirements to ensure the protec-*  
21 *tion of the environment and aviation safety.*

22 **SEC. 910. UNMANNED AIRCRAFT SYSTEM USE IN WILDFIRE**  
23 **RESPONSE.**

24       *(a) UNMANNED AIRCRAFT SYSTEMS IN WILDFIRE RE-*  
25 *SPONSE.—*

1           (1) *IN GENERAL.*—Not later than 18 months  
2 after the date of enactment of this Act, the Adminis-  
3 trator, in coordination with the Chief of the Forest  
4 Service, the Administrator of the National Aero-  
5 nautics and Space Administration, and any other  
6 Federal entity (or a contracted unmanned aircraft  
7 system operator of a Federal entity) the Adminis-  
8 trator considers appropriate, shall develop a plan for  
9 the use of unmanned aircraft systems by public enti-  
10 ties in wildfire response efforts, including wildfire de-  
11 tection, mitigation, and suppression.

12           (2) *PLAN CONTENTS.*—The plan developed under  
13 paragraph (1) shall include recommendations to—

14           (A) identify and designate areas of public  
15 land with high potential for wildfires in which  
16 public entities may conduct unmanned aircraft  
17 system operations beyond visual line of sight as  
18 part of wildfire response efforts, including wild-  
19 fire detection, mitigation, and suppression;

20           (B) develop a process to facilitate the safe  
21 and efficient operation of unmanned aircraft  
22 systems beyond the visual line of sight in wild-  
23 fire response efforts in areas designated under  
24 subparagraph (A), including a waiver process  
25 under section 91.113 or section 107.31 of title 14,

1           *Code of Federal Regulations, for public entities*  
2           *that use unmanned aircraft systems for aerial*  
3           *wildfire detection, mitigation, and suppression;*  
4           *and*

5                   *(C) improve coordination between the rel-*  
6           *evant Federal agencies and public entities on the*  
7           *use of unmanned aircraft systems in wildfire re-*  
8           *sponse efforts.*

9           (3) *PLAN SUBMISSION.*—*Upon completion of the*  
10          *plan under paragraph (1), the Administrator shall*  
11          *submit such plan to, and provide a briefing for, the*  
12          *appropriate committees of Congress and the Com-*  
13          *mittee on Science, Space, and Technology of the*  
14          *House of Representatives.*

15                  (4) *PUBLICATION.*—*Upon submission of the plan*  
16          *under paragraph (1), the Administrator shall publish*  
17          *such plan on a publicly available website of the FAA.*

18          (b) *APPLICABILITY.*—*The plan developed under this*  
19          *section shall cover only unmanned aircraft systems that*  
20          *are—*

21                   (1) *operated by, or on behalf of, a public entity;*

22                   (2) *operated in airspace covered by a wildfire-re-*  
23          *lated temporary flight restriction under section*  
24          *91.137 of title 14, Code of Federal Regulations; and*

1           (3) *under the operational control of, or otherwise*  
2           *are being operationally coordinated by, an authorized*  
3           *aviation coordinator responsible for coordinating dis-*  
4           *aster response aircraft within the airspace covered by*  
5           *such temporary flight restriction.*

6           (c) *INTERAGENCY COORDINATION.*—*Not later than 180*  
7           *days after the date of enactment of this Act, the Adminis-*  
8           *trator shall seek to enter into the necessary agreements to*  
9           *provide a liaison of the Administration to the National*  
10           *Interagency Fire Center to facilitate the implementation of*  
11           *the plan developed under this section and the use of manned*  
12           *and unmanned aircraft in wildfire response efforts, includ-*  
13           *ing wildfire detection, mitigation, and suppression.*

14           (d) *SAVINGS CLAUSE.*—*Nothing in this section shall*  
15           *be construed to confer upon the Administrator the authori-*  
16           *ties of the Administrator of the Federal Emergency Manage-*  
17           *ment Agency under section 611 of the Robert T. Stafford*  
18           *Disaster Relief and Emergency Assistance Act (42 U.S.C.*  
19           *5196).*

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

21                   (1) *PUBLIC ENTITY.*—*The term “public entity”*  
22                   *means—*

23                                   (A) *a Federal agency;*

24                                   (B) *a State government;*

25                                   (C) *a local government;*

1                   (D) a Tribal Government; and

2                   (E) a territorial government.

3                   (2) *PUBLIC LAND.*—The term “public land” has  
4                   the meaning given such term in section 205 of the  
5                   *Sikes Act* (16 U.S.C. 670k).

6                   (3) *WILDFIRE.*—The term “wildfire” has the  
7                   meaning given that term in section 2 of the *Emer-*  
8                   *gency Wildfire Suppression Act* (42 U.S.C. 1856m).

9   **SEC. 911. PILOT PROGRAM FOR UAS INSPECTIONS OF FAA**  
10                   **INFRASTRUCTURE.**

11                  (a) *IN GENERAL.*—Not later than 180 days after the  
12                  date of enactment of this Act, the Secretary shall initiate  
13                  a pilot program to supplement inspection and oversight ac-  
14                  tivities of the Department of Transportation with un-  
15                  manned aircraft systems to increase employee safety, en-  
16                  hance data collection, increase the accuracy of inspections,  
17                  reduce costs, and for other purposes the Secretary considers  
18                  to be appropriate.

19                  (b) *GROUND-BASED AVIATION INFRASTRUCTURE.*—In  
20                  participating in the program under subsection (a), the Ad-  
21                  ministrators shall evaluate the use of unmanned aircraft sys-  
22                  tems to inspect ground-based aviation infrastructure that  
23                  may require visual inspection in hard-to-reach areas, in-  
24                  cluding—

25                       (1) navigational aids;

1           (2) *air traffic control towers;*

2           (3) *radar facilities;*

3           (4) *communication facilities; and*

4           (5) *other air traffic control facilities.*

5           (c) *COORDINATION.*—*In carrying out subsection (b),*  
6 *the Administrator shall consult with the labor union cer-*  
7 *tified under section 7111 of title 5, United States Code, to*  
8 *represent personnel responsible for the inspection of the*  
9 *ground-based aviation infrastructure.*

10          (d) *BRIEFING.*—*Not later than 2 years after the date*  
11 *of enactment of this Act, and annually thereafter until the*  
12 *termination of the pilot program under this section, the*  
13 *Secretary shall provide to the appropriate committees of*  
14 *Congress a briefing on the status and results of the pilot*  
15 *program established under subsection (a), including—*

16           (1) *cost savings;*

17           (2) *a description of how unmanned aircraft sys-*  
18 *tems were used to supplement existing inspection,*  
19 *data collection, or oversight activities of Department*  
20 *employees, including the number of operations and*  
21 *types of activities performed;*

22           (3) *efficiency or safety improvements, if any, as-*  
23 *sociated with the use of unmanned aircraft systems to*  
24 *supplement conventional inspection, data collection,*  
25 *or oversight activities;*

1           (4) *the fleet of unmanned aircraft systems main-*  
2 *tained by the Department for the program, or an*  
3 *overview of the services used as part of the pilot pro-*  
4 *gram; and*

5           (5) *recommendations for improving the use or ef-*  
6 *ficacy of unmanned aircraft systems to supplement*  
7 *the Department's inspection, data collection, or over-*  
8 *sight activities.*

9           (e) *SUNSET AND INCORPORATION INTO STANDARD*  
10 *PRACTICE.—*

11           (1) *SUNSET.—The pilot program established*  
12 *under subsection (a) and the briefing requirement*  
13 *under subsection (d) shall terminate on the date that*  
14 *is 4 years after the date of enactment of this Act.*

15           (2) *INCORPORATION INTO STANDARD PRAC-*  
16 *TICE.—Upon termination of the pilot program under*  
17 *this section, the Secretary shall assess the results and*  
18 *determine whether to permanently incorporate the use*  
19 *of unmanned aircraft systems into the regular inspec-*  
20 *tion, data collection, and oversight activities of the*  
21 *Department.*

22           (3) *REPORT TO CONGRESS.—Not later than 9*  
23 *months after the termination of the pilot program*  
24 *under paragraph (1), the Secretary shall submit to*  
25 *the appropriate committees of Congress a report on*

1 *the final results of the pilot program and the actions*  
2 *taken by the Administrator under paragraph (2).*

3 **SEC. 912. DRONE INFRASTRUCTURE INSPECTION GRANT**  
4 **PROGRAM.**

5 (a) *AUTHORITY.*—*Not later than 270 days after the*  
6 *date of enactment of this Act, the Secretary shall establish*  
7 *an unmanned aircraft system infrastructure inspection*  
8 *grant program to provide grants to governmental entities*  
9 *to facilitate the use of small unmanned aircraft systems to*  
10 *support more efficient inspection, operation, construction,*  
11 *maintenance, and repair of an element of critical infra-*  
12 *structure to improve worker safety related to projects.*

13 (b) *USE OF GRANT AMOUNTS.*—*A governmental entity*  
14 *may use a grant provided under this section to—*

15 (1) *purchase or lease small unmanned aircraft*  
16 *systems;*

17 (2) *support the operational capabilities of small*  
18 *unmanned aircraft systems used by the governmental*  
19 *entity;*

20 (3) *contract for services performed using a small*  
21 *unmanned aircraft system in circumstances in which*  
22 *the governmental entity does not have the resources or*  
23 *expertise to safely carry out or assist in carrying out*  
24 *the activities described under subsection (a); and*



1           (4) *support the program management capability*  
2           *of the governmental entity to use or contract the use*  
3           *of a small unmanned aircraft system, as described in*  
4           *paragraph (3).*

5           (c) *APPLICATION.—To be eligible to receive a grant*  
6           *under this section, a governmental entity shall submit to*  
7           *the Secretary an application at such time, in such form,*  
8           *and containing such information as the Secretary may re-*  
9           *quire, including an assurance that the governmental entity*  
10          *or any contractor of the governmental entity, will comply*  
11          *with relevant Federal regulations.*

12          (d) *SELECTION OF APPLICANTS.—In selecting an ap-*  
13          *plication for a grant under this section, the Secretary shall*  
14          *prioritize applications that propose to—*

15               (1) *carry out a project in a variety of commu-*  
16               *nities, including urban, suburban, rural, Tribal, or*  
17               *any other type of community; and*

18               (2) *address a safety risk in the inspection, oper-*  
19               *ation, construction, maintenance, or repair of an ele-*  
20               *ment of critical infrastructure.*

21          (e) *RULE OF CONSTRUCTION.—Nothing in this section*  
22          *shall be construed to interfere with an agreement between*  
23          *a governmental entity and a labor union, including the re-*  
24          *quirements of section 5333(b) of title 49, United States*  
25          *Code.*

1           (f) *REPORT TO CONGRESS.*—Not later than 2 years  
2 after the first grant is provided under this section, the Sec-  
3 retary shall submit to the appropriate committees of Con-  
4 gress a report that evaluates the program carried out under  
5 this section that includes—

6           (1) a description of the number of grants pro-  
7 vided under this section;

8           (2) the amount of each grant provided under this  
9 section;

10           (3) the activities carried out with a grant pro-  
11 vided under this section; and

12           (4) the effectiveness of such activities in meeting  
13 the objectives described in subsection (a).

14           (g) *FUNDING.*—

15           (1) *FEDERAL SHARE.*—

16           (A) *IN GENERAL.*—Except as provided in  
17 subparagraph (B), the Federal share of the cost  
18 of a project carried out using a grant provided  
19 under this section shall not exceed 50 percent of  
20 the total project cost.

21           (B) *WAIVER.*—The Secretary may increase  
22 the Federal share under subparagraph (A) to up  
23 to 75 percent for a project carried out using a  
24 grant provided under this section by a govern-  
25 mental entity if such entity—

1           (i) submits a written application to  
2           the Secretary requesting an increase in the  
3           Federal share; and

4           (ii) demonstrates that the additional  
5           assistance is necessary to facilitate the ac-  
6           ceptance and full use of a grant under this  
7           section, such as alleviating economic hard-  
8           ship, meeting additional workforce needs, or  
9           any other uses that the Secretary determines  
10          to be appropriate.

11           (2) *AUTHORIZATION OF APPROPRIATIONS.*—Out  
12          of amounts authorized to be appropriated under sec-  
13          tion 106(k) of title 49, United States Code, the fol-  
14          lowing amounts are authorized to carry out this sec-  
15          tion:

16                   (A) \$12,000,000 for fiscal year 2025.

17                   (B) \$12,000,000 for fiscal year 2026.

18                   (C) \$12,000,000 for fiscal year 2027.

19                   (D) \$12,000,000 for fiscal year 2028.

20          (h) *DEFINITIONS.*—In this section:

21           (1) *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           (2) *ELEMENT OF CRITICAL INFRASTRUCTURE.*—  
2           *The term “element of critical infrastructure” means a*  
3           *critical infrastructure facility or asset, including pub-*  
4           *lic bridges, tunnels, roads, highways, dams, electric*  
5           *grid, water infrastructure, communication systems,*  
6           *pipelines, or other related facilities or assets, as deter-*  
7           *mined by the Secretary.*

8           (3) *GOVERNMENTAL ENTITY.*—*The term “govern-*  
9           *mental entity” means—*

10                   (A) *a State, the District of Columbia, the*  
11                   *Commonwealth of Puerto Rico, a territory of the*  
12                   *United States, or a political subdivision thereof;*

13                   (B) *a unit of local government;*

14                   (C) *a Tribal government;*

15                   (D) *a metropolitan planning organization;*

16                   *or*

17                   (E) *a consortia of more than 1 of the enti-*  
18                   *ties described in subparagraphs (A) through (D).*

19           (4) *PROJECT.*—*The term “project” means a*  
20           *project for the inspection, operation, construction,*  
21           *maintenance, or repair of an element of critical infra-*  
22           *structure, including mitigating environmental haz-*  
23           *ards to such infrastructure.*

1 **SEC. 913. DRONE EDUCATION AND WORKFORCE TRAINING**  
2 **GRANT PROGRAM.**

3 (a) *AUTHORITY.*—Not later than 180 days after the  
4 date of enactment of this Act, the Secretary of Transpor-  
5 tation shall establish a drone education and training grant  
6 program to make grants to educational institutions for  
7 workforce training for small unmanned aircraft systems.

8 (b) *USE OF GRANT AMOUNTS.*—Amounts from a grant  
9 under this section shall be used in furtherance of activities  
10 authorized under section 631 and 632 of the FAA Reauthor-  
11 ization Act of 2018 (49 U.S.C. 40101 note).

12 (c) *ELIGIBILITY.*—To be eligible to receive a grant  
13 under this section, an educational institution shall submit  
14 an application to the Secretary at such time, in such form,  
15 and containing such information as the Secretary may re-  
16 quire.

17 (d) *AUTHORIZATION OF APPROPRIATIONS.*—Out of  
18 amounts authorized to be appropriated under section 106(k)  
19 of title 49, United States Code, the Secretary shall make  
20 available to carry out this section \$5,000,000 for each of  
21 fiscal years 2025 through 2028.

22 (e) *EDUCATIONAL INSTITUTION DEFINED.*—In this  
23 section, the term “educational institution” means an insti-  
24 tution of higher education (as such term is defined in sec-  
25 tion 101 of the Higher Education Act of 1965 (20 U.S.C.  
26 1001)) that participates in a program authorized under sec-

1 *tions 631 and 632 of the FAA Reauthorization Act of 2018*  
2 *(49 U.S.C. 40101 note).*

3 **SEC. 914. DRONE WORKFORCE TRAINING PROGRAM STUDY.**

4 *(a) IN GENERAL.—Not later than 3 years after the*  
5 *date of enactment of this Act, the Comptroller General shall*  
6 *initiate a study of the effectiveness of the Unmanned Air-*  
7 *craft Systems Collegiate Training Initiative established*  
8 *under section 632 of the FAA Reauthorization Act 2018 (49*  
9 *U.S.C. 40101 note).*

10 *(b) REPORT.—Upon completion of the study under*  
11 *subsection (a), the Comptroller General shall submit to the*  
12 *appropriate committees of Congress a report describing—*

13 *(1) the findings of such study; and*

14 *(2) any recommendations to improve the Un-*  
15 *manned Aircraft Systems Collegiate Training Initia-*  
16 *tive.*

17 **SEC. 915. TERMINATION OF ADVANCED AVIATION ADVI-**  
18 **SORY COMMITTEE.**

19 *The Secretary may not renew the charter of the Ad-*  
20 *vanced Aviation Advisory Committee (chartered by the Sec-*  
21 *retary on June 10, 2022).*

22 **SEC. 916. UNMANNED AND AUTONOMOUS FLIGHT ADVI-**  
23 **SORY COMMITTEE.**

24 *(a) IN GENERAL.—Not later than 1 year after the ter-*  
25 *mination of the Advanced Aviation Advisory Committee*

1 *pursuant to section 915, the Administrator shall establish*  
2 *an Unmanned and Autonomous Flight Advisory Committee*  
3 *(in this section referred to as the “Advisory Committee”).*

4 *(b) DUTIES.—The Advisory Committee shall provide*  
5 *the Administrator advice on policy- and technical-level*  
6 *issues related to unmanned and autonomous aviation oper-*  
7 *ations and activities, including, at a minimum, the fol-*  
8 *lowing:*

9 *(1) The safe integration of unmanned aircraft*  
10 *systems and autonomous flight operations into the*  
11 *national airspace system, including feedback on—*

12 *(A) the certification and operational stand-*  
13 *ards of highly automated aircraft, unmanned*  
14 *aircraft, and associated elements of such aircraft;*

15 *(B) coordination of procedures for oper-*  
16 *ations in controlled and uncontrolled airspace;*  
17 *and*

18 *(C) communication protocols.*

19 *(2) The use cases of unmanned aircraft systems,*  
20 *including evaluating and assessing the potential bene-*  
21 *fits of using unmanned aircraft systems.*

22 *(3) The development of processes and methodolo-*  
23 *gies to address safety concerns related to the operation*  
24 *of unmanned aircraft systems, including risk assess-*  
25 *ments and mitigation strategies.*

1           (4) *Unmanned aircraft system training, edu-*  
2           *cation, and workforce development programs, includ-*  
3           *ing evaluating aeronautical knowledge gaps in the*  
4           *unmanned aircraft system workforce, assessing the*  
5           *workforce needs of unmanned aircraft system oper-*  
6           *ations, and establishing a strong pipeline to ensure a*  
7           *robust unmanned aircraft system workforce.*

8           (5) *The analysis of unmanned aircraft system*  
9           *data and trends.*

10          (6) *Unmanned aircraft system infrastructure,*  
11          *including the use of existing aviation infrastructure*  
12          *and the development of necessary infrastructure.*

13          (c) *MEMBERSHIP.—*

14           (1) *IN GENERAL.—The Advisory Committee shall*  
15           *be composed of not more than 12 members.*

16           (2) *REPRESENTATIVES.—The Advisory Com-*  
17           *mittee shall include at least 1 representative of each*  
18           *of the following:*

19                   (A) *Commercial operators of unmanned air-*  
20                   *craft systems.*

21                   (B) *Unmanned aircraft system manufactur-*  
22                   *ers.*

23                   (C) *Counter-UAS manufacturers.*

24                   (D) *FAA-approved unmanned aircraft sys-*  
25                   *tem service suppliers.*



1           (E) *Unmanned aircraft system test ranges*  
2           *under section 44803 of title 49, United States*  
3           *Code.*

4           (F) *An unmanned aircraft system physical*  
5           *infrastructure network provider.*

6           (G) *Community advocates.*

7           (H) *Certified labor organizations rep-*  
8           *resenting commercial airline pilots, air traffic*  
9           *control specialists employed by the Administra-*  
10          *tion, certified aircraft maintenance technicians,*  
11          *certified aircraft dispatchers, or aviation safety*  
12          *inspectors.*

13          (I) *Academia or a relevant research organi-*  
14          *zation.*

15          (3) *OBSERVERS.—The Administrator may invite*  
16          *appropriate representatives of other Federal agencies*  
17          *to observe or provide input on the work of the Advi-*  
18          *sory Committee, but shall not allow such representa-*  
19          *tives to participate in any decision-making of the Ad-*  
20          *visory Committee.*

21          (d) *REPORTING.—*

22                 (1) *IN GENERAL.—The Advisory Committee shall*  
23                 *submit to the Administrator an annual report of the*  
24                 *activities, findings, and recommendations of the Com-*  
25                 *mittee.*

1           (2) *CONGRESSIONAL REPORTING.*—*The Adminis-*  
2           *trator shall submit to the appropriate committees of*  
3           *Congress the reports required under paragraph (1).*

4           (e) *PROHIBITION.*—*The Administrator may not task*  
5           *the Advisory Committee established under this section with*  
6           *a review or the development of recommendations relating*  
7           *to operations conducted under part 121 of title 14, Code*  
8           *of Federal Regulations.*

9           **SEC. 917. NEXTGEN ADVISORY COMMITTEE MEMBERSHIP**  
10           **EXPANSION.**

11           (a) *IN GENERAL.*—*Not later than 90 days after the*  
12           *date of enactment of this Act, the Secretary shall take such*  
13           *actions as may be necessary to expand the membership of*  
14           *the NextGen Advisory Committee (chartered by the Sec-*  
15           *retary on June 15, 2022) to include 1 representative from*  
16           *the unmanned aircraft system industry and 1 representa-*  
17           *tive from the powered-lift industry.*

18           (b) *QUALIFICATIONS.*—*The representatives required*  
19           *under subsection (a) shall have the following qualifications,*  
20           *as applicable:*

21                   (1) *Demonstrated expertise in the design, manu-*  
22                   *facturing, or operation of unmanned aircraft systems*  
23                   *and powered-lift aircraft.*

1           (2) *Demonstrated experience in the development*  
2           *or implementation of unmanned aircraft system and*  
3           *powered-lift aircraft policies and procedures.*

4           (3) *Demonstrated commitment to advancing the*  
5           *safe integration of unmanned aircraft systems and*  
6           *powered-lift aircraft into the national airspace sys-*  
7           *tem.*

8   **SEC. 918. INTERAGENCY COORDINATION.**

9           (a) *SENSE OF CONGRESS.—It is the sense of Congress*  
10          *that—*

11           (1) *the purpose of the joint Department of De-*  
12          *fense-Federal Aviation Administration executive com-*  
13          *mittee (in this section referred to as the “Executive*  
14          *Committee”)* *on conflict and dispute resolution as de-*  
15          *scribed in section 1036(b) of the Duncan Hunter Na-*  
16          *tional Defense Authorization Act for Fiscal Year 2009*  
17          *(Public Law 110–417) is to resolve disputes on the*  
18          *matters of policy and procedures between the Depart-*  
19          *ment of Defense and the Federal Aviation Adminis-*  
20          *tration relating to airspace, aircraft certifications,*  
21          *aircrew training, and other issues, including the ac-*  
22          *cess of unmanned aerial systems of the Department of*  
23          *Defense to the national airspace system;*

24           (2) *by mutual agreement of Executive Committee*  
25          *leadership, operating with the best of intentions, the*

1 *current scope of activities and membership of the Ex-*  
2 *ecutive Committee has exceeded the original intent of,*  
3 *and tasking to, the Executive Committee; and*

4 *(3) the expansion described in paragraph (2) has*  
5 *resulted in an imbalance in the oversight of certain*  
6 *Federal entities in matters concerning civil aviation*  
7 *safety and security.*

8 *(b) CHARTER.—*

9 *(1) CHARTER REVISION.—Not later than 45 days*  
10 *after the date of enactment of this Act, the Adminis-*  
11 *trator shall seek to revise the charter of the Executive*  
12 *Committee to reflect the scope, objectives, membership,*  
13 *and activities described in section 1036(b) of the Dun-*  
14 *can Hunter National Defense Authorization Act for*  
15 *Fiscal Year 2009 (Public Law 110–417) in order to*  
16 *achieve the increasing, and ultimately routine, access*  
17 *of unmanned aircraft systems of the Department of*  
18 *Defense into the national airspace system.*

19 *(2) SUNSET.—Not earlier than 2 years after the*  
20 *date of enactment of this Act, the Administrator shall*  
21 *seek to sunset the activities of the Executive Com-*  
22 *mittee by joint agreement of the Administrator and*  
23 *the Secretary of Defense.*

1 **SEC. 919. 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 shall, in  
5 coordination with the Secretary of Defense, conduct a re-  
6 view of the requirements necessary to permit unmanned  
7 aircraft systems (excluding small unmanned aircraft sys-  
8 tems) operated by a Federal agency or armed forces (as such  
9 term is defined in section 101 of title 10, United States  
10 Code) to be operated in the national airspace system, in-  
11 cluding outside of restricted airspace, without being escorted  
12 by a manned aircraft.

13 (b) *REPORT.*—Not later than 2 years after the comple-  
14 tion of the review under subsection (a), the Administrator  
15 shall submit to the appropriate committees of Congress a  
16 report on the results of the review, including any rec-  
17 ommended regulatory and statutory changes to enable the  
18 operations described under subsection (a).

19 **SEC. 920. EXTENSION OF BEYOND PROGRAM.**

20 (a) *FAA BEYOND PROGRAM EXTENSION.*—The Ad-  
21 ministrator shall extend the *BEYOND* program of the FAA  
22 as in effect on the day before the date of enactment of this  
23 Act (in this section referred to as the “Program”) and the  
24 existing agreements with State, local, and Tribal govern-  
25 ments entered into under the Program until the date on

1 *which the Administrator determines the Program is no*  
2 *longer necessary or useful.*

3 (b) *FAA BEYOND PROGRAM EXPANSION.*—

4 (1) *IN GENERAL.*—*The Administrator shall con-*  
5 *sider expanding the Program to include additional*  
6 *State, local, and Tribal governments to test and*  
7 *evaluate the use of new and emerging aviation con-*  
8 *cepts and technologies to evaluate and inform FAA*  
9 *policies, rulemaking, and guidance related to the safe*  
10 *integration of such concepts and technologies into the*  
11 *national airspace system.*

12 (2) *SCOPE.*—*If the Administrator determines the*  
13 *Program should be expanded, the Administrator shall*  
14 *address additional factors in the Program, includ-*  
15 *ing—*

16 (A) *increasing automation in civil aircraft,*  
17 *including unmanned aircraft systems and new*  
18 *or emerging aviation technologies;*

19 (B) *operations of such systems and tech-*  
20 *nologies, including beyond visual line of sight;*  
21 *and*

22 (C) *the societal and economic impacts of*  
23 *such operations.*

24 (3) *ADDITIONAL WAIVER AUTHORITY.*—*In car-*  
25 *rying out an expansion of the Program, the Adminis-*

1 *trator may waive the requirements of section 44711*  
2 *of title 49, United States Code, including related reg-*  
3 *ulations, under any BEYOND program agreement to*  
4 *the extent consistent with aviation safety.*

5 **SEC. 921. UAS INTEGRATION STRATEGY.**

6 *(a) IN GENERAL.—The Administrator shall implement*  
7 *the recommendations made by—*

8 *(1) the Comptroller General to the Secretary con-*  
9 *tained in the report of the Government Accountability*  
10 *Office titled “Drones: FAA Should Improve Its Ap-*  
11 *proach to Integrating Drones into the National Air-*  
12 *space System”, issued in January 2023 (GAO–23–*  
13 *105189); and*

14 *(2) the inspector general of the Department of*  
15 *Transportation to the Administrator contained in the*  
16 *audit report of the inspector general titled “FAA*  
17 *Made Progress Through Its UAS Integration Pilot*  
18 *Program, but FAA and Industry Challenges Remain*  
19 *To Achieve Full UAS Integration”, issued in April*  
20 *2022 (Project ID: AV2022027).*

21 *(b) BRIEFING.—Not later than 12 months after the*  
22 *date of enactment of this Act, and annually thereafter*  
23 *through 2028, the Administrator shall provide a briefing*  
24 *to the appropriate committees of Congress that—*

25 *(1) provides a status update on the—*

1           (A) implementation of the recommendations  
2 described in subsection (a);

3           (B) implementation of statutory provisions  
4 related to unmanned aircraft system integration  
5 under subtitle B of title III of division B of the  
6 FAA Reauthorization Act of 2018 (Public Law  
7 115–254); and

8           (C) actions taken by the Administrator to  
9 implement recommendations related to safe inte-  
10 gration of unmanned aircraft systems into the  
11 national airspace system included in aviation  
12 rulemaking committee reports published after the  
13 date of enactment of the FAA Reauthorization  
14 Act of 2018 (Public Law 115–254);

15       (2) provides a description of steps taken to  
16 achieve the safe integration of such systems into the  
17 national airspace system, including milestones and  
18 performance metrics to track results;

19       (3) provides the costs of executing the integration  
20 described in paragraph (2), including any estimates  
21 of future Federal resources or investments required to  
22 complete such integration; and

23       (4) identifies any regulatory or policy changes  
24 required to execute the integration described in para-  
25 graph (2).



1 **SEC. 922. EXTENSION OF KNOW BEFORE YOU FLY CAM-**  
2 **PAIGN.**

3 *Section 356 of the FAA Reauthorization Act of 2018*  
4 *(Public Law 115–254) is amended by striking “2019*  
5 *through 2023” and inserting “2024 through 2028”.*

6 **SEC. 923. PUBLIC AIRCRAFT DEFINITION.**

7 *Section 40125(a)(2) of title 49, United States Code,*  
8 *is amended—*

9 *(1) by striking “research, or” and inserting “re-*  
10 *search,”; and*

11 *(2) by inserting “(including data collection on*  
12 *civil aviation systems undergoing research, develop-*  
13 *ment, test, or evaluation at a test range (as such term*  
14 *is defined in section 44801)), infrastructure inspec-*  
15 *tions, or any other activity undertaken by a govern-*  
16 *mental entity that the Administrator determines is*  
17 *inherently governmental” after “biological or geologi-*  
18 *cal resource management”.*

19 **SEC. 924. FAA COMPREHENSIVE PLAN ON UAS AUTOMA-**  
20 **TION.**

21 *(a) COMPREHENSIVE PLAN.—The Administrator shall*  
22 *establish a comprehensive plan for the integration of auton-*  
23 *omous unmanned aircraft systems into the national air-*  
24 *space system.*

1       (b) *COMPREHENSIVE PLAN CONTENTS.*—*In estab-*  
2 *lishing the comprehensive plan under subsection (a), the*  
3 *Administrator shall—*

4           (1) *identify FAA processes and regulations that*  
5 *need to change to accommodate the increasingly auto-*  
6 *mated role of a remote operator of an unmanned air-*  
7 *craft system; and*

8           (2) *identify how the Administrator intends to*  
9 *authorize operations ranging from low risk automated*  
10 *operations to increasingly complex automated oper-*  
11 *ations of such systems.*

12       (c) *COORDINATION.*—*In establishing the comprehensive*  
13 *plan under subsection (a), the Administrator shall consult*  
14 *with—*

15           (1) *the National Aeronautics and Space Admin-*  
16 *istration;*

17           (2) *the Department of Defense;*

18           (3) *manufacturers of autonomous unmanned air-*  
19 *craft systems;*

20           (4) *operators of autonomous unmanned aircraft*  
21 *systems; and*

22           (5) *other stakeholders with knowledge of automa-*  
23 *tion in aviation, the human-computer interface, and*  
24 *aviation safety, as determined appropriate by the Ad-*  
25 *ministrator.*

1       (d) *SUBMISSION.*—Not later than 1 year after the date  
2 of enactment of this Act, the Administrator shall submit  
3 to the appropriate committees of Congress, the subcommittee  
4 on Transportation, Housing and Urban Development, and  
5 Related Agencies of the Committee on Appropriations of the  
6 Senate and the subcommittee on Transportation, Housing  
7 and Urban Development, and Related Agencies of the Com-  
8 mittee on Appropriations of the House of Representatives  
9 the plan established under subsection (a).

10 **SEC. 925. UAS TEST RANGES.**

11       (a) *IN GENERAL.*—Chapter 448 of title 49, United  
12 States Code, is amended by striking section 44803 and in-  
13 serting the following:

14 **“§ 44803. Unmanned aircraft system test ranges**

15       “(a) *TEST RANGES.*—

16               “(1) *IN GENERAL.*—The Administrator of the  
17 Federal Aviation Administration shall carry out and  
18 update, as appropriate, a program for the use of un-  
19 manned aircraft system (in this section referred to as  
20 UAS) test ranges to—

21                       “(A) enable a broad variety of development,  
22 testing, and evaluation activities related to UAS  
23 and associated technologies; and

24                       “(B) the extent consistent with aviation  
25 safety and efficiency, support the safe integration

1           *of unmanned aircraft systems into the national*  
2           *airspace system.*

3           “(2) *DESIGNATIONS.*—

4                   “(A) *EXISTING TEST RANGES.*—*Test ranges*  
5                   *designated under this section shall include the 7*  
6                   *test ranges established under the following:*

7                           “(i) *Section 332(c) of the FAA Mod-*  
8                           *ernization and Reform Act of 2012 (49*  
9                           *U.S.C. 40101 note), as in effect on the day*  
10                           *before the date of enactment of the FAA Re-*  
11                           *authorization Act of 2018 (Public Law*  
12                           *115–254).*

13                           “(ii) *Any other test ranges designated*  
14                           *pursuant to the amendment made by section*  
15                           *2201(b) of the FAA Extension, Safety, and*  
16                           *Security Act of 2016 (49 U.S.C. 40101*  
17                           *note) after the date of enactment of such*  
18                           *Act.*

19                           “(B) *NEW TEST RANGES.*—*If the Adminis-*  
20                           *trator finds that it is in the best interest of ena-*  
21                           *bling safe UAS integration into the national air-*  
22                           *space system, the Administrator may select and*  
23                           *designate as a test range under this section up*  
24                           *to 2 additional test ranges in accordance with*

1           *the requirements of this section through a com-*  
2           *petitive selection process.*

3           “(C) *LIMITATION.*—*Not more than 9 test*  
4           *ranges designated under this section shall be part*  
5           *of the program established under this section at*  
6           *any given time.*

7           “(3) *ELIGIBILITY.*—*Test ranges selected by the*  
8           *Administrator pursuant to (2)(B) shall—*

9           “(A) *be an instrumentality of a State, local,*  
10           *Tribal, or territorial government or other public*  
11           *entity;*

12           “(B) *be approved by the chief executive offi-*  
13           *cer of the State, local, territorial, or Tribal gov-*  
14           *ernment for the principal place of business of the*  
15           *applicant, prior to seeking designation by the*  
16           *Administrator;*

17           “(C) *undertake and ensure testing and eval-*  
18           *uation of innovative concepts, technologies, and*  
19           *operations that will offer new safety benefits, in-*  
20           *cluding developing and retaining an advanced*  
21           *aviation industrial base within the United*  
22           *States; and*

23           “(D) *meet any other requirements estab-*  
24           *lished by the Administrator.*

25           “(b) *AIRSPACE REQUIREMENTS.*—

1           “(1) *IN GENERAL.*—*In carrying out the program*  
2           *under subsection (a), the Administrator may estab-*  
3           *lish, upon the request of a test range sponsor des-*  
4           *ignated by the Administrator under subsection (a), a*  
5           *restricted area, special use airspace, or other similar*  
6           *type of airspace pursuant to part 73 of title 14, Code*  
7           *of Federal Regulations, for purposes of—*

8                   “(A) *accommodating hazardous develop-*  
9                   *ment, testing, and evaluation activities to inform*  
10                   *the safe integration of unmanned aircraft sys-*  
11                   *tems into the national airspace system; or*

12                   “(B) *other activities authorized by the Ad-*  
13                   *ministrator pursuant to subsection (f).*

14           “(2) *NEPA REVIEW.*—*The Administrator may*  
15           *require that each test range sponsor designated by the*  
16           *Administrator under subsection (a) provide a draft*  
17           *environmental review consistent with the National*  
18           *Environmental Policy Act of 1969 (42 U.S.C. 4321 et*  
19           *seq.), subject to the supervision of and adoption by the*  
20           *Administrator, with respect to any request for the es-*  
21           *tablishment of a restricted area, special use airspace,*  
22           *or other similar type of airspace under this sub-*  
23           *section.*

24           “(3) *INACTIVE RESTRICTED AREA OR SPECIAL*  
25           *USE AIRSPACE.*—

1           “(A) *IN GENERAL.*—*In the event a re-*  
2           *stricted area, special use airspace, or other simi-*  
3           *lar type of airspace established under paragraph*  
4           *(1) is not needed to meet the needs of the using*  
5           *agency (as described in subparagraph (B)), any*  
6           *related airspace restrictions, limitations, or des-*  
7           *ignations shall be inactive.*

8           “(B) *USING AGENCY.*—*For purposes of this*  
9           *subsection, a test range sponsor designated by the*  
10          *Administrator under subsection (a) shall be con-*  
11          *sidered the using agency with respect to a re-*  
12          *stricted area established by the Administrator*  
13          *under this subsection.*

14          “(4) *APPROVAL AUTHORITY.*—*The Administrator*  
15          *shall have the authority to approve access by a par-*  
16          *ticipating or nonparticipating operator to a test*  
17          *range or restricted area, special use airspace, or other*  
18          *similar type of airspace established by the Adminis-*  
19          *trator under this subsection.*

20          “(c) *PROGRAM REQUIREMENTS.*—*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, the Administrator of the National Aero-  
3           nautics and Space Administration and other relevant  
4           Federal agencies, as determined appropriate by the  
5           Administrator;

6           “(3) shall address both civil and public aircraft  
7           operations;

8           “(4) shall provide for verification of the safety of  
9           flight systems and related navigation procedures as  
10          such systems and procedures relate to the continued  
11          development of regulations and standards for integra-  
12          tion of unmanned aircraft systems into the national  
13          airspace system;

14          “(5) shall engage test range sponsors, as nec-  
15          essary and with available resources, in projects for de-  
16          velopment, testing, and evaluation of flight systems,  
17          including activities conducted pursuant to section  
18          1042 of the FAA Reauthorization Act of 2024, to fa-  
19          cilitate the development of regulations and the valida-  
20          tion of standards by the Administrator for the safe  
21          integration of unmanned aircraft systems into the na-  
22          tional airspace system, which may include activities  
23          related to—

24                  “(A) developing and enforcing geographic  
25                  and altitude limitations;



1           “(B) providing for alerts regarding any  
2 hazards or limitations on flight, including prohi-  
3 bition on flight, as necessary;

4           “(C) developing or validating sense and  
5 avoid capabilities;

6           “(D) developing or validating technology to  
7 support communications, navigation, and sur-  
8 veillance;

9           “(E) testing or validating operational con-  
10 cepts and technologies related to beyond visual  
11 line of sight operations, autonomous operations,  
12 nighttime operations, operations over people, op-  
13 erations involving multiple unmanned aircraft  
14 systems by a single pilot or operator, and un-  
15 manned aircraft systems traffic management ca-  
16 pabilities or services;

17           “(F) improving privacy protections through  
18 the use of advances in unmanned aircraft sys-  
19 tems;

20           “(G) conducting counter-UAS testing capa-  
21 bilities, with the approval of the Administrator;  
22 and

23           “(H) other relevant topics for which devel-  
24 opment, testing or evaluation are needed;

1           “(6) shall develop data sharing and collection re-  
2           quirements for test ranges to support the unmanned  
3           aircraft systems integration efforts of the Administra-  
4           tion and coordinate periodically with all test range  
5           sponsors to ensure the test range sponsors know—

6                   “(A) what data should be collected;

7                   “(B) how data can be de-identified to flow  
8           more readily to the Administration;

9                   “(C) what procedures should be followed;  
10           and

11                   “(D) what development, testing, and evalua-  
12           tion would advance efforts to safely integrate un-  
13           manned aircraft systems into the national air-  
14           space system;

15           “(7) shall allow test range sponsors to receive  
16           Federal funding, including in-kind contributions,  
17           other than from the Federal Aviation Administration,  
18           in furtherance of research, development, testing, and  
19           evaluation objectives; and

20           “(8) shall use modeling and simulation tools to  
21           assist in the testing, evaluation, verification, and val-  
22           idation of unmanned aircraft systems.

23           “(d) EXEMPTION.—Except as provided in subsection  
24           (f), the requirements of section 44711, including any related  
25           implementing regulations, shall not apply to persons ap-

1 *proved by the test range sponsor for operation at a test*  
2 *range designated by the Administrator under this section.*

3 “(e) *RESPONSIBILITIES OF TEST RANGE SPONSORS.—*

4 *The sponsor of each test range designated by the Adminis-*  
5 *trator under subsection (a) shall—*

6 “(1) *provide access to all interested private and*  
7 *public entities seeking to carry out research, develop-*  
8 *ment, testing and evaluation activities at the test*  
9 *range designated pursuant to this section, to the*  
10 *greatest extent practicable, consistent with safety and*  
11 *any operating procedures established by the test range*  
12 *sponsor, including access by small business concerns*  
13 *(as such term is defined in section 3 of the Small*  
14 *Business Act (15 U.S.C. 632));*

15 “(2) *ensure all activities remain within the geo-*  
16 *graphical boundaries and altitude limitations estab-*  
17 *lished for any restricted area, special use airspace, or*  
18 *other similar type of airspace covering the test range;*

19 “(3) *ensure no activity is conducted at the des-*  
20 *ignated test range in a careless or reckless manner;*

21 “(4) *establish safe operating procedures for all*  
22 *operators approved for activities at the test range, in-*  
23 *cluding provisions for maintaining operational con-*  
24 *trol and ensuring protection of persons and property*

1        *on the ground, subject to approval by the Adminis-*  
2        *trator;*

3            *“(5) exercise direct oversight of all operations*  
4        *conducted at the test range;*

5            *“(6) consult with the Administrator on the na-*  
6        *ture of planned activities at the test range and wheth-*  
7        *er temporary segregation of the airspace is required*  
8        *to contain such activities consistent with aviation*  
9        *safety;*

10          *“(7) protect proprietary technology, sensitive*  
11        *data, or sensitive research of any civil or private enti-*  
12        *ty when using the test range;*

13          *“(8) maintain detailed records of all ongoing*  
14        *and completed activities conducted at the test range*  
15        *and all operators conducting such activities, for in-*  
16        *spection by, and reporting to, the Administrator, as*  
17        *required by agreement between the Administrator and*  
18        *the test range sponsor;*

19          *“(9) make all original records available for in-*  
20        *spection upon request by the Administrator; and*

21          *“(10) provide recommendations, on a quarterly*  
22        *basis until the program terminates, to the Adminis-*  
23        *trator to further enable public and private develop-*  
24        *ment, testing, and evaluation activities at the test*  
25        *ranges to contribute to the safe integration of un-*

1        *manned aircraft systems into the national airspace*  
2        *system.*

3        “(f) *TESTING.*—

4                “(1) *IN GENERAL.*—*The Administrator may au-*  
5        *thorize a sponsor of a test range designated under*  
6        *subsection (a) to host research, development, testing,*  
7        *and evaluation activities, including activities con-*  
8        *ducted pursuant to section 1042 of the FAA Reau-*  
9        *thorization Act of 2024, as appropriate, other than*  
10       *activities directly related to the integration of un-*  
11       *manned aircraft systems into the national airspace*  
12       *system, so long as the activity is necessary to inform*  
13       *the development of regulations, standards, or policy*  
14       *for integrating new types of flight systems into the*  
15       *national airspace system.*

16                “(2) *WAIVER.*—*In carrying out this section, the*  
17        *Administrator may waive the requirements of section*  
18        *44711 (including any related implementing regula-*  
19        *tions) to the extent the Administrator determines such*  
20        *waiver is consistent with aviation safety.*

21                “(g) *COLLABORATIVE RESEARCH AND DEVELOPMENT*  
22        *AGREEMENTS.*—*The Administrator may use the trans-*  
23        *action authority under section 106(l)(6), including in co-*  
24        *ordination with the Center of Excellence for Unmanned*  
25        *Aircraft Systems, to enter into collaborative research and*

1 *development agreements or to direct research, development,*  
2 *testing, and evaluation related to unmanned aircraft sys-*  
3 *tems, including activities conducted pursuant to section*  
4 *1042 of the FAA Reauthorization Act of 2024, as appro-*  
5 *priate, at any test range designated under subsection (a).*

6 “(h) *AUTHORIZATION OF APPROPRIATIONS.*—

7 “(1) *ESTABLISHMENT.*—*Out of amounts author-*  
8 *ized to be appropriated under section 106(k),*  
9 *\$6,000,000 for each of fiscal years 2025 through 2028,*  
10 *shall be available to the Administrator for the pur-*  
11 *poses of—*

12 “(A) *providing matching funds to commer-*  
13 *cial entities that contract with a UAS test range*  
14 *to demonstrate or validate technologies that the*  
15 *FAA considers essential to the safe integration of*  
16 *UAS into the national airspace system; and*

17 “(B) *supporting or performing such dem-*  
18 *onstration and validation activities described in*  
19 *subparagraph (A) at a test range designated*  
20 *under the section.*

21 “(2) *DISBURSEMENT.*—*Funding provided under*  
22 *this subsection shall be divided evenly among all UAS*  
23 *test ranges designated under this section, for the pur-*  
24 *pose of providing matching funds to commercial enti-*

1 *ties described in paragraph (1) and available until*  
2 *expended.*

3 *“(i) TERMINATION.—The program under this section*  
4 *shall terminate on September 30, 2028.”.*

5 *(b) CONFORMING AMENDMENTS.—*

6 *(1) CONFORMING AMENDMENT.—Section*  
7 *44801(10) of title 49, United States Code, is amended*  
8 *by striking “any of the 6 test ranges established by*  
9 *the Administrator under section 332(c) of the FAA*  
10 *Modernization and Reform Act of 2012 (49 U.S.C.*  
11 *40101 note), as in effect on the day before the date*  
12 *of enactment of the FAA Reauthorization Act of 2018,*  
13 *and any public entity authorized by the Federal*  
14 *Aviation Administration as an unmanned aircraft*  
15 *system flight test center before January 1, 2009” and*  
16 *inserting “the test ranges designated by the Adminis-*  
17 *trator under section 44803”.*

18 *(2) CLERICAL AMENDMENT.—The analysis for*  
19 *chapter 448 of title 49, United States Code, is amend-*  
20 *ed by striking the item relating to section 44803 and*  
21 *inserting the following:*

*“44803. Unmanned aircraft system test ranges.”.*

22 *(c) SENSE OF CONGRESS.—It is the sense of Congress*  
23 *that the test ranges designated under section 44803 of title*  
24 *49, United States Code, shall—*

1           (1) *provide fair and accessible services to a*  
2 *broad variety of unmanned aircraft technology devel-*  
3 *opers, to the extent practicable;*

4           (2) *operate in the best interest of domestic tech-*  
5 *nology developers in terms of intellectual property*  
6 *and proprietary data protections; and*

7           (3) *comply with data sharing and collection re-*  
8 *quirements prescribed by the FAA.*

9 **SEC. 926. PUBLIC SAFETY USE OF TETHERED UAS.**

10       (a) *IN GENERAL.*—Section 44806 of title 49, United  
11 *States Code, is amended—*

12           (1) *in the section heading by inserting “**AND***  
13 ***PUBLIC SAFETY USE OF TETHERED UNMANNED***  
14 ***AIRCRAFT SYSTEMS” after “SYSTEMS”;***

15           (2) *in subsection (c)—*

16               (A) *in the subsection heading by inserting*  
17 *“**SAFETY USE OF**” after “**PUBLIC**”; and*

18               (B) *in paragraph (1)—*

19                   (i) *in the matter preceding subpara-*  
20 *graph (A)—*

21                       (I) *by striking “Not later than*  
22 *180 days after the date of enactment of*  
23 *this Act, the” and inserting “The”;*

24                       (II) *by striking “permit the use*  
25 *of” and inserting “permit”;*



1                   (III) by striking “public”; and

2                   (IV) by inserting “by a public  
3                   safety organization for such systems”  
4                   after “systems”;

5                   (ii) by striking subparagraph (A) and  
6                   inserting the following:

7                   “(A) operated—

8                   “(i) at or below an altitude of 150 feet  
9                   above ground level within class B, C, D, E,  
10                  or G airspace, but not at a greater altitude  
11                  than the ceiling depicted on the UAS Facil-  
12                  ity Maps published by the Federal Aviation  
13                  Administration, where applicable;

14                  “(ii) within zero-grid airspaces as de-  
15                  picted on such UAS Facility Maps, only if  
16                  operated in life-saving or emergency situa-  
17                  tions and with prior notification to the Ad-  
18                  ministration in a manner determined by  
19                  the Administrator; or

20                  “(iii) above 150 feet above ground level  
21                  within class B, C, D, E, or G airspace only  
22                  with prior authorization from the Adminis-  
23                  trator;”;

24                  (iii) by striking subparagraph (B);  
25                  and

1                   (iv) by redesignating subparagraphs  
 2                   (C), (D), and (E) as subparagraphs (B),  
 3                   (C), and (D), respectively; and  
 4                   (C) in paragraph (3) by striking “Public  
 5                   actively” and inserting “Actively”; and  
 6                   (3) by adding at the end the following:

7                   “(e) *DEFINITION.*—In this section, the term ‘public  
 8                   safety organization’ means an entity that primarily en-  
 9                   gages in activities related to the safety and well-being of  
 10                   the general public, including law enforcement, fire depart-  
 11                   ments, emergency medical services, and other organizations  
 12                   that protect and serve the public in matters of safety and  
 13                   security.”.

14                   (b) *CLERICAL AMENDMENT.*—The analysis for chapter  
 15                   448 of title 49, United States Code, is amended by striking  
 16                   the item relating to section 44806 and inserting the fol-  
 17                   lowing:

                  “44806. Public unmanned aircraft systems and public safety use of tethered un-  
                   manned aircraft systems.”.

18                   (c) *DEFINITION.*—Section 44801(1) of title 49, United  
 19                   States Code, is amended—

20                   (1) by striking subparagraph (A) and inserting:

21                   “(A) weighs 55 pounds or less, including  
 22                   payload but not including the tether;”;

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

1           (3) *in subparagraph (C) by striking the period*  
2           *at the end and inserting a semicolon; and*

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

4                   “(D) *is able to maintain safe flight control*  
5                   *in the event of a power or flight control failure*  
6                   *during flight; and*

7                   “(E) *is programmed to initiate a controlled*  
8                   *landing in the event of a tether separation.*”.

9   **SEC. 927. EXTENDING SPECIAL AUTHORITY FOR CERTAIN**  
10                   **UNMANNED AIRCRAFT SYSTEMS.**

11           (a) *EXTENSION.*—Section 44807(d) of title 49, United  
12 States Code, is amended by striking “May 10, 2024” and  
13 inserting “September 30, 2033”.

14           (b) *CLARIFICATION.*—Section 44807 of title 49, United  
15 States Code, is amended—

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

17                           (A) *by inserting “or chapter 447” after*  
18                           *“Notwithstanding any other requirement of this*  
19                           *chapter”;*

20                           (B) *by striking “the Secretary of Transpor-*  
21                           *tation” and inserting “the Administrator of the*  
22                           *Federal Aviation Administration”;* and

23                           (C) *by striking “if certain” and inserting*  
24                           *“how”;*

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

1           (A) by striking “Secretary” and inserting  
2           “Administrator”; and

3           (B) by striking “which types of” and insert-  
4           ing “how such”.

5           (3) by striking subsection (c) and inserting the  
6           following:

7           “(c) *REQUIREMENTS FOR SAFE OPERATION.*—

8           “(1) *IN GENERAL.*—In carrying out this section,  
9           the Administrator shall establish requirements, or a  
10           process to accept proposed requirements, for the safe  
11           and efficient operation of unmanned aircraft systems  
12           in the national airspace system, including operations  
13           related to testing and evaluation of proprietary sys-  
14           tems.

15           “(2) *EXPEDITED EXEMPTIONS AND APPROV-*  
16           *ALS.*—The Administrator shall, taking into account  
17           the statutory mandate to ensure safe and efficient use  
18           of the national airspace system, issue approvals—

19           “(A) to enable low-risk beyond visual line of  
20           sight operations, including, at a minimum,  
21           package delivery operations, extended visual line  
22           of sight operations, or shielded operations within  
23           100 feet of the ground or a structure; or

24           “(B) that are aligned with Administration  
25           exemptions or approvals that enable beyond vis-

1           *ual line of sight operations with the use of acous-*  
2           *tics, ground based radar, automatic dependent*  
3           *surveillance–broadcast, and other technological*  
4           *solutions.*

5           “(3) *TREATMENT OF MITIGATION MEASURES.—*  
6           *To the extent that an operation under this section*  
7           *will be conducted exclusively within the airspace of a*  
8           *Mode C Veil, such operation shall be treated as satis-*  
9           *fying the requirements of section 91.113(b) of title 14,*  
10          *Code of Federal Regulations, if the operation em-*  
11          *ploys—*

12                   “(A) *automatic dependent surveillance–*  
13                   *broadcast in-based detect and avoid capabilities;*

14                   “(B) *air traffic control communication and*  
15                   *coordination;*

16                   “(C) *aeronautical information management*  
17                   *systems acceptable to the Administrator, such as*  
18                   *notices to air missions, to notify other airspace*  
19                   *users of such operations; or*

20                   “(D) *any other risk mitigations as set by*  
21                   *the Administrator.*

22           “(4) *RULE OF CONSTRUCTION.—Nothing in this*  
23           *subsection shall be construed to—*

1           “(A) provide an unmanned aircraft oper-  
2           ating pursuant to this section the right of way  
3           over a manned aircraft; or

4           “(B) limit the authority of the Adminis-  
5           trator to impose requirements, conditions, or  
6           limitations on operations conducted under this  
7           section in order to address safety concerns.”; and  
8           (4) by adding at the end the following:

9           “(e) *AUTHORITY.*—The Administrator may exercise  
10          the authorities described in this section, including waiving  
11          applicable parts of title 14, Code of Federal Regulations,  
12          without initiating a rulemaking or imposing the require-  
13          ments of part 11 of title 14, Code of Federal Regulations,  
14          to the extent consistent with aviation safety.”.

15          (c) *CLARIFICATION OF STATUS OF PREVIOUSLY*  
16          *ISSUED RULEMAKINGS AND EXEMPTIONS.*—

17                 (1) *RULEMAKINGS.*—Any rule issued pursuant to  
18                 section 44807 of title 49, United States Code, shall  
19                 continue to be in effect following the expiration of  
20                 such authority.

21                 (2) *EXEMPTIONS.*—Any exemption granted  
22                 under the authority described in section 44807 of title  
23                 49, United States Code, and in effect as of the expira-  
24                 tion of such authority, shall continue to be in effect  
25                 until the date that is 3 years after the date of termi-

1        *nation described in such exemption, provided the Ad-*  
2        *ministrator does not determine there is a safety risk.*

3            (3) *RULES OF CONSTRUCTION.*—*Nothing in this*  
4        *section shall be construed to interfere with the Admin-*  
5        *istrator’s—*

6            (A) *authority to rescind or amend an ex-*  
7        *emption for reasons such as unsafe conditions or*  
8        *operator oversight; or*

9            (B) *ability to grant an exemption based on*  
10       *a determination made pursuant to section 44807*  
11       *of title 49, United States Code, prior to the date*  
12       *described in subsection (d) of such section.*

13 **SEC. 928. RECREATIONAL OPERATIONS OF DRONE SYS-**  
14            **TEMS.**

15        (a) *SPECIFIED EXCEPTION FOR LIMITED REC-*  
16        *REATIONAL OPERATIONS OF UNMANNED AIRCRAFT.*—*Sec-*  
17        *tion 44809 of title 49, United States Code, is amended—*

18            (1) *in subsection (a) by striking paragraph (6)*  
19        *and inserting the following:*

20            “(6) *Except for circumstances when the Admin-*  
21        *istrator establishes alternative altitude ceilings or as*  
22        *otherwise authorized in section (c), in Class G air-*  
23        *space, the aircraft is flown from the surface to not*  
24        *more than 400 feet above ground level and complies*  
25        *with all airspace and flight restrictions and prohibi-*

1        *tions established under this subtitle, such as special*  
2        *use airspace designations and temporary flight re-*  
3        *strictions.”;*

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

6        *“(c) OPERATIONS AT FIXED SITES.—*

7                *“(1) IN GENERAL.—The Administrator shall es-*  
8        *tablish a process to approve, and publicly disseminate*  
9        *the location of, fixed sites at which a person may*  
10       *carry out recreational unmanned aircraft system op-*  
11       *erations.*

12               *“(2) OPERATING PROCEDURES.—*

13               *“(A) CONTROLLED AIRSPACE.—Persons op-*  
14       *erating unmanned aircraft under paragraph (1)*  
15       *from a fixed site within Class B, Class C, or*  
16       *Class D airspace or within the lateral bound-*  
17       *aries of the surface area of Class E airspace des-*  
18       *ignated for an airport, or a community-based or-*  
19       *ganization sponsoring operations within such*  
20       *airspace, shall make the location of the fixed site*  
21       *known to the Administrator and shall establish*  
22       *a mutually agreed upon operating procedure*  
23       *with the air traffic control facility.*

24               *“(B) ALTITUDE.—The Administrator, in co-*  
25       *ordination with community-based organizations*



1           *sponsoring operations at fixed sites, shall develop*  
2           *a process to approve requests for recreational un-*  
3           *manned aircraft systems operations at fixed sites*  
4           *that exceed the maximum altitude contained in*  
5           *a UAS Facility Map published by the Federal*  
6           *Aviation Administration.*

7           “(C) *UNCONTROLLED AIRSPACE.*—*Subject*  
8           *to compliance with all airspace and flight re-*  
9           *strictions and prohibitions established under this*  
10           *subtitle, including special use airspace designa-*  
11           *tions and temporary flight restrictions, persons*  
12           *operating unmanned aircraft systems from a*  
13           *fixed site designated under the process described*  
14           *in paragraph (1) may operate within Class G*  
15           *airspace—*

16                   “(i) *up to 400 feet above ground level,*  
17                   *without prior authorization from the Ad-*  
18                   *ministrator; and*

19                   “(ii) *above 400 feet above ground level,*  
20                   *with prior authorization from the Adminis-*  
21                   *trator.*

22           “(3) *UNMANNED AIRCRAFT WEIGHING 55 POUNDS*  
23           *OR GREATER.*—*A person may operate an unmanned*  
24           *aircraft weighing 55 pounds or greater, including the*

1 *weight of anything attached to or carried by the air-*  
2 *craft, if—*

3 *“(A) the unmanned aircraft complies with*  
4 *standards and limitations developed by a com-*  
5 *munity-based organization and approved by the*  
6 *Administrator; and*

7 *“(B) the aircraft is operated from a fixed*  
8 *site as described in paragraph (1).*

9 *“(4) FAA-RECOGNIZED IDENTIFICATION*  
10 *AREAS.—In implementing subpart C of part 89 of*  
11 *title 14, Code of Federal Regulations, the Adminis-*  
12 *trator shall prioritize the review and adjudication of*  
13 *requests to establish FAA Recognized Identification*  
14 *Areas at fixed sites established under this section.”;*

15 *(3) in subsection (d)—*

16 *(A) in paragraph (3) by striking “sub-*  
17 *section (a) of”; and*

18 *(B) by striking the subsection designation*  
19 *and heading and all that follows through “(3)*  
20 *SAVINGS CLAUSE.—” and inserting “(d) SAV-*  
21 *INGS CLAUSE.—”;*

22 *(4) in subsection (f)(1) by striking “updates to”;*

23 *(5) by striking subsection (g)(1) and inserting*  
24 *the following:*

1           “(1) *IN GENERAL.*—*The Administrator, in con-*  
2           *sultation with manufacturers of unmanned aircraft*  
3           *systems, community-based organizations, and other*  
4           *industry stakeholders, shall develop, maintain, and*  
5           *update, as necessary, an aeronautical knowledge and*  
6           *safety test. Such test shall be administered electroni-*  
7           *cally by the Administrator or a person designated by*  
8           *the Administrator.*”; *and*

9           (6) *in subsection (h)*—

10           (A) *by redesignating paragraphs (1)*  
11           *through (6) as paragraphs (2) through (7), re-*  
12           *spectively; and*

13           (B) *by inserting before paragraph (2) (as so*  
14           *redesignated) the following:*

15           “(1) *is recognized by the Administrator of the*  
16           *Federal Aviation Administration;*”.

17           (b) *USE OF UNMANNED AIRCRAFT SYSTEMS FOR EDU-*  
18           *CATIONAL PURPOSES.*—*Section 350 of the FAA Reauthor-*  
19           *ization Act of 2018 (49 U.S.C. 44809 note) is amended—*

20           (1) *in subsection (a)*—

21           (A) *by redesignating paragraphs (2) and*  
22           *(3) as paragraphs (3) and (4), respectively; and*

23           (B) *by inserting before paragraph (3) (as so*  
24           *redesignated) the following:*

1           “(2) operated by an elementary school, a sec-  
2           ondary school, or an institution of higher education  
3           for educational or research purposes;” and

4           (2) in subsection (d)—

5           (A) in paragraph (2) by inserting “an ele-  
6           mentary school, or a secondary school” after  
7           “with respect to the operation of an unmanned  
8           aircraft system by an institution of higher edu-  
9           cation,”; and

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

11          “(3) *ELEMENTARY SCHOOL*.—The term ‘elemen-  
12          tary school’ has the meaning given to that term by  
13          section 8101 of the Elementary and Secondary Edu-  
14          cation Act of 1965 (20 U.S.C. 7801(19)).

15          “(4) *SECONDARY SCHOOL*.—The term ‘secondary  
16          school’ has the meaning given to that term by section  
17          8101 of the Elementary and Secondary Education  
18          Act of 1965 (20 U.S.C. 7801(45)).”.

19   **SEC. 929. APPLICATIONS FOR DESIGNATION.**

20          (a) *IN GENERAL*.—Section 2209 of the FAA Extension,  
21          Safety, and Security Act of 2016 (49 U.S.C. 44802 note)  
22          is amended—

23          (1) in subsection (a) by inserting “, including  
24          temporarily,” after “restrict”;

1           (2) *in subsection (b)(1)(C)(iv) by striking “Other*  
2 *locations that warrant such restrictions” and insert-*  
3 *ing “State prisons”; and*

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

5           “(f) *DEADLINES.—*

6           “(1) *Not later than 90 days after the date of en-*  
7 *actment of the FAA Reauthorization Act of 2024, the*  
8 *Administrator shall publish a notice of proposed rule-*  
9 *making to carry out the requirements of this section.*

10           “(2) *Not later than 16 months after publishing*  
11 *the notice of proposed rulemaking under paragraph*  
12 *(1), the Administrator shall issue a final rule based*  
13 *on the notice of proposed rulemaking published under*  
14 *paragraph (1).*

15           “(g) *DEFINITION OF STATE PRISON.—In this section,*  
16 *the term ‘State prison’ means an institution under State*  
17 *jurisdiction, including a State Department of Corrections,*  
18 *the primary use of which is for the confinement of individ-*  
19 *uals convicted of a felony.”.*

20 **SEC. 930. BEYOND VISUAL LINE OF SIGHT OPERATIONS FOR**  
21 **UNMANNED AIRCRAFT SYSTEMS.**

22           (a) *IN GENERAL.—Chapter 448 of title 49, United*  
23 *States Code, is amended by adding at the end the following:*

1 **“§44811. Beyond visual line of sight operations for**  
2 **unmanned aircraft systems**

3 “(a) *PROPOSED RULE.*—Not later than 4 months after  
4 the date of enactment of the FAA Reauthorization Act of  
5 2024, the Administrator shall issue a notice of proposed  
6 rulemaking establishing a performance-based regulatory  
7 pathway for unmanned aircraft systems (in this section re-  
8 ferred to as ‘UAS’) to operate beyond visual line of sight  
9 (in this section referred to as ‘BVLOS’).

10 “(b) *REQUIREMENTS.*—The proposed rule required  
11 under subsection (a) shall, at a minimum, establish the fol-  
12 lowing:

13 “(1) *Acceptable levels of risk for BVLOS UAS*  
14 *operations, including the levels developed pursuant to*  
15 *section 931 of the FAA Reauthorization Act of 2024.*

16 “(2) *Standards for remote pilots or UAS opera-*  
17 *tors for BVLOS operations, taking into account vary-*  
18 *ing levels of automated control and management of*  
19 *UAS flights.*

20 “(3) *An approval or acceptance process for UAS*  
21 *and associated elements (as defined by the Adminis-*  
22 *trator), which may leverage the creation of a special*  
23 *airworthiness certificate or a manufacturer’s declara-*  
24 *tion of compliance to a Federal Aviation Administra-*  
25 *tion accepted means of compliance. Such process—*

1           “(A) shall not require, but may allow for,  
2           the use of type or production certification;

3           “(B) shall consider the airworthiness of any  
4           UAS that—

5                   “(i) is within a maximum gross weight  
6                   or kinetic energy, as determined by the Ad-  
7                   ministrators; and

8                   “(ii) operates within a maximum  
9                   speed limit as determined by the Adminis-  
10                  trator;

11           “(C) may require such systems to operate in  
12           the national airspace system at altitude limits  
13           determined by the Administrator; and

14           “(D) may require such systems to operate at  
15           standoff distances from the radius of a structure  
16           or the structure’s immediate uppermost limit, as  
17           determined by the Administrator.

18           “(4) Operating rules for UAS that have been ap-  
19           proved or accepted as described in paragraph (3).

20           “(5) Protocols, if appropriate, for networked in-  
21           formation exchange, such as network-based remote  
22           identification, in support of BVLOS operations.

23           “(6) The safety of manned aircraft operating in  
24           the national airspace system and consider the maneu-

1        *verability and technology limitations of certain air-*  
2        *craft, including hot air balloons.*

3        “(c) *FINAL RULE.*—*Not later than 16 months after*  
4        *publishing the proposed rule under subsection (a), the Ad-*  
5        *ministrator shall issue a final rule based on such proposed*  
6        *rule.*

7        “(d) *SAVINGS CLAUSE.*—*Nothing in this section shall*  
8        *be construed to require the agency to rescope any rule-*  
9        *making efforts related to UAS BVLOS operations that are*  
10       *ongoing as of the date of enactment of the FAA Reauthoriza-*  
11       *tion Act of 2024.”.*

12       (b) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
13       *448 of title 49, United States Code, is amended by adding*  
14       *at the end the following:*

      “44811. *Beyond visual line of sight operations for unmanned aircraft systems.”.*

15       **SEC. 931. ACCEPTABLE LEVELS OF RISK AND RISK ASSESS-**  
16       **MENT METHODOLOGY.**

17       (a) *IN GENERAL.*—*Not later than 180 days after the*  
18       *date of enactment of this Act, the Administrator shall de-*  
19       *velop a risk assessment methodology that allows for the de-*  
20       *termination of acceptable levels of risk for unmanned air-*  
21       *craft system operations, including operations beyond visual*  
22       *line of sight, conducted—*

23                (1) *under waivers issued to part 107 of title 14,*  
24        *Code of Federal Regulations;*



1           (2) pursuant to section 44807 of title 49, United  
2       *States Code; or*

3           (3) pursuant to other applicable regulations, as  
4       *appropriate.*

5       **(b) RISK ASSESSMENT METHODOLOGY CONSIDER-**  
6       **ATIONS.**—*In establishing the risk assessment methodology*  
7       *under this section, the Administrator shall ensure align-*  
8       *ment with the considerations included in the order issued*  
9       *by the FAA titled “UAS Safety Risk Management Policy”*  
10       *(FAA Order 8040.6A), and any subsequent amendments to*  
11       *such order, as the Administrator considers appropriate.*

12       **(c) PUBLICATION.**—*The Administrator shall make the*  
13       *risk assessment methodology established under this section*  
14       *available to the public on an appropriate website of the Ad-*  
15       *ministration and update such methodology as necessary.*

16       **SEC. 932. THIRD-PARTY SERVICE APPROVALS.**

17       **(a) APPROVAL PROCESS.**—*Not later than 1 year after*  
18       *the date of enactment of this Act, the Administrator shall*  
19       *establish procedures, which may include a rulemaking, to*  
20       *approve third-party service suppliers, including third-*  
21       *party service suppliers of unmanned aircraft system traffic*  
22       *management, to support the safe integration and commer-*  
23       *cial operation of unmanned aircraft systems.*

24       **(b) ACCEPTANCE OF STANDARDS.**—*In establishing the*  
25       *approval process required under subsection (a), the Admin-*

1 *istrator shall ensure that, to the maximum extent prac-*  
2 *ticable, industry consensus standards, such as ASTM Inter-*  
3 *national Standard F3548–21, titled “UAS Traffic Manage-*  
4 *ment (UTM) UAS Service Supplier (USS) Interoper-*  
5 *ability”, are included as an acceptable means of compliance*  
6 *for third-party services.*

7 *(c) APPROVALS.—In establishing the approval process*  
8 *required under subsection (a), the Administrator shall—*

9 *(1) define and implement criteria and conditions*  
10 *for the approval and oversight of third-party service*  
11 *suppliers that—*

12 *(A) could have a direct or indirect impact*  
13 *on air traffic services in the national airspace*  
14 *system; and*

15 *(B) require FAA oversight; and*

16 *(2) establish procedures by which unmanned air-*  
17 *craft systems can use the capabilities and services of*  
18 *third-party service suppliers to support operations.*

19 *(d) HARMONIZATION.—In carrying out this section,*  
20 *the Administrator shall seek to harmonize, to the extent*  
21 *practicable and advisable, any requirements and guidance*  
22 *for the development, use, and operation of third-party capa-*  
23 *bilities and services, including UTM, with similar require-*  
24 *ments and guidance of other civil aviation authorities.*

1           (e) *COORDINATION.*—*In carrying out this section, the*  
2 *Administrator shall consider any relevant information pro-*  
3 *vided by the Administrator of the National Aeronautics and*  
4 *Space Administration regarding research and development*  
5 *efforts the National Aeronautics and Space Administration*  
6 *may have conducted related to the use of UTM providers.*

7           (f) *THIRD-PARTY SERVICE SUPPLIER DEFINED.*—*In*  
8 *this section, the term “third-party service supplier” means*  
9 *an entity other than the FAA that provides a distributed*  
10 *service that affects the safety or efficiency of the national*  
11 *airspace system, including UAS service suppliers, supple-*  
12 *mental data service providers, and infrastructure providers,*  
13 *such as providers of ground-based surveillance, command-*  
14 *and-control, and information exchange to another party.*

15           (g) *RULES OF CONSTRUCTION.*—

16                 (1) *BEYOND VISUAL LINE OF SIGHT OPER-*  
17 *ATIONS.*—*Nothing in this section shall be construed to*  
18 *prevent or prohibit beyond visual line of sight oper-*  
19 *ations of unmanned aircraft systems, or other types*  
20 *of operations, through the use of technologies other*  
21 *than third-party capabilities and services.*

22                 (2) *AIRSPACE.*—*Nothing in this section shall be*  
23 *construed to alter the authorities provided under sec-*  
24 *tion 40103 of title 49, United States Code.*

1 **SEC. 933. SPECIAL AUTHORITY FOR TRANSPORT OF HAZ-**  
2 **ARDOUS MATERIALS BY COMMERCIAL PACK-**  
3 **AGE DELIVERY UNMANNED AIRCRAFT SYS-**  
4 **TEMS.**

5 (a) *IN GENERAL.*—Notwithstanding any other Federal  
6 requirement or restriction related to the transportation of  
7 hazardous materials on aircraft, the Secretary shall, begin-  
8 ning not later than 180 days after enactment of this section,  
9 use a risk-based approach to establish the operational re-  
10 quirements, standards, or special permits necessary to ap-  
11 prove or authorize an air carrier to transport hazardous  
12 materials by unmanned aircraft systems providing common  
13 carriage under part 135 of title 14, Code of Federal Regula-  
14 tions, or under successor authorities, as applicable, based  
15 on the weight, amount, and type of hazardous material  
16 being transported and the characteristics of the operations  
17 subject to such requirements, standards, or special purposes.

18 (b) *REQUIREMENTS.*—In carrying out subsection (a),  
19 the Secretary shall consider, at a minimum—

20 (1) *the safety of the public and users of the na-*  
21 *tional airspace system;*

22 (2) *efficiencies of allowing the safe transpor-*  
23 *tation of hazardous materials by unmanned aircraft*  
24 *systems and whether such transportation complies*  
25 *with the hazardous materials regulations under sub-*  
26 *chapter C of chapter I of title 49, Code of Federal*

1       *Regulations, including any changes to such regula-*  
2       *tions issued pursuant to this section;*

3               *(3) the risk profile of the transportation of haz-*  
4       *ardous materials by unmanned aircraft systems, tak-*  
5       *ing into consideration the risk associated with dif-*  
6       *fering weights, quantities, and packing group classi-*  
7       *fications of hazardous materials;*

8               *(4) mitigations to the risk of the hazardous ma-*  
9       *terials being transported, based on the weight,*  
10       *amount, and type of materials being transported and*  
11       *the characteristics of the operation, including oper-*  
12       *ational and aircraft-based mitigations; and*

13               *(5) the altitude at which unmanned aircraft op-*  
14       *erations are conducted.*

15       *(c) SAFETY RISK ASSESSMENTS.—The Secretary may*  
16       *require unmanned aircraft systems operators to submit a*  
17       *safety risk assessment acceptable to the Administrator, as*  
18       *part of the operator certification process, in order for such*  
19       *operators to perform the carriage of hazardous materials*  
20       *as authorized under this section.*

21       *(d) CONFORMITY OF HAZARDOUS MATERIALS REGU-*  
22       *LATIONS.—The Secretary shall make such changes as are*  
23       *necessary to conform the hazardous materials regulations*  
24       *under parts 173 and 175 of title 49, Code of Federal Regu-*

1 *lations, to this section. Such changes shall be made concur-*  
2 *rently with the activities described in subsection (a).*

3 *(e) STAKEHOLDER INPUT ON CHANGES TO THE HAZ-*  
4 *ARDOUS MATERIALS REGULATIONS.—*

5 *(1) IMPLEMENTATION.—Not later than 180 days*  
6 *of the date of enactment of this Act, the Secretary*  
7 *shall hold a public meeting to obtain input on*  
8 *changes necessary to implement this section.*

9 *(2) PERIODIC UPDATES.—The Secretary shall—*

10 *(A) periodically review, as necessary,*  
11 *amounts of hazardous materials allowed to be*  
12 *carried by unmanned aircraft systems pursuant*  
13 *to this section; and*

14 *(B) determine whether such amounts should*  
15 *be revised, based on operational and safety data,*  
16 *without negatively impacting overall aviation*  
17 *safety.*

18 *(f) SAVINGS CLAUSE.—Nothing in this section shall be*  
19 *construed to—*

20 *(1) limit the authority of the Secretary, the Ad-*  
21 *ministrator, or the Administrator of the Pipeline and*  
22 *Hazardous Materials Safety Administration from im-*  
23 *plementing requirements to ensure the safe carriage of*  
24 *hazardous materials by aircraft; and*

1           (2) confer upon the Administrator the authorities  
2           of the Administrator of the Pipeline and Hazardous  
3           Materials Safety Administration under part 175 of  
4           title 49, Code of Federal Regulations, and chapter 51  
5           of title 49, United States Code.

6           (g) *DEFINITION OF HAZARDOUS MATERIALS.*—In this  
7           section, the term “hazardous materials” has the meaning  
8           given such term in section 5102 of title 49, United States  
9           Code.

10 **SEC. 934. OPERATIONS OVER HIGH SEAS.**

11           (a) *IN GENERAL.*—To the extent permitted by treaty  
12           obligations of the United States, including the Convention  
13           on International Civil Aviation (in this section referred to  
14           as “ICAO”), the Administrator shall work with other civil  
15           aviation authorities to establish and implement operational  
16           approval processes to permit unmanned aircraft systems to  
17           operate over the high seas within flight information regions  
18           for which the United States is responsible for operational  
19           control.

20           (b) *CONSULTATION.*—In establishing and imple-  
21           menting the operational approval process under subsection  
22           (a), the Administrator shall consult with appropriate stake-  
23           holders, including industry stakeholders.

24           (c) *ICAO ACTIVITIES.*—Not later than 6 months after  
25           the date of enactment of this Act, the Administrator shall

1 *engage ICAO through the submission of a working paper,*  
2 *panel proposal, or other appropriate mechanism to clarify*  
3 *the permissibility of unmanned aircraft systems to operate*  
4 *over the high seas.*

5       (d) *REVIEW.*—Not later than 6 months after the date  
6 of enactment of this Act, the Administrator shall review  
7 whether, and to what extent, ICAO member states are ap-  
8 proving the operation of unmanned aircraft systems over  
9 the high seas and brief the appropriate committees of Con-  
10 gress regarding the findings of such review.

11 **SEC. 935. PROTECTION OF PUBLIC GATHERINGS.**

12       (a) *IN GENERAL.*—Chapter 448 of title 49, United  
13 States Code, is further amended by adding at the end the  
14 following:

15 **“§44812. Temporary flight restrictions for unmanned**  
16 **aircraft**

17       “(a) *IN GENERAL.*—

18               “(1) *TEMPORARY FLIGHT RESTRICTIONS.*—The  
19 Administrator of the Federal Aviation Administra-  
20 tion shall, upon the request by an eligible entity, tem-  
21 porarily restrict unmanned aircraft operations over  
22 eligible large public gatherings.

23               “(2) *DENIAL.*—Notwithstanding paragraph (1),  
24 the Administrator may deny a request for a tem-



1       porary flight restriction sought under paragraph (1)  
2       if—

3               “(A) the temporary flight restriction would  
4       be inconsistent with aviation safety or security,  
5       would create a hazard to people or property on  
6       the ground, or would unnecessarily interfere with  
7       the efficient use of the airspace;

8               “(B) the entity seeking the temporary flight  
9       restriction does not comply with the require-  
10      ments in subsection (b);

11              “(C) the eligibility requirements in sub-  
12      sections (c) and (d) have not been met;

13              “(D) a flight restriction exists to the air-  
14      space overlying the same location as the tem-  
15      porary flight restriction sought under this sec-  
16      tion; or

17              “(E) the Administrator determines appro-  
18      priate for any other reason.

19      “(b) REQUIREMENTS.—

20              “(1) ADVANCE NOTICE.—Eligible entities may  
21      only request a temporary flight restriction under sub-  
22      section (a) not less than 30 calendar days prior to the  
23      eligible large public gathering.

24              “(2) REQUIRED INFORMATION.—Eligible entities  
25      seeking a temporary flight restriction under this sec-

1        *tion shall provide the Administrator with all relevant*  
2        *information, including the following:*

3                *“(A) Geographic boundaries of the stadium*  
4                *or other venue hosting the eligible large public*  
5                *gathering, as applicable.*

6                *“(B) The dates and anticipated starting*  
7                *and ending times for the large public gathering.*

8                *“(C) Points of contact for the requesting eli-*  
9                *gible entity and the on-scene incident command*  
10               *responsible for securing the large public gath-*  
11               *ering.*

12               *“(D) Any other information the Adminis-*  
13               *trator considers necessary to establish the restric-*  
14               *tion.*

15        *“(c) ELIGIBLE LARGE PUBLIC GATHERINGS.—*

16               *“(1) IN GENERAL.—To be eligible for a tem-*  
17               *porary flight restriction under this section, large pub-*  
18               *lic gatherings hosted in a stadium or other venue*  
19               *shall—*

20               *“(A) be hosted in a stadium or other venue*  
21               *that—*

22                        *“(i) has previously hosted events quali-*  
23                        *fying for the application of special security*  
24                        *instructions in accordance with section 521*  
25                        *of the Transportation, Treasury, and Inde-*

1                    *pendent Agencies Appropriations Act, 2004*

2                    *(Public Law 108–199); and*

3                    *“(ii) is not enclosed;*

4                    *“(B) have an estimated attendance of at*  
5                    *least 30,000 people; and*

6                    *“(C) be advertised in the public domain.*

7                    *“(2) ADDITIONAL GATHERINGS.—To be eligible*  
8                    *for a temporary flight restriction under this section,*  
9                    *large public gatherings hosted in a venue other than*  
10                   *a stadium or other venue described in paragraph*  
11                   *(1)(A) shall—*

12                   *“(A) have an estimated attendance of at*  
13                   *least 100,000 people;*

14                   *“(B) be primarily outdoors;*

15                   *“(C) have a defined and static geographical*  
16                   *boundary; and*

17                   *“(D) be advertised in the public domain.*

18                   *“(d) ELIGIBLE ENTITIES.—An entity eligible to re-*  
19                   *quest a temporary flight restriction under subsection (a)*  
20                   *shall be a credentialed law enforcement organization of the*  
21                   *Federal Government or a State, local, Tribal, or territorial*  
22                   *government.*

23                   *“(e) TIMELINESS.—The Administrator shall make*  
24                   *every practicable effort to assess eligibility and establish*

1 *temporary flight restrictions under subsection (a) in a time-*  
2 *ly fashion.*

3       “(f) *PUBLIC INFORMATION.*—*Any temporary flight re-*  
4 *striction designated under this section shall be published by*  
5 *the Administrator in a publicly accessible manner at least*  
6 *2 days prior to the start of the eligible large public gath-*  
7 *ering.*

8       “(g) *PROHIBITION ON OPERATIONS.*—*No person may*  
9 *operate an unmanned aircraft within a temporary flight*  
10 *restriction established under this section unless—*

11               “(1) *the Administrator authorizes the operation*  
12 *for operational or safety purposes;*

13               “(2) *the operation is being conducted for safety,*  
14 *security, or compliance oversight purposes and is au-*  
15 *thorized by the Administrator; or*

16               “(3) *the aircraft operation is conducted with the*  
17 *approval of the eligible entity.*

18       “(h) *SAVINGS CLAUSE.*—*Nothing in this section may*  
19 *be construed as prohibiting the Administrator from author-*  
20 *izing the operation of an aircraft, including an unmanned*  
21 *aircraft system, over, under, or within a specified distance*  
22 *from an eligible large public gathering for which a tem-*  
23 *porary flight restriction has been established under this sec-*  
24 *tion or cancelling a temporary flight restriction established*  
25 *under this section.*

1       “(i) *RULE OF CONSTRUCTION.*—Nothing in this sec-  
2       tion shall be construed to prevent the Administrator from  
3       using existing processes or procedures to meet the intent of  
4       this section.”.

5       (b) *CLERICAL AMENDMENT.*—The analysis for chapter  
6       448 of title 49, United States Code, is further amended by  
7       adding at the end the following:

      “44812. *Temporary flight restrictions for unmanned aircraft.*”.

8       **SEC. 936. COVERED DRONE PROHIBITION.**

9       (a) *PROHIBITIONS.*—The Secretary is prohibited  
10      from—

11           (1) *entering into, extending, or renewing a con-*  
12      *tract or awarding a grant—*

13                   (A) *for the operation, procurement, or con-*  
14      *tracting action with respect to a covered un-*  
15      *manned aircraft system; or*

16                   (B) *to an entity that operates (as deter-*  
17      *mined by the Administrator) a covered un-*  
18      *manned aircraft system in the performance of*  
19      *such contract;*

20           (2) *issuing a grant to a covered foreign entity*  
21      *for any project related to covered unmanned aircraft*  
22      *systems; and*

23           (3) *operating a covered unmanned aircraft sys-*  
24      *tem.*

1           (b) *EXEMPTIONS.*—*The Secretary is exempt from any*  
2 *prohibitions under subsection (a) if the grant, operation,*  
3 *procurement, or contracting action is for the purposes of*  
4 *testing, researching, evaluating, analyzing, or training re-*  
5 *lated to—*

6           (1) *unmanned aircraft detection systems and*  
7 *counter-UAS systems, including activities con-*  
8 *ducted—*

9           (A) *under the Alliance for System Safety of*  
10 *UAS through Research Excellence Center of Ex-*  
11 *cellence of the FAA; or*

12           (B) *by the unmanned aircraft system test*  
13 *ranges designated under section 44803 of title*  
14 *49, United States Code;*

15           (2) *the safe, secure, or efficient operation of the*  
16 *national airspace system or maintenance of public*  
17 *safety;*

18           (3) *the safe integration of advanced aviation*  
19 *technologies into the national airspace system, includ-*  
20 *ing activities carried out under the Alliance for Sys-*  
21 *tem Safety of UAS through Research Excellence Cen-*  
22 *ter of Excellence of the FAA;*

23           (4) *in coordination with other relevant Federal*  
24 *agencies, determining security threats of covered un-*  
25 *manned aircraft systems; and*

1           (5) *intelligence, electronic warfare, and informa-*  
2           *tion warfare operations.*

3           (c) *WAIVERS.—The Secretary may waive any restric-*  
4           *tions under subsection (a) on a case-by-case basis by noti-*  
5           *fying the appropriate committees of Congress in writing,*  
6           *not later than 15 days after waiving such restrictions, that*  
7           *the procurement or other activity is in the public interest.*

8           (d) *REPLACEMENT OF CERTAIN UNMANNED AIRCRAFT*  
9           *SYSTEMS.—*

10           (1) *IN GENERAL.—The Secretary shall take such*  
11           *actions as are necessary to replace any covered un-*  
12           *manned aircraft system that is owned or operated by*  
13           *the Department of Transportation as of the date of*  
14           *enactment of this Act with an unmanned aircraft sys-*  
15           *tem manufactured in the United States or an allied*  
16           *country (as such term is defined in section*  
17           *2350f(d)(1) of title 10, United States Code) if the ca-*  
18           *pabilities of such covered unmanned aircraft system*  
19           *are consequential to the work of the Department or*  
20           *the mission of the Department.*

21           (2) *FUNDING.—There is authorized to be appro-*  
22           *priated to the Secretary \$5,000,000 to carry out this*  
23           *subsection.*

24           (e) *EFFECTIVE DATES.—*

1           (1) *OPERATIONS.*—*The prohibitions under para-*  
2           *graphs (1) and (3) of subsection (a) shall be in effect*  
3           *on the date of enactment of this Act.*

4           (2) *GRANTS.*—*The prohibitions under para-*  
5           *graphs (1) and (2) of subsection (a) shall—*

6                   (A) *not apply to grants awarded before the*  
7                   *date of enactment of this Act; and*

8                   (B) *apply to grants awarded after the date*  
9                   *of enactment of this Act.*

10          (f) *APPLICATION OF PROHIBITIONS.*—*The prohibitions*  
11          *under subsection (a) are applicable to all offices and pro-*  
12          *grams of the Department of Transportation, including—*

13                   (1) *aviation research grant programs;*

14                   (2) *aviation workforce development programs es-*  
15                   *tablished under section 625 of the FAA Reauthoriza-*  
16                   *tion Act of 2018 (49 U.S.C. 40101 note);*

17                   (3) *FAA Air Transportation Centers of Excel-*  
18                   *lence;*

19                   (4) *programs established under sections 631 and*  
20                   *632 of the FAA Reauthorization Act of 2018 (49*  
21                   *U.S.C. 40101 note); and*

22                   (5) *the airport improvement program under sub-*  
23                   *chapter I of chapter 471 of title 49, United States*  
24                   *Code.*



1           (g) *RULE OF CONSTRUCTION.*—*Nothing in this section*  
2 *shall prevent a State, local, Tribal, or territorial govern-*  
3 *mental agency from procuring or operating a covered un-*  
4 *manned aircraft system purchased with non-Federal fund-*  
5 *ing.*

6           (h) *DEFINITIONS.*—*In this section:*

7                   (1) *COVERED FOREIGN COUNTRY.*—*The term*  
8 *“covered foreign country” means any of the following:*

9                           (A) *The People’s Republic of China.*

10                           (B) *The Russian Federation.*

11                           (C) *The Islamic Republic of Iran.*

12                           (D) *The Democratic People’s Republic of*  
13 *Korea.*

14                           (E) *The Bolivarian Republic of Venezuela.*

15                           (F) *The Republic of Cuba.*

16                           (G) *Any other country the Secretary deter-*  
17 *mines necessary.*

18                   (2) *COVERED FOREIGN ENTITY.*—*The term “cov-*  
19 *ered foreign entity” means—*

20                           (A) *an entity included on the list developed*  
21 *and maintained by the Federal Acquisition Se-*  
22 *curity Council and published in the System for*  
23 *Award Management;*

1           (B) an entity included on the Consolidated  
2           Screening List or Entity List as designated by  
3           the Secretary of Commerce;

4           (C) an entity that is domiciled in, or under  
5           the influence or control of, a covered foreign  
6           country; or

7           (D) an entity that is a subsidiary or affil-  
8           iate of an entity described under subparagraphs  
9           (A) through (C).

10          (3) COVERED UNMANNED AIRCRAFT SYSTEM.—

11          The term “covered unmanned aircraft system”  
12          means—

13               (A) a small unmanned aircraft, an un-  
14               manned aircraft, and unmanned aircraft system,  
15               or the associated elements of such aircraft and  
16               aircraft systems related to the collection and  
17               transmission of sensitive information (consisting  
18               of communication links and the components that  
19               control the unmanned aircraft) that enable the  
20               operator to operate the aircraft in the National  
21               Airspace System which is manufactured or as-  
22               sembled by a covered foreign entity; and

23               (B) an unmanned aircraft detection system  
24               or counter-UAS system that is manufactured or  
25               assembled by a covered foreign entity.

1 **SEC. 937. EXPANDING USE OF INNOVATIVE TECHNOLOGIES**  
2 **IN THE GULF OF MEXICO.**

3 (a) *IN GENERAL.*—*The Administrator shall prioritize*  
4 *the authorization of an eligible UAS test range sponsor*  
5 *partnering with an eligible airport authority to achieve the*  
6 *goals specified in subsection (b).*

7 (b) *GOALS.*—*The goals of a partnership authorized*  
8 *pursuant to subsection (a) shall be to test the operations*  
9 *of innovative technologies in both commercial and non-com-*  
10 *mercial applications, consistent with existing law, to—*

11 (1) *identify challenges associated with aviation*  
12 *operations over large bodies of water;*

13 (2) *provide transportation of cargo and pas-*  
14 *sengers to offshore energy infrastructure;*

15 (3) *assess the impacts of operations in saltwater*  
16 *environments;*

17 (4) *identify the challenges of integrating such*  
18 *technologies in complex airspace, including with com-*  
19 *mercial rotorcraft; and*

20 (5) *identify the differences between coordinating*  
21 *with Federal air traffic control towers and towers op-*  
22 *erated under the FAA Contract Tower Program.*

23 (c) *BRIEFING TO CONGRESS.*—*The Administrator*  
24 *shall provide an annual briefing to the appropriate com-*  
25 *mittees of Congress on the status of the partnership author-*  
26 *ized under this section, including detailing any barriers to*

1 *the commercialization of innovative technologies in the Gulf*  
2 *of Mexico.*

3 (d) *DEFINITIONS.—In this section:*

4 (1) *ELIGIBLE AIRPORT AUTHORITY.—The term*  
5 *“eligible airport authority” means an AIP-eligible*  
6 *airport authority that is—*

7 (A) *located in a state bordering the Gulf of*  
8 *Mexico which does not already contain a UAS*  
9 *Test Range;*

10 (B) *has an air traffic control tower oper-*  
11 *ated under the FAA Contract Tower Program;*

12 (C) *is located within 60 miles of a port;*  
13 *and*

14 (D) *does not have any scheduled passenger*  
15 *airline service as of the date of the enactment of*  
16 *this Act.*

17 (2) *INNOVATIVE TECHNOLOGIES.—The term “in-*  
18 *novative technologies” means unmanned aircraft sys-*  
19 *tems and powered-lift aircraft.*

20 (3) *UAS.—The term “UAS” means an un-*  
21 *manned aircraft system.*

## 22 ***Subtitle B—Advanced Air Mobility***

### 23 ***SEC. 951. DEFINITIONS.***

24 *In this subtitle:*

1           (1) *ADVANCED AIR MOBILITY.*—The terms “ad-  
2           vanced air mobility” and “AAM” mean a transpor-  
3           tation system that is comprised of urban air mobility  
4           and regional air mobility using manned or un-  
5           manned aircraft.

6           (2) *POWERED-LIFT AIRCRAFT.*—The term “pow-  
7           ered-lift aircraft” has the meaning given the term  
8           “powered-lift” in section 1.1 of title 14, Code of Fed-  
9           eral Regulations.

10          (3) *REGIONAL AIR MOBILITY.*—The term “re-  
11          gional air mobility” means the movement of pas-  
12          sengers or property by air between 2 points using an  
13          airworthy aircraft that—

14                (A) has advanced technologies, such as dis-  
15                tributed propulsion, vertical takeoff and landing,  
16                powered lift, nontraditional power systems, or  
17                autonomous technologies;

18                (B) has a maximum takeoff weight of great-  
19                er than 1,320 pounds; and

20                (C) is not urban air mobility.

21          (4) *URBAN AIR MOBILITY.*—The term “urban air  
22          mobility” means the movement of passengers or prop-  
23          erty by air between 2 points in different cities or 2  
24          points within the same city using an airworthy air-  
25          craft that—

1           (A) has advanced technologies, such as dis-  
2           tributed propulsion, vertical takeoff and landing,  
3           powered lift, nontraditional power systems, or  
4           autonomous technologies; and

5           (B) has a maximum takeoff weight of great-  
6           er than 1,320 pounds.

7           (5) VERTIPOINT.—The term “vertipoint” means an  
8           area of land, water, or a structure used or intended  
9           to be used to support the landing, takeoff, taxiing,  
10          parking, and storage of powered-lift aircraft or other  
11          aircraft that vertipoint design and performance stand-  
12          ards established by the Administrator can accommo-  
13          date.

14 **SEC. 952. SENSE OF CONGRESS ON FAA LEADERSHIP IN AD-**  
15 **VANCED AIR MOBILITY.**

16          It is the sense of Congress that—

17           (1) the United States should take actions to be-  
18           come a global leader in advanced air mobility;

19           (2) as such a global leader, the FAA should—

20           (A) prioritize work on the type certification  
21           of powered-lift aircraft;

22           (B) publish, in line with stated deadlines,  
23           rulemakings and policy necessary to enable com-  
24           mercial operations, such as the Special Federal  
25           Aviation Regulation of the FAA titled “Integra-

1           *tion of Powered-Lift: Pilot Certification and Op-*  
2           *erations; Miscellaneous Amendments Related to*  
3           *Rotorcraft and Airplanes*”, issued on June 14,  
4           2023 (2120-AL72);

5           (C) work with global partners to promote  
6           acceptance of advanced air mobility products;  
7           and

8           (D) leverage the existing aviation system to  
9           the greatest extent possible to support advanced  
10          air mobility operations; and

11          (3) the FAA should work with manufacturers,  
12          prospective operators of powered-lift aircraft, and  
13          other relevant stakeholders to enable the safe entry of  
14          such aircraft into the national airspace system.

15 **SEC. 953. APPLICATION OF NATIONAL ENVIRONMENTAL**  
16                                   **POLICY ACT CATEGORICAL EXCLUSIONS FOR**  
17                                   **VERTIPOINT PROJECTS.**

18          *In considering the environmental impacts of a pro-*  
19          *posed vertiport project on an airport for purposes of compli-*  
20          *ance with the National Environmental Policy Act of 1969*  
21          *(42 U.S.C. 4321 et seq.), the Administrator shall—*

22           (1) apply any applicable categorical exclusions  
23           in accordance with the National Environmental Pol-  
24           icy Act of 1969 (42 U.S.C. 4321 et seq.) and sub-

1 *chapter A of chapter V of title 40, Code of Federal*  
 2 *Regulations; and*

3 (2) *after consultation with the Council on Envi-*  
 4 *ronmental Quality, take steps to establish additional*  
 5 *categorical exclusions, as appropriate, for vertiports*  
 6 *on an airport, in accordance with the National Envi-*  
 7 *ronmental Policy Act of 1969 (42 U.S.C. 4321 et seq.)*  
 8 *and subchapter A of chapter V of title 40, Code of*  
 9 *Federal Regulations.*

10 **SEC. 954. ADVANCED AIR MOBILITY WORKING GROUP**  
 11 **AMENDMENTS.**

12 *Section 2 of the Advanced Air Mobility Coordination*  
 13 *and Leadership Act (49 U.S.C. 40101 note) is amended—*

14 (1) *in subsection (b) by striking “, particularly*  
 15 *passenger-carrying aircraft,”;*

16 (2) *in subsection (d)(1) by striking subpara-*  
 17 *graph (D) and inserting the following:*

18 “(D) *operators of airports, heliports, and*  
 19 *vertiports, and fixed-base operators;”;*

20 (3) *in subsection (e)—*

21 (A) *in the matter preceding paragraph (1)*  
 22 *by striking “1 year” and inserting “18 months”;*

23 (B) *in paragraph (3) by inserting “or that*  
 24 *may impede such maturation” after “AAM in-*  
 25 *dustry”;*



1           (C) in paragraph (7) by striking “and” at  
2           the end;

3           (D) in paragraph (8) by striking the period  
4           at the end and inserting “; and”; and

5           (E) by adding at the end the following:

6           “(9) processes and programs that can be lever-  
7           aged to improve the efficiency of Federal reviews re-  
8           quired for infrastructure development, including for  
9           electrical capacity projects.”;

10          (4) in subsection (f)—

11           (A) in paragraph (1) by striking “and” at  
12           the end;

13           (B) by redesignating paragraph (2) as  
14           paragraph (3);

15           (C) by inserting after paragraph (1) the fol-  
16           lowing new paragraph:

17           “(2) recommendations for sharing expertise and  
18           data on critical items, including long-term electrifica-  
19           tion requirements and the needs of cities (from a  
20           macro-electrification standpoint) to enable the deploy-  
21           ment of AAM; and”; and

22           (D) in paragraph (3), as redesignated by  
23           paragraph (2) of this section, by striking “para-  
24           graph (1)” and inserting “paragraphs (1) and  
25           (2)”.

1           (5) *in subsection (g)—*

2                 (A) *in the matter preceding paragraph (1)*  
3 *by striking “working group” and inserting “Sec-*  
4 *retary of Transportation”;*

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

7                 (C) *by redesignating paragraph (2) as*  
8 *paragraph (3); and*

9                 (D) *by inserting after paragraph (1) the fol-*  
10 *lowing:*

11                     “(2) *summarizing any dissenting views and*  
12 *opinions of a participant of the working group de-*  
13 *scribed in subsection (c)(3); and”;*

14           (6) *in subsection (h)—*

15                 (A) *by striking “Not later than 30 days”*  
16 *and inserting the following:*

17                     “(1) *IN GENERAL.—Not later than 30 days”;* and

18                 (B) *by adding at the end the following:*

19                     “(2) *CONSIDERATIONS FOR TERMINATION OF*  
20 *WORKING GROUP.—In deciding whether to terminate*  
21 *the working group under this subsection, the Sec-*  
22 *retary, in consultation with the Administrator of the*  
23 *Federal Aviation Administration, shall consider other*  
24 *interagency coordination activities associated with*  
25 *AAM, or other new or novel users of the national air-*

1 *space system, that could benefit from continued wider*  
2 *interagency coordination.”; and*

3 *(7) in subsection (i)—*

4 *(A) in paragraph (1) by striking “trans-*  
5 *ports people and property by air between two*  
6 *points in the United States using aircraft with*  
7 *advanced technologies, including electric aircraft*  
8 *or electric vertical take-off and landing aircraft,”*  
9 *and inserting “is comprised of urban air mobil-*  
10 *ity and regional air mobility using manned or*  
11 *unmanned aircraft”;*

12 *(B) by redesignating paragraph (5) as*  
13 *paragraph (7);*

14 *(C) by redesignating paragraph (6) as*  
15 *paragraph (9);*

16 *(D) by inserting after paragraph (4) the fol-*  
17 *lowing:*

18 *“(5) POWERED-LIFT AIRCRAFT.—The term ‘pow-*  
19 *ered-lift aircraft’ has the meaning given the term*  
20 *‘powered-lift’ in section 1.1 of title 14, Code of Fed-*  
21 *eral Regulations.*

22 *“(6) REGIONAL AIR MOBILITY.—The term ‘re-*  
23 *gional air mobility’ means the movement of pas-*  
24 *sengers or property by air between 2 points using an*  
25 *airworthy aircraft that—*

1           “(A) has advanced technologies, such as dis-  
2           tributed propulsion, vertical take-off and land-  
3           ing, powered-lift, non-traditional power systems,  
4           or autonomous technologies;

5           “(B) has a maximum takeoff weight of  
6           greater than 1,320 pounds; and

7           “(C) is not urban air mobility.”;

8           (E) by inserting after paragraph (7), as so  
9           redesignated, the following:

10          “(8) URBAN AIR MOBILITY.—The term ‘urban  
11          air mobility’ means the movement of passengers or  
12          property by air between 2 points in different cities or  
13          2 points within the same city using an airworthy air-  
14          craft that—

15               “(A) has advanced technologies, such as dis-  
16               tributed propulsion, vertical takeoff and landing,  
17               powered lift, nontraditional power systems, or  
18               autonomous technologies; and

19               “(B) has a maximum takeoff weight of  
20               greater than 1,320 pounds.”; and

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

22          “(10) VERTIPORT.—The term ‘vertiport’ means  
23          an area of land, water, or a structure, used or in-  
24          tended to be used to support the landing, take-off, tax-  
25          iing, parking, and storage of powered lift or other

1        *aircraft that vertiport design and performance stand-*  
 2        *ards established by the Administrator can accommo-*  
 3        *date.”.*

4        **SEC. 955. RULES FOR OPERATION OF POWERED-LIFT AIR-**  
 5                                **CRAFT.**

6        *(a) SFAR RULEMAKING.—*

7                *(1) IN GENERAL.—Not later than 7 months after*  
 8        *the date of enactment of this Act, the Administrator*  
 9        *shall publish a final rule for the Special Federal*  
 10        *Aviation Regulation of the FAA titled “Integration of*  
 11        *Powered-Lift: Pilot Certification and Operations;*  
 12        *Miscellaneous Amendments Related to Rotorcraft and*  
 13        *Airplanes”, issued on June 14, 2023 (2120–AL72), es-*  
 14        *tablishing procedures for certifying pilots of powered-*  
 15        *lift aircraft and providing operational rules for pow-*  
 16        *ered-lift aircraft capable of transporting passengers*  
 17        *and cargo.*

18                *(2) REQUIREMENTS.—With respect to any pow-*  
 19        *ered-lift aircraft type certificated by the Adminis-*  
 20        *trator, the regulations established under paragraph*  
 21        *(1) shall—*

22                        *(A) provide a practical pathway for pilot*  
 23                        *qualification and operations;*

24                        *(B) establish performance-based require-*  
 25                        *ments for energy reserves and other range- and*

1           *endurance-related requirements that reflect the*  
2           *capabilities and intended operations of the air-*  
3           *craft;*

4           (C) *provide for a combination of pilot*  
5           *training requirements, including simulators, to*  
6           *ensure the safe operation of powered-lift aircraft;*  
7           *and*

8           (D) *to the maximum extent practicable,*  
9           *align powered-lift pilot qualifications with sec-*  
10          *tion 2.1.1.4 of Annex 1 to the Convention on*  
11          *International Civil Aviation published by the*  
12          *International Civil Aviation Organization.*

13          (3) *CONSIDERATIONS.—In developing the regula-*  
14          *tions required under paragraph (1), the Adminis-*  
15          *trator shall—*

16                (A) *consider whether to grant an individual*  
17                *with an existing commercial airplane (single- or*  
18                *multi-engine) or helicopter pilot certificate the*  
19                *authority to serve as pilot-in-command of a pow-*  
20                *ered-lift aircraft in commercial operation fol-*  
21                *lowing the completion of an FAA-approved pilot*  
22                *type rating for such type of aircraft;*

23                (B) *consult with the Secretary of Defense*  
24                *with regard to—*

1                   (i) *the Agility Prime program of the*  
2                   *United States Air Force;*

3                   (ii) *powered-lift aircraft evaluated and*  
4                   *deployed for military purposes, including*  
5                   *the F-35B program; and*

6                   (iii) *the commonalities and differences*  
7                   *between powered-lift aircraft types and the*  
8                   *handling qualities of such aircraft; and*

9                   (C) *consider the adoption of the rec-*  
10                  *ommendations for powered-lift operations, as ap-*  
11                  *propriate, contained in document 10103 of the*  
12                  *International Civil Aviation Organization titled*  
13                  *“Guidance on the Implementation of ICAO*  
14                  *Standards and Recommended Practices for Tilt-*  
15                  *rotors”, published in 2019.*

16               (b) *INTERIM APPLICATION OF RULES AND PRIVILEGES*  
17 *IN LIEU OF RULEMAKING.—*

18               (1) *IN GENERAL.—Beginning 16 months after*  
19               *the date of enactment of this Act, if a final rule has*  
20               *not been published pursuant to subsection (a)—*

21                   (A) *the rules in effect on the date that is 16*  
22                   *months after the date of enactment of this Act*  
23                   *that apply to the operation and the operator of*  
24                   *rotorcraft or fixed-wing aircraft under sub-*

1 chapters F, G, H, and I of chapter 1 of title 14,  
2 Code of Federal Regulations, shall be—

3 (i) deemed to apply to—

4 (I) the operation of a powered-lift  
5 aircraft in the national airspace sys-  
6 tem; and

7 (II) the operator of such a pow-  
8 ered-lift aircraft; and

9 (ii) applicable, as determined by the  
10 operator of an airworthy powered-lift air-  
11 craft in consultation with the Adminis-  
12 trator, and consistent with sections 91.3  
13 and 91.13 of title 14, Code of Federal Regu-  
14 lations; and

15 (B) upon the completion of a type rating  
16 for a specific powered-lift aircraft, airmen that  
17 hold a pilot or instructor certification with air-  
18 plane category ratings in any class or rotorcraft  
19 category ratings in the helicopter class shall be  
20 deemed to have privileges of a powered-lift rating  
21 for such specific powered-lift aircraft.

22 (2) *TERMINATION OF INTERIM RULES AND PRIVI-*  
23 *LEGES.*—*This subsection shall cease to have effect 1*  
24 *month after the effective date of a final rule issued*  
25 *pursuant to subsection (a).*



1           (c) *POWERED-LIFT AIRCRAFT AVIATION RULEMAKING*  
2 *COMMITTEE.*—

3           (1) *IN GENERAL.*—Not later than 3 years after  
4 the date on which the Administrator issues the first  
5 certificate to commercially operate a powered-lift air-  
6 craft, the Administrator shall establish an aviation  
7 rulemaking committee (in this section referred to as  
8 the “Committee”) to provide the Administrator with  
9 specific findings and recommendations for, at a min-  
10 imum, the creation of a standard pathway for the—

11                   (A) *performance-based certification of pow-*  
12 *ered-lift aircraft;*

13                   (B) *certification of airmen capable of serv-*  
14 *ing as pilot-in-command of a powered-lift air-*  
15 *craft; and*

16                   (C) *operation of powered-lift aircraft in*  
17 *commercial service and air transportation.*

18           (2) *CONSIDERATIONS.*—In providing findings  
19 and recommendations under paragraph (1), the Com-  
20 mittee shall consider the following:

21                   (A) *Outcome-driven safety objectives to spur*  
22 *innovation and technology adoption and promote*  
23 *the development of performance-based regula-*  
24 *tions.*

1           (B) *Lessons and insights learned from pre-*  
2 *viously published special conditions and other*  
3 *Federal Register notices of airworthiness criteria*  
4 *for powered-lift aircraft.*

5           (C) *To the maximum extent practicable,*  
6 *aligning powered-lift pilot qualifications with*  
7 *section 2.1.1.4 of Annex 1 to the Convention on*  
8 *International Civil Aviation published by the*  
9 *International Civil Aviation Organization.*

10          (D) *The adoption of the recommendations*  
11 *contained in document 10103 of the Inter-*  
12 *national Civil Aviation Organization titled*  
13 *“Guidance on the Implementation of ICAO*  
14 *Standards and Recommended Practices for Tilt-*  
15 *rotors”, published in 2019, as appropriate.*

16          (E) *Practical pathways for pilot qualifica-*  
17 *tion and operations.*

18          (F) *Performance-based requirements for en-*  
19 *ergy reserves and other range- and endurance-re-*  
20 *lated designs and technologies that reflect the ca-*  
21 *pabilities and intended operations of the air-*  
22 *craft.*

23          (G) *A combination of pilot training re-*  
24 *quirements, including simulators, to ensure the*  
25 *safe operation of powered-lift aircraft.*

1           (3) *REPORT.*—*The Committee shall submit to the*  
2 *Administrator a report detailing the findings and*  
3 *recommendations of the Committee.*

4           (d) *POWERED-LIFT AIRCRAFT RULEMAKING.*—

5           (1) *IN GENERAL.*—*Not later than 270 days after*  
6 *the date on which the Committee submits the report*  
7 *under subsection (c)(3), the Administrator shall ini-*  
8 *tiate a rulemaking to implement the findings and rec-*  
9 *ommendations of the Committee, as determined ap-*  
10 *propriate by the Administrator.*

11           (2) *REQUIREMENTS.*—*In developing the rule-*  
12 *making under paragraph (1), the Administrator*  
13 *shall—*

14           (A) *consult with the Secretary of Defense*  
15 *with regard to methods for pilots to gain pro-*  
16 *ficiency and earn the necessary ratings required*  
17 *to act as a pilot-in-command of powered-lift air-*  
18 *craft;*

19           (B) *consider and plan for unmanned and*  
20 *remotely piloted powered-lift aircraft, and the*  
21 *associated elements of such aircraft, through the*  
22 *promulgation of performance-based regulations;*

23           (C) *consider any information and experi-*  
24 *ence gained from operations and efforts that*  
25 *occur as a result of the Special Federal Aviation*

1           *Regulation of the FAA titled “Integration of*  
2           *Powered-Lift: Pilot Certification and Operations;*  
3           *Miscellaneous Amendments Related to Rotorcraft*  
4           *and Airplanes”, issued on June 14, 2023 (2120–*  
5           *AL72);*

6           *(D) consider whether to grant an individual*  
7           *with an existing commercial airplane (single- or*  
8           *multi-engine) or helicopter pilot certificate the*  
9           *authority to serve as pilot-in-command of a pow-*  
10          *ered-lift aircraft in commercial operation fol-*  
11          *lowing the completion of an FAA-approved pilot*  
12          *type rating for such type of aircraft;*

13          *(E) work to harmonize the certification and*  
14          *operational requirements of the FAA with those*  
15          *of civil aviation authorities with bilateral safety*  
16          *agreements in place with the United States, to*  
17          *the extent such harmonization does not nega-*  
18          *tively impact domestic manufacturers and opera-*  
19          *tors; and*

20          *(F) consider and plan for the use of alter-*  
21          *native fuel types and propulsion methods, in-*  
22          *cluding reviewing the performance-based nature*  
23          *of parts 33 and 35 of title 14, Code of Federal*  
24          *Regulations, and any related recommendations*  
25          *provided to the Administrator by the aviation*

1           *rulemaking advisory committee described in sec-*  
2           *tion 956.*

3 **SEC. 956. ADVANCED PROPULSION SYSTEMS REGULATIONS.**

4           *(a) IN GENERAL.—Not later than 3 years after the*  
5 *date of enactment of this Act, the Administrator shall task*  
6 *the Aviation Rulemaking Advisory Committee (in this sec-*  
7 *tion referred to as the “Committee”) to provide the Admin-*  
8 *istrator with specific findings and recommendations for*  
9 *regulations related to the certification and installation of—*

10           *(1) electric engines and propellers;*

11           *(2) hybrid electric engines and propulsion sys-*  
12 *tems;*

13           *(3) hydrogen fuel cells;*

14           *(4) hydrogen combustion engines or propulsion*  
15 *systems; and*

16           *(5) other new or novel propulsion mechanisms*  
17 *and methods as determined appropriate by the Ad-*  
18 *ministrator.*

19           *(b) CONSIDERATIONS.—In carrying out subsection (a),*  
20 *the Committee shall consider, at a minimum, the following:*

21           *(1) Outcome-driven safety objectives to spur in-*  
22 *novation and technology adoption, and promote the*  
23 *development of performance-based regulations.*

24           *(2) Lessons and insights learned from previously*  
25 *published special conditions and other published air-*

1        *worthiness criteria for novel engines, propellers, and*  
2        *aircraft.*

3            (3) *The requirements of part 33 and part 35 of*  
4        *title 14, Code of Federal Regulations, any boundaries*  
5        *of applicability for standalone engine type certificates*  
6        *(including highly integrated systems), and the use of*  
7        *technical standards order authorizations.*

8            (c) *REPORT.—Not later than 1 year after providing*  
9        *findings and recommendations under subsection (a), the*  
10       *Committee shall submit to the Administrator and the ap-*  
11       *propriate committees of Congress a report containing such*  
12       *findings and recommendations.*

13           (d) *BRIEFING.—Not later than 180 days after the date*  
14       *on which the Committee submits the report under subsection*  
15       *(c), the Administrator shall brief the appropriate commit-*  
16       *tees of Congress regarding plans of the FAA in response*  
17       *to the findings and recommendations contained in the re-*  
18       *port.*

19        **SEC. 957. POWERED-LIFT AIRCRAFT ENTRY INTO SERVICE.**

20           (a) *IN GENERAL.—The Administrator shall, in con-*  
21       *sultation with exclusive bargaining representatives of air*  
22       *traffic controllers certified under section 7111 of title 5,*  
23       *United States Code, and any relevant stakeholder as deter-*  
24       *mined appropriate by the Administrator, take such actions*  
25       *as may be necessary to safely integrate powered-lift aircraft*

1 *into the national airspace system, including in controlled*  
2 *airspace, and learn from any efforts to adopt and update*  
3 *related policy and guidance.*

4 (b) *AIR TRAFFIC POLICIES FOR ENTRY INTO SERV-*  
5 *ICE.*—*Not later than 40 months after the date of enactment*  
6 *of this Act, the Administrator shall update air traffic orders*  
7 *and policies, to the extent necessary, and address air traffic*  
8 *control system challenges in order to allow for—*

9 (1) *the use of existing air traffic procedures,*  
10 *where determined to be safe by the Administrator, by*  
11 *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 re-*  
16 *curring powered-lift aircraft operations, as appro-*  
17 *priate.*

18 (c) *LONG-TERM AIR TRAFFIC POLICIES.*—*Beginning*  
19 *40 months after the date of enactment of this Act, the Ad-*  
20 *ministrator shall—*

21 (1) *continue to update air traffic orders and*  
22 *policies to support the operation of powered-lift air-*  
23 *craft;*

1           (2) *to the extent necessary, develop powered-lift*  
2 *specific procedures for airports, heliports, and*  
3 *vertiports;*

4           (3) *evaluate the human factors impacts on con-*  
5 *trollers associated with managing powered-lift air-*  
6 *craft operations, consider the impact of additional op-*  
7 *erations on air traffic controller staffing, and make*  
8 *necessary changes to staffing, procedures, regulations,*  
9 *and orders; and*

10          (4) *consider the use of third-party service pro-*  
11 *viders to manage increased operations in controlled*  
12 *airspace to support, supplement, and enhance the*  
13 *work of air traffic controllers.*

14 **SEC. 958. INFRASTRUCTURE SUPPORTING VERTICAL**  
15 **FLIGHT.**

16          (a) *UPDATE TO DESIGN STANDARDS.—The Adminis-*  
17 *trator shall—*

18           (1) *not later than December 31, 2024, publish an*  
19 *update to the memorandum of the FAA titled “Engi-*  
20 *neering Brief No. 105, Vertiport Design”, issued on*  
21 *September 21, 2022 (EB No. 105);*

22           (2) *not later than December 31, 2025, publish a*  
23 *performance-based vertiport design advisory circular;*  
24 *and*



1           (3) *begin the work necessary to update the advisory circular of the FAA titled “Heliport Design”*  
2           *(Advisory Circular 150/5390) in order to provide performance-based guidance for heliport design, including consideration of alternative fuel and propulsion*  
3           *mechanisms.*

4           (b) *ENGINEERING BRIEF SUNSET.*—*Upon the publication of an advisory circular pursuant to subsection (a)(2),*  
5           *the Administrator shall cancel the memorandum described*  
6           *in subsection (a)(1).*

7           (c) *DUAL USE FACILITIES.*—*The Administrator shall*  
8           *establish a mechanism by which owners and operators of*  
9           *aviation infrastructure can safely accommodate, or file a*  
10           *notice to accommodate, powered-lift aircraft if such infrastructure meets the safety requirements or guidance of the*  
11           *FAA for such aircraft.*

12           (d) *GUIDANCE, FORMS, AND PLANNING.*—*The Administrator shall—*

13           (1) *not later than 18 months after the date of enactment of this Act, ensure airport district offices of*  
14           *the FAA have sufficient guidance and policy direction*  
15           *regarding the use and applicability of heliport and*  
16           *vertiport design standards of the FAA, and update*  
17           *such guidance routinely;*

1           (2) *determine if updates to FAA Form 7460 and*  
2           *Form 7480 are necessary and update such forms, as*  
3           *appropriate; and*

4           (3) *ensure that the methodology and underlying*  
5           *data sources of the Terminal Area Forecast of the*  
6           *FAA include commercial operations conducted by air-*  
7           *craft regardless of propulsion type or fuel type.*

8   **SEC. 959. CHARTING OF AVIATION INFRASTRUCTURE.**

9           *The Administrator shall increase efforts to update and*  
10          *keep current the Airport Master Record of the FAA, includ-*  
11          *ing by establishing a streamlined process by which the own-*  
12          *ers and operators of public and private aviation facilities*  
13          *with nontemporary, nonintermittent operations are encour-*  
14          *aged to keep the information on such facilities current.*

15   **SEC. 960. ADVANCED AIR MOBILITY INFRASTRUCTURE**  
16                    **PILOT PROGRAM EXTENSION.**

17          *Section 101 of division Q of the Consolidated Appro-*  
18          *priations Act, 2023 (49 U.S.C. 40101 note) is amended—*

19                (1) *in subsection (b)—*

20                    (A) *in paragraph (2)—*

21                            (i) *in subparagraph (A) by inserting “,*  
22                                *as well as the use of existing airport and*  
23                                *heliport infrastructure that may require*  
24                                *modifications to safely accommodate AAM*

1                   operations,” after “vertiport infrastruc-  
2                   ture”; and

3                   (ii) in subparagraph (B)—

4                   (I) in clause (iii) by striking  
5                   “vertiport” and inserting “locations  
6                   for”;

7                   (II) in clause (iv) by inserting  
8                   “and guidance” after “any standards”;

9                   (III) in clause (v) by striking  
10                  “vertiport infrastructure” and insert-  
11                  ing “urban air mobility and regional  
12                  air mobility operations”; and

13                  (IV) in clause (x) by inserting “or  
14                  the modification of aviation infrastruc-  
15                  ture” after “operation of a vertiport”;

16                  (B) in paragraph (4)(B) by inserting “the  
17                  Department of Defense, the National Guard,” be-  
18                  fore “or”; and

19                  (C) in paragraph (6)—

20                  (i) in subparagraph (A) by striking  
21                  “September 30, 2025” and inserting “Sep-  
22                  tember 30, 2027”; and

23                  (ii) in subparagraph (B)—

24                  (I) in clause (i) by striking “and”  
25                  at the end;

1           *(II) in clause (ii) by striking the*  
2           *period at the end and inserting “;*  
3           *and”;* and

4           *(III) by adding at the end the fol-*  
5           *lowing:*

6           *“(iii) a description of—*

7           *“(I) initial community engage-*  
8           *ment efforts and responses from the*  
9           *public on the planning and develop-*  
10           *ment efforts of eligible entities related*  
11           *to urban air mobility and regional air*  
12           *mobility operations;*

13           *“(II) how eligible entities are*  
14           *planning for and encouraging early*  
15           *adoption of urban air mobility and re-*  
16           *gional air mobility operations;*

17           *“(III) what role each level of gov-*  
18           *ernment plays in the process; and*

19           *“(IV) whether such entities rec-*  
20           *ommend specific regulatory or guid-*  
21           *ance actions be taken by the Secretary*  
22           *or any other head of a Federal agency*  
23           *in order to support such early adop-*  
24           *tion.”;*

1           (2) *by striking subsection (c)(1) and inserting*  
2 *the following:*

3           “(1) *AUTHORIZATION.—Out of amounts made*  
4 *available under section 106(k) of title 49, United*  
5 *States Code, there are authorized to carry out this*  
6 *section \$12,500,000 for each of fiscal years 2023*  
7 *through 2026, to remain available until expended.”;*

8           (3) *in subsection (d) by striking “2024” and in-*  
9 *serting “2026” each place it appears; and*

10          (4) *in subsection (e)—*

11           (A) *by striking paragraph (1) and inserting*  
12 *the following:*

13           “(1) *ADVANCED AIR MOBILITY; AAM; REGIONAL*  
14 *AIR MOBILITY; URBAN AIR MOBILITY; VERTIPOINT.—*  
15 *The terms ‘advanced air mobility’, ‘AAM’, ‘regional*  
16 *air mobility’, ‘urban air mobility’, and ‘vertiport’*  
17 *have the meaning given such terms in section 2(i) of*  
18 *the Advanced Air Mobility Coordination and Leader-*  
19 *ship Act (49 U.S.C. 40101 note).”;* and

20           (B) *by striking paragraphs (9) and (10).*

21 **SEC. 961. CENTER FOR ADVANCED AVIATION TECH-**  
22 **NOLOGIES.**

23          (a) *PLAN.—Not later than 90 days after the date of*  
24 *enactment of this Act, the Administrator shall develop a*  
25 *plan to establish a Center for Advanced Aviation Tech-*

1 *nologies to support the testing and advancement of new and*  
2 *emerging aviation technologies.*

3 (b) *CONSULTATION.*—*In developing the plan under*  
4 *subsection (a), the Administrator may consult with the Ad-*  
5 *vanced Air Mobility Working Group established in the Ad-*  
6 *vanced Air Mobility Coordination and Leadership Act*  
7 *(Public Law 117–203), as amended by this Act, and the*  
8 *interagency working group established in section 1042 of*  
9 *this Act.*

10 (c) *CONSIDERATIONS.*—*In developing the plan under*  
11 *subsection (a), the Administrator shall consider as roles and*  
12 *responsibilities for the Center for Advanced Aviation Tech-*  
13 *nologies—*

14 (1) *developing an airspace laboratory and flight*  
15 *demonstration zones to facilitate the safe integration*  
16 *of advanced air mobility aircraft into the national*  
17 *airspace system, with at least 1 such zone to be estab-*  
18 *lished within the same geographic region as the Cen-*  
19 *ter for Advanced Aviation Technologies and that also*  
20 *has aviation manufacturers with relevant expertise,*  
21 *such as powered-lift;*

22 (2) *establishing testing corridors for the purposes*  
23 *of validating air traffic requirements for advanced*  
24 *air mobility operations, operational procedures, and*  
25 *performance requirements, with at least 1 such cor-*

1        *ridor to be established within the same geographic re-*  
2        *gion as the Center for Advanced Aviation Tech-*  
3        *nologies;*

4            *(3) developing and facilitating technology part-*  
5        *nerships with, and between, industry, academia, and*  
6        *other government agencies, and supporting such part-*  
7        *nerships;*

8            *(4) identifying new and emerging aviation tech-*  
9        *nologies, innovative aviation concepts, and relevant*  
10       *aviation services, including advanced air mobility,*  
11       *powered-lift aircraft, and other advanced aviation*  
12       *technologies, as determined appropriate by the Ad-*  
13       *ministrator; and*

14           *(5) any other duties, as determined appropriate*  
15       *by the Administrator.*

16        *(d) SUBMISSION TO CONGRESS.—Not later than 1 year*  
17       *after the date of enactment of this Act, the Administrator*  
18       *shall submit to the Committee on Transportation and In-*  
19       *frastructure and the Committee on Science, Space, and*  
20       *Technology of the House of Representatives and the Com-*  
21       *mittee on Commerce, Science, and Transportation of the*  
22       *Senate the plan developed under subsection (a).*

23           *(e) CENTER.—Not later than September 30, 2026, the*  
24       *Administrator shall establish the Center for Advanced Avia-*  
25       *tion Technologies in accordance with the plan developed*

1 *under subsection (a). In choosing the location for the Center*  
2 *for Advanced Aviation Technologies, the Administrator*  
3 *shall give preference to a community or region with a*  
4 *strong aeronautical presence, specifically the presence of—*

5           (1) *a large commercial airport or large air logis-*  
6 *tics center;*

7           (2) *aviation manufacturing with expertise in ad-*  
8 *vanced aviation technologies, such as powered-lift;*

9           (3) *existing FAA facilities or offices, such as a*  
10 *Center, Institute, certificate management office, or a*  
11 *regional headquarters;*

12           (4) *airspace utilized for advanced aviation tech-*  
13 *nology testing activity, and capable of supporting a*  
14 *wide range of use cases;*

15           (5) *proximity to both rural and urban commu-*  
16 *nities;*

17           (6) *State, local, or Tribal governments;*

18           (7) *programs to support public-private partner-*  
19 *ships for advanced aviation technologies; and*

20           (8) *academic institutions that offer programs re-*  
21 *lating to advanced aviation technologies engineering.*

22       (f) *AUTHORIZATION.—Out of amounts made available*  
23 *under section 106(k) of title 49, United States Code,*  
24 *\$35,000,000 for each of fiscal years 2025 through 2028 is*  
25 *authorized to carry out this section.*



1           (g) *INTERACTION WITH OTHER ENTITIES.*—*The Ad-*  
2 *ministrato*r, in carrying out this section, shall, to the max-  
3 *imum extent practicable, leverage the research and testing*  
4 *capacity and capabilities of the Center of Excellence for Un-*  
5 *manned Aircraft Systems and, as appropriate, the un-*  
6 *manned aircraft test ranges established in section 44803 of*  
7 *title 49, United States Code.*

8           (h) *SAVINGS CLAUSES.*—*Nothing in this section shall*  
9 *be construed to interfere with any of the following activities:*

10                 (1) *The ongoing activities of the unmanned air-*  
11 *craft test ranges established in section 44803 of title*  
12 *49, United States Code, to the maximum extent prac-*  
13 *ticable.*

14                 (2) *The ongoing activities of the William J.*  
15 *Hughes Technical Center for Advanced Aerospace, to*  
16 *the maximum extent practicable.*

17                 (3) *The ongoing activities of the Center of Excel-*  
18 *lence for Unmanned Aircraft Systems, to the max-*  
19 *imum extent practicable.*

20                 (4) *The ongoing activities of the Mike Monroney*  
21 *Aeronautical Center, to the maximum extent prac-*  
22 *ticable.*

1           **TITLE X—RESEARCH AND**  
2                           **DEVELOPMENT**  
3           **Subtitle A—General Provisions**

4   **SEC. 1001. DEFINITIONS.**

5       *In this title:*

6           (1) *COVERED COMMITTEES OF CONGRESS.*—*The*  
7       *term “covered committees of Congress” means the*  
8       *Committee on Science, Space, and Technology of the*  
9       *House of Representatives and the Committee on Com-*  
10      *merce, Science, and Transportation of the Senate.*

11          (2) *NASA.*—*The term “NASA” means the Na-*  
12      *tional Aeronautics and Space Administration.*

13   **SEC. 1002. RESEARCH, ENGINEERING, AND DEVELOPMENT**  
14                           **AUTHORIZATION OF APPROPRIATIONS.**

15       *Section 48102(a) of title 49, United States Code, is*  
16   *amended—*

17           (1) *in paragraph (15) by striking “; and” and*  
18      *inserting a semicolon; and*

19           (2) *by striking paragraph (16) and inserting the*  
20      *following:*

21                   (16) *\$280,000,000 for fiscal year 2024;*

22                   (17) *\$311,000,000 for fiscal year 2025;*

23                   (18) *\$323,000,000 for fiscal year 2026;*

24                   (19) *\$334,000,000 for fiscal year 2027; and*

25                   (20) *\$345,000,000 for fiscal year 2028.”.*

1 **SEC. 1003. REPORT ON IMPLEMENTATION; FUNDING FOR**  
2 **SAFETY RESEARCH AND DEVELOPMENT.**

3 *Not later than 1 year after the date of the enactment*  
4 *of this Act, the Comptroller General shall submit to the cov-*  
5 *ered committees of Congress a report on the allocation of*  
6 *funding pursuant to section 48102 of title 49, United States*  
7 *Code, to the Secretary to conduct civil aviation research*  
8 *and development and to assess the implementation of sec-*  
9 *tion 48102(b)(2) of such title.*

10 **SEC. 1004. NATIONAL AVIATION RESEARCH PLAN MODI-**  
11 **FICATION.**

12 *(a) MODIFICATION OF SUBMISSION DEADLINE.—Sec-*  
13 *tion 44501(c)(1) of title 49, United States Code, is amend-*  
14 *ed—*

15 *(1) by striking “the date of submission” and in-*  
16 *serting “the date that is 30 days after the date of sub-*  
17 *mission”; and*

18 *(2) by adding at the end the following “If such*  
19 *report cannot be prepared and submitted by the date*  
20 *that is 30 days after the date of submission of the*  
21 *President’s budget to Congress, the Administrator*  
22 *shall submit, before such date, a letter to the Chair-*  
23 *man and Ranking Member of the Committee on Com-*  
24 *merce, Science, and Transportation of the Senate and*  
25 *the Committee of Science, Space, and Technology of*  
26 *the House of Representatives stating the reason for de-*

1 *layed submission, impacts of the delay, and actions*  
2 *taken to address circumstances that led to the delay.”.*

3 *(b) CONFORMING AMENDMENT.—Section 48102(g) of*  
4 *title 49, United States Code, is amended by striking “the*  
5 *date of submission” and inserting “the date that is 30 days*  
6 *after the date of submission”.*

7 **SEC. 1005. ADVANCED MATERIALS CENTER OF EXCELLENCE**  
8 **ENHANCEMENTS.**

9 *Section 44518 of title 49, United States Code, is*  
10 *amended—*

11 *(1) by striking subsection (a) and inserting the*  
12 *following:*

13 *“(a) IN GENERAL.—*

14 *“(1) CONTINUED OPERATIONS.—The Adminis-*  
15 *trator shall—*

16 *“(A) continue operation of the Advanced*  
17 *Materials Center of Excellence (referred to in this*  
18 *section as the ‘Center’); and*

19 *“(B) make a determination on whether to*  
20 *award a grant to the Center not later than 90*  
21 *days after the date on which the grants officer of*  
22 *the Federal Aviation Administration rec-*  
23 *ommends a proposal for award of such grant to*  
24 *the Administrator.*

25 *“(2) PURPOSES.—The Center shall—*

1           “(A) focus on applied research and training  
2           on the safe use of composites and advanced mate-  
3           rials, and related manufacturing practices, in  
4           airframe structures; and

5           “(B) conduct research and development into  
6           aircraft structure crash worthiness and passenger  
7           safety, as well as address safe and accessible air  
8           travel of individuals with a disability (as de-  
9           fined in section 382.3 of title 14, Code of Federal  
10          Regulations (or any successor regulation)), in-  
11          cluding materials required to facilitate safe  
12          wheelchair restraint systems on commercial air-  
13          craft.”; and

14          (2) by striking subsection (b) and inserting the  
15          following:

16          “(b) *RESPONSIBILITIES.*—The Center shall—

17                 “(1) promote and facilitate collaboration among  
18                 member universities, academia, the Administration,  
19                 the commercial aircraft industry, including manufac-  
20                 turers, commercial air carriers, and suppliers, and  
21                 other appropriate stakeholders for the purposes under  
22                 subsection (a) and the activities described in para-  
23                 graphs (2) through (4);

24                 “(2) carry out research and development activi-  
25                 ties to advance technology, improve engineering prac-

1 *tices, and facilitate continuing education in relevant*  
2 *areas of study, which shall include—*

3 *“(A) all structural materials, including—*

4 *“(i) metallic and non-metallic based*  
5 *additive materials, ceramic materials, car-*  
6 *bon fiber polymers, and thermoplastic com-*  
7 *posites;*

8 *“(ii) the long-term material and struc-*  
9 *tural behavior of such materials; and*

10 *“(iii) evaluating the resiliency and*  
11 *long-term durability of advanced materials*  
12 *in high temperature conditions and in en-*  
13 *gines for applications in advanced aircraft;*  
14 *and*

15 *“(B) structural technologies, such as addi-*  
16 *tive manufacturing, to be used in applications*  
17 *within the commercial aircraft industry, includ-*  
18 *ing traditional fixed-wing aircraft, rotorcraft,*  
19 *and emerging aircraft types such as advanced*  
20 *air mobility aircraft; and*

21 *“(3) conduct research activities for the purpose of*  
22 *improving the safety and certification of aviation*  
23 *structures, materials, and additively manufactured*  
24 *aviation products and components; and*

1           “(4) *conducting research activities to advance*  
2           *the safe movement of all passengers, including indi-*  
3           *viduals with a disability (as defined in section 382.3*  
4           *of title 14, Code of Federal Regulations (or any suc-*  
5           *cessor regulation)), and individuals using personal*  
6           *wheelchairs in flight, that takes into account the mod-*  
7           *eling, engineering, testing, operating, and training*  
8           *issues significant to all passengers and relevant stake-*  
9           *holders.”.*

10 **SEC. 1006. CENTER OF EXCELLENCE FOR UNMANNED AIR-**  
11 **CRAFT SYSTEMS.**

12           (a) *IN GENERAL.*—Chapter 448 of title 49, United  
13 States Code, is further amended by adding at the end the  
14 following:

15 **“§44813. Center of Excellence for Unmanned Aircraft**  
16 **Systems**

17           “(a) *IN GENERAL.*—The Administrator of the Federal  
18 Aviation Administration shall continue operation of the  
19 Center of Excellence for Unmanned Aircraft Systems (re-  
20 ferred to in this section as the ‘Center’).

21           “(b) *RESPONSIBILITIES.*—The Center shall carry out  
22 the following responsibilities:

23           “(1) *Conduct applied research and training on*  
24           *the safe and efficient integration of unmanned air-*

1       *craft systems and advanced air mobility into the na-*  
2       *tional airspace system.*

3               “(2) *Promote and facilitate collaboration among*  
4       *academia, the Federal Aviation Administration, Fed-*  
5       *eral agency partners, and industry stakeholders (in-*  
6       *cluding manufacturers, operators, service providers,*  
7       *standards development organizations, carriers, and*  
8       *suppliers), with respect to the safe and efficient inte-*  
9       *gration of unmanned aircraft systems and advanced*  
10       *air mobility into the national airspace system.*

11              “(3) *Establish goals set to advance technology,*  
12       *improve engineering practices, and facilitate con-*  
13       *tinuing education with respect to the safe and effi-*  
14       *cient integration of unmanned aircraft systems and*  
15       *advanced air mobility into the national airspace sys-*  
16       *tem.*

17              “(c) *PROGRAM PARTICIPATION.—The Administrator*  
18       *shall ensure the participation in the Center of institutions*  
19       *of higher education (as defined in section 101 of the Higher*  
20       *Education Act of 1965 (20 U.S.C. 1001)) and research in-*  
21       *stitutions that provide accredited bachelor’s degree pro-*  
22       *grams in aeronautical sciences that provide pathways to*  
23       *commercial pilot certifications and that include a focus on*  
24       *pilot training for women aviators.*



1       “(d) *LEVERAGING OF CERTAIN CAPACITY AND CAPA-*  
 2 *BILITIES.—The Administrator shall, in carrying out re-*  
 3 *search necessary to validate consensus safety standards ac-*  
 4 *cepted pursuant to section 44805, to the maximum extent*  
 5 *practicable, leverage the research and testing capacity and*  
 6 *capabilities of—*

7               “(1) *the Center;*

8               “(2) *the test ranges designated under section*  
 9 *44803;*

10              “(3) *existing Federal and non-Federal test*  
 11 *ranges and testbeds;*

12              “(4) *the National Aeronautics and Space Ad-*  
 13 *ministration; and*

14              “(5) *the William J. Hughes Technical Center for*  
 15 *Advanced Aerospace.”.*

16       (b) *CLERICAL AMENDMENT.—The analysis for chapter*  
 17 *448 of title 49, United States Code, is further amended by*  
 18 *adding at the end the following:*

      “44813. *Center of Excellence for Unmanned Aircraft Systems.”.*

19 **SEC. 1007. ASSURED SAFE CREDENTIALING AUTHORITY.**

20       (a) *IN GENERAL.—Chapter 448 of title 49, United*  
 21 *States Code, is further amended by adding at the end the*  
 22 *following:*

23 **“§44814. ASSURED Safe credentialing authority**

24       “(a) *IN GENERAL.—Not later than 6 months after the*  
 25 *date of enactment of this section, the Administrator of the*

1 *Federal Aviation Administration shall establish a*  
2 *credentialing authority for the program of record of the*  
3 *Federal Aviation Administration (referred to in this section*  
4 *as ‘ASSUREd Safe’) under the Center of Excellence for Un-*  
5 *manned Aircraft Systems.*

6 “(b) *PURPOSES.*—*ASSUREd Safe shall offer services*  
7 *throughout the United States, and to allies and partners*  
8 *of the United States, including—*

9 “(1) *online and in-person standards, education,*  
10 *and testing for the use of unmanned aircraft systems*  
11 *by first responders for emergency and disaster man-*  
12 *agement operations;*

13 “(2) *uniform communications standards, oper-*  
14 *ational standards, and reporting standards for civil-*  
15 *ian, military, and international allies and partners;*  
16 *and*

17 “(3) *any other relevant standards development*  
18 *related to operation of unmanned aircraft systems, as*  
19 *determined appropriate by the Administrator.*

20 “(c) *COORDINATION.*—*The Administrator shall ensure*  
21 *that the Center of Excellence for Unmanned Aircraft Sys-*  
22 *tems coordinates with the National Institute of Standards*  
23 *and Technology and the Federal Emergency Management*  
24 *Agency on establishment of ASSUREd Safe, and on any*  
25 *services offered by ASSUREd Safe.”.*

1           (b) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
 2 *448 of title 49, United States Code, is further amended by*  
 3 *adding at the end the following:*

*“44814. ASSUREd Safe credentialing authority.”.*

4 **SEC. 1008. CLEEN ENGINE AND AIRFRAME TECHNOLOGY**  
 5 **PARTNERSHIP.**

6           *Section 47511 of title 49, United States Code, is*  
 7 *amended—*

8                   (1) *in subsection (a), by striking “subsonic”*  
 9 *after “fuels for civil”; and*

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

11           “(d) *SELECTION.*—*In carrying out the program, the*  
 12 *Administrator may provide that not less than 2 of the coop-*  
 13 *erative agreements entered into under this section involve*  
 14 *the participation of an entity that is a small business con-*  
 15 *cern (as defined in section 3 of the Small Business Act (15*  
 16 *U.S.C. 632)), provided that the submitted technology pro-*  
 17 *posal of the entity meets, at a minimum, FAA Acquisition*  
 18 *Management System requirements and requisite technology*  
 19 *readiness levels for entry into the agreement, as determined*  
 20 *by the Administrator.”.*

21 **SEC. 1009. HIGH-SPEED FLIGHT TESTING.**

22           (a) *IN GENERAL.*—*The Administrator, in consultation*  
 23 *with the Administrator of NASA, shall establish procedures*  
 24 *for the exclusive purposes of developmental and airworthi-*  
 25 *ness testing and demonstration flights, which may include*

1 *the establishment of high-speed testing corridors in the na-*  
2 *tional airspace system—*

3           (1) *with respect to manufacturers and operators*  
4 *of high-speed aircraft that conduct flights operating*  
5 *with supersonic speed, not later than 1 year after the*  
6 *date of enactment of this Act; and*

7           (2) *with respect to manufacturers and operators*  
8 *of high-speed aircraft that conduct flights operating*  
9 *with hypersonic speed, not later than 2 years after the*  
10 *date of enactment of this Act.*

11       (b) *AREAS OF TESTING AND DEMONSTRATION.—The*  
12 *Administrator shall take action, as appropriate, to ensure*  
13 *flight testing and demonstration flights occur in areas*  
14 *where such flights will not interfere with the safety of other*  
15 *aircraft or the efficient use of airspace in the national air-*  
16 *space system.*

17       (c) *CONSIDERATIONS.—In carrying out subsection (a),*  
18 *the Administrator shall consider—*

19           (1) *sections 91.817 and 91.818 of title 14, Code*  
20 *of Federal Regulations;*

21           (2) *applications for special flight authorizations*  
22 *for flights operating at supersonic or hypersonic*  
23 *speed, as described in section 91.818 of such title;*

24           (3) *the environmental impacts of developmental*  
25 *and airworthiness testing operations;*

1           (4) *requiring applicants to include specification*  
2 *of proposed flight areas;*

3           (5) *the authorization of flights to and from air-*  
4 *ports in Class D airspace within 10 nautical miles of*  
5 *oceanic coastline;*

6           (6) *developing the vertical limits at or above the*  
7 *altitude necessary for safe supersonic and hypersonic*  
8 *operations;*

9           (7) *proponent-provided data regarding the de-*  
10 *sign and operational analysis of the aircraft, as well*  
11 *as data regarding sonic boom overpressures;*

12           (8) *the safety of the uninvolved public; and*

13           (9) *community outreach, education, and engage-*  
14 *ment.*

15       (d) *CONSULTATION.—Not later than 1 year after the*  
16 *date of enactment of this Act, the Administrator, in con-*  
17 *sultation with the Environmental Protection Agency and*  
18 *other stakeholders, shall assess and report to the covered*  
19 *committees of Congress on a means for supporting contin-*  
20 *ued compliance with the National Environmental Policy*  
21 *Act of 1969 (42 U.S.C. 4321 et seq.). The Administrator*  
22 *shall seek to enter into an agreement with an appropriate*  
23 *federally funded research and development center, or other*  
24 *independent nonprofit organization that recommends long*  
25 *term solutions for maintaining compliance with such Act*

1 *for 1 or more over-land or near-land hypersonic and super-*  
2 *sonic test areas as established by the Administrator.*

3 (e) *DEFINITIONS.—In this section:*

4 (1) *HIGH-SPEED AIRCRAFT.—The term “high-*  
5 *speed aircraft” means an aircraft operating at speeds*  
6 *in excess of Mach 1, including supersonic and*  
7 *hypersonic aircraft.*

8 (2) *HYPERSONIC.—The term “hypersonic”*  
9 *means flights operating at speeds that exceed Mach 5.*

10 (3) *SUPERSONIC.—The term “supersonic” means*  
11 *flights operating at speeds in excess of Mach 1 but less*  
12 *than Mach 5.*

13 **SEC. 1010. HIGH-SPEED AIRCRAFT PATHWAY TO INTEGRA-**  
14 **TION STUDY.**

15 (a) *STUDY.—*

16 (1) *IN GENERAL.—The Administrator, in con-*  
17 *sultation with aircraft manufacturers and operators,*  
18 *institutions of higher education (as defined in section*  
19 *101 of the Higher Education Act of 1965 (20 U.S.C.*  
20 *1001)), the Administrator of NASA, the Secretary of*  
21 *Defense, and any other agencies the Administrator de-*  
22 *termines appropriate, shall conduct a study assessing*  
23 *actions necessary to facilitate the safe operation and*  
24 *integration of high-speed aircraft into the national*  
25 *airspace system.*

1           (2) *CONTENTS.*—*The study conducted under*  
2 *paragraph (1) shall include, at a minimum—*

3                   (A) *an initial assessment of cross-agency eq-*  
4 *uities related to high-speed aircraft technologies*  
5 *and flight;*

6                   (B) *the identification and collection of data*  
7 *required to develop certification, flight stand-*  
8 *ards, and air traffic requirements for the deploy-*  
9 *ment and integration of high-speed aircraft;*

10                  (C) *the development of a framework and po-*  
11 *tential timeline to establish the appropriate reg-*  
12 *ulatory requirements for conducting high-speed*  
13 *aircraft flights;*

14                  (D) *strategic plans to improve the FAA's*  
15 *state of preparedness and response capability in*  
16 *advance of receiving applications to conduct*  
17 *high-speed aircraft flights; and*

18                  (E) *a survey of global high-speed aircraft-*  
19 *related regulatory and testing developments or*  
20 *activities.*

21           (3) *CONSIDERATIONS.*—*In conducting the study*  
22 *under paragraph (1), the Administrator may con-*  
23 *sider—*

24                   (A) *feedback and input reflecting the tech-*  
25 *nical expertise of the aerospace industry and*

1            *other stakeholders, as the Administrator deter-*  
2            *mines appropriate, to inform future development*  
3            *of policies, regulations, and standards that en-*  
4            *able the safe operation and integration of high-*  
5            *speed aircraft into the national airspace system;*

6            *(B) opportunities for—*

7                    *(i) demonstrating United States global*  
8                    *leadership in high-speed aircraft and re-*  
9                    *lated technologies; and*

10                   *(ii) strengthening global harmonization*  
11                   *in aeronautics including in the development*  
12                   *of international policies relating to the safe*  
13                   *operation of high-speed aircraft; and*

14            *(C) methods and opportunities for commu-*  
15            *nity outreach, education, and engagement.*

16            *(b) REPORT.—Not later than 3 years after the date*  
17            *of enactment of this Act, the Administrator shall submit*  
18            *to the covered committees of Congress and the Committee*  
19            *on Transportation and Infrastructure of the House of Rep-*  
20            *resentatives a report on the results of the study conducted*  
21            *under subsection (a) and recommendations, if appropriate,*  
22            *to facilitate the safe operation and integration of high-speed*  
23            *aircraft into the national airspace system.*

24            *(c) DEFINITIONS.—In this section:*



1           (1) *HIGH-SPEED AIRCRAFT.*—The term “high-  
2           speed aircraft” means an aircraft operating at speeds  
3           in excess of Mach 1, including supersonic and  
4           hypersonic aircraft.

5           (2) *HYPERSONIC.*—The term “hypersonic”  
6           means flights operating at speeds that exceed Mach 5.

7           (3) *SUPERSONIC.*—The term “supersonic” means  
8           flights operating at speeds in excess of Mach 1 but less  
9           than Mach 5.

10 **SEC. 1011. OPERATING HIGH-SPEED FLIGHTS IN HIGH ALTI-**  
11 **TUDE CLASS E AIRSPACE.**

12           (a) *RESEARCH.*—Not later than 1 year after the date  
13 of enactment of this Act, the Administrator, in consultation  
14 with the Administrator of NASA and any other relevant  
15 stakeholders the Administrator determines appropriate, in-  
16 cluding industry and academia, shall undertake research  
17 to identify, to the maximum extent practicable, the min-  
18 imum altitude above the upper boundary of Class A air-  
19 space, at or above which flights operating with speeds above  
20 Mach 1 generate sonic booms that do not produce appre-  
21 ciable sonic boom overpressures that reach the surface under  
22 prevailing atmospheric conditions.

23           (b) *HYPERSONIC DEFINED.*—In this section, the term  
24 “hypersonic” means a flight operating at speeds that exceed  
25 Mach 5.

1 **SEC. 1012. ELECTRIC PROPULSION AIRCRAFT OPERATIONS**

2 **STUDY.**

3 (a) *IN GENERAL.*—Not later than 120 days after the  
4 date of enactment of this Act, the Comptroller General shall  
5 initiate a study assessing the safe and scalable operation  
6 and integration of electric aircraft into the national air-  
7 space system.

8 (b) *CONTENTS.*—In conducting the study required  
9 under subsection (a), the Comptroller General shall ad-  
10 dress—

11 (1) *identification of the workforce technical ca-*  
12 *capacity and competencies needed for the Administrator*  
13 *to certify aircraft systems specific to electric aircraft;*

14 (2) *the data development and collection required*  
15 *to develop standards specific to electric aircraft;*

16 (3) *the regulatory standards and guidance mate-*  
17 *rial needed to facilitate the safe operation and main-*  
18 *tenance of electric aircraft, including—*

19 (A) *fire protection;*

20 (B) *high voltage electromagnetic environ-*  
21 *ments;*

22 (C) *engine and human machine interfaces;*

23 (D) *reliability of high voltage components*  
24 *and insulation;*

25 (E) *lithium batteries for propulsion use;*

26 (F) *operating and pilot qualifications; and*

1                   (G) airspace integration;

2                   (4) the airport infrastructure requirements to  
3 support electric aircraft operations, including an as-  
4 sessment of—

5                   (A) the capabilities of airport infrastruc-  
6 ture, including, to the extent practicable, the ca-  
7 pabilities and capacity of the electrical power  
8 grid of the United States to support such oper-  
9 ations, including cost, challenges, and opportuni-  
10 ties for clean generation of electricity relating to  
11 such support, existing as of the date of enactment  
12 of this Act;

13                   (B) aircraft operations specifications;

14                   (C) projected operations demand by carriers  
15 and other operators;

16                   (D) potential modifications to existing air-  
17 port infrastructure;

18                   (E) additional investments in new infra-  
19 structure and systems required to meet oper-  
20 ations demand;

21                   (F) management of infrastructure relating  
22 to hazardous materials used in hybrid and elec-  
23 tric propulsion; and

24                   (G) ability of such current and future air-  
25 port infrastructure capabilities to adapt to meet

1           *the evolving needs of electric aircraft operations;*  
2           *and*

3           (5) *varying types of electric aircraft, including*  
4           *advanced air mobility aircraft and small or regional*  
5           *passenger or cargo aircraft.*

6           (c) *CONSIDERATIONS.—In conducting the study under*  
7           *subsection (a), the Comptroller General may consider the*  
8           *following:*

9           (1) *The potential for improvements to air service*  
10           *connectivity for communities through the deployment*  
11           *of electric aircraft operations, including by—*

12                   (A) *establishing routes to small and rural*  
13                   *communities; and*

14                   (B) *introducing alternative modes of trans-*  
15                   *portation for multimodal operations within com-*  
16                   *munities.*

17           (2) *Impacts to airport-adjacent communities, in-*  
18           *cluding implications due to changes in airspace utili-*  
19           *zation and land use compatibility.*

20           (d) *REPORT TO CONGRESS.—Not later than 2 years*  
21           *after the date of enactment of this Act, the Comptroller Gen-*  
22           *eral shall submit to the covered committees of Congress and*  
23           *the Committee on Transportation and Infrastructure of the*  
24           *House of Representatives a report on the results of the study*  
25           *conducted under subsection (a) and recommendations for*

1 *such legislation and administrative action as the Comp-*  
2 *troller General determines appropriate.*

3 *(e) DEFINITIONS.—In this section:*

4 *(1) ELECTRIC AIRCRAFT.—The term “electric*  
5 *aircraft” means an aircraft with a fully electric or*  
6 *hybrid electric driven propulsion system used for*  
7 *flight.*

8 *(2) ADVANCED AIR MOBILITY.—The term “ad-*  
9 *vanced air mobility” means a transportation system*  
10 *that transports passengers and cargo by air between*  
11 *two points in the United States using aircraft with*  
12 *advanced technologies, including aircraft with hybrid*  
13 *or electric vertical take-off and landing capabilities,*  
14 *in both controlled and uncontrolled airspace.*

15 **SEC. 1013. CONTRACT WEATHER OBSERVERS PROGRAM.**

16 *Section 2306 of the FAA Extension, Safety, and Secu-*  
17 *rity Act of 2016 (Public Law 114–190; 130 Stat. 641) is*  
18 *amended by striking subsection (b) and inserting the fol-*  
19 *lowing:*

20 *“(b) CONTINUED USE OF CONTRACT WEATHER OB-*  
21 *SERVERS.—The Administrator may not discontinue or di-*  
22 *minish the contract weather observer program at any air-*  
23 *port until September 30, 2028.”.*

1 **SEC. 1014. AIRFIELD PAVEMENT TECHNOLOGY PROGRAM.**

2 *Section 744 of the FAA Reauthorization Act of 2018*  
3 *(Public Law 115–254; 49 U.S.C. 44505 note) is amended*  
4 *to read as follows:*

5 **“SEC. 744. RESEARCH AND DEPLOYMENT OF CERTAIN AIR-**  
6 **FIELD PAVEMENT TECHNOLOGIES.**

7 *“Using amounts made available under section*  
8 *48102(a) of title 49, United States Code, the Secretary may*  
9 *carry out a program for the research and development of*  
10 *airfield pavement technologies under which the Secretary*  
11 *makes grants to, and enters into cooperative agreements*  
12 *with, institutions of higher education (as defined in section*  
13 *101 of the Higher Education Act of 1965 (20 U.S.C. 1001))*  
14 *and nonprofit organizations that—*

15 *“(1) research concrete and asphalt pavement*  
16 *technologies that extend the life of airfield pavements;*

17 *“(2) develop sustainability and resiliency guide-*  
18 *lines to improve long-term pavement performance;*

19 *“(3) develop and conduct training with respect*  
20 *to such airfield pavement technologies;*

21 *“(4) provide for demonstration projects of such*  
22 *airfield pavement technologies; and*

23 *“(5) promote the latest airfield pavement tech-*  
24 *nologies to aid the development of safer, more cost ef-*  
25 *fective, and more resilient and sustainable airfield*  
26 *pavements.”.*

1 **SEC. 1015. REVIEW OF FAA MANAGEMENT OF RESEARCH**  
2 **AND DEVELOPMENT.**

3 (a) *IN GENERAL.*—Not later than 1 year after the date  
4 of enactment of this Act, the Comptroller General shall con-  
5 duct a review of the management of research and develop-  
6 ment activities of the FAA, and the insight of the Adminis-  
7 trator into, and coordination with, other Federal govern-  
8 ment research and development activities relating to civil  
9 aviation.

10 (b) *REVIEW OF FAA MANAGEMENT.*—The review of the  
11 Comptroller General under subsection (a) shall include an  
12 assessment of how the Administrator—

13 (1) *plans, manages, and tracks progress of re-*  
14 *search and development projects and activities and*  
15 *how FAA processes and procedures compare with*  
16 *leading practices related to research and development*  
17 *management and collaboration, as determined by the*  
18 *Comptroller General;*

19 (2) *prioritizes research and development objec-*  
20 *tives;*

21 (3) *applies leading practices related to manage-*  
22 *ment of research and development, enhancement of*  
23 *collaboration and cooperation, and minimization of*  
24 *duplication, waste, and inefficiencies, in conducting*  
25 *activities—*

1           (A) among FAA research and development  
2 programs;

3           (B) with NASA, including—

4               (i) the extent to which NASA and the  
5 FAA leverage each other's laboratory and  
6 testing capabilities, facilities, resources, and  
7 subject matter expert personnel in support  
8 of aeronautics research and development  
9 programs and projects;

10               (ii) an assessment of—

11                   (I) the fiscal year in which the re-  
12 view is conducted, and the 3 fiscal  
13 years prior to such year, of Federal ex-  
14 penditures and any applicable fluctua-  
15 tion in the appropriated funds, for  
16 FAA and NASA research and develop-  
17 ment programs and projects and the  
18 impact of any funding changes on  
19 agency programs and projects; and

20                   (II) the extent to which other Fed-  
21 eral agencies, industry partners, and  
22 research organizations are involved in  
23 such programs and projects; and



1                   (iii) recommendations, as appropriate,  
2                   for the improvement of such coordination  
3                   and collaboration with NASA;

4                   (C) with other relevant Federal agencies;

5                   (D) with international partners; and

6                   (E) with academia, research organizations,  
7                   standards groups, and industry;

8                   (4) interacts with the private sector, including  
9                   by examining the extent to which FAA—

10                   (A) takes into account private sector re-  
11                   search and development efforts in the manage-  
12                   ment and investment of the research and develop-  
13                   ment activities and investments of the FAA; and

14                   (B) assesses the impact of FAA research and  
15                   development on U.S. private sector aeronautics  
16                   research and development investments;

17                   (5) transitions the results of research and devel-  
18                   opment projects into operational use;

19                   (6) has implemented the recommendations in the  
20                   report issued by the Comptroller General titled “Avia-  
21                   tion Research and Development” issued April 2017  
22                   (GAO report 17–372) and the results of the efforts to  
23                   implement such recommendations; and

24                   (7) can improve management of research and de-  
25                   velopment activities and any recommendations as the

1        *Comptroller General determines appropriate based on*  
2        *the results of the review.*

3        *(c) REPORT.—Not later than 180 days after com-*  
4        *pleting the review under required under subsection (a), the*  
5        *Comptroller General shall submit to the covered committees*  
6        *of Congress—*

7            *(1) a report on such review and relevant find-*  
8            *ings; and*

9            *(2) recommendations, including the rec-*  
10          *ommendations developed under paragraphs*  
11          *(3)(B)(iii) and (7) of subsection (b).*

12    **SEC. 1016. RESEARCH AND DEVELOPMENT OF FAA'S AERO-**  
13                    **NAUTICAL INFORMATION SYSTEMS MOD-**  
14                    **ERNIZATION ACTIVITIES.**

15          *(a) IN GENERAL.—Using amounts made available*  
16          *under section 48102(a) of title 49, United States Code, and*  
17          *subject to the availability of appropriations, the Adminis-*  
18          *trator, in coordination with the John A. Volpe National*  
19          *Transportation Systems Center, shall establish a research*  
20          *and development program, not later than 60 days after the*  
21          *date of enactment of this Act, to inform the continuous mod-*  
22          *ernization of the aeronautical information systems of the*  
23          *FAA, including—*

1           (1) *the Aeronautical Information Management*  
2 *Modernization, including the Notice to Air Missions*  
3 *system of the FAA;*

4           (2) *the Aviation Safety Information Analysis*  
5 *and Sharing system; and*

6           (3) *the Service Difficulty Reporting System.*

7       (b) *REVIEW AND REPORT.—*

8           (1) *REVIEW.—Not later than 180 days after the*  
9 *date of enactment of this Act, the Administrator shall*  
10 *seek to enter into an agreement with a federally fund-*  
11 *ed research and development center to conduct and*  
12 *complete a review of planned and ongoing moderniza-*  
13 *tion efforts of the aeronautical information systems of*  
14 *the FAA. Such review shall identify opportunities for*  
15 *additional coordination between the Administrator*  
16 *and the John A. Volpe National Transportation Sys-*  
17 *tems Center to further modernize such systems.*

18           (2) *REPORT.—Not later than 1 year after the*  
19 *Administrator enters into the agreement with the cen-*  
20 *ter under paragraph (1), the Center shall submit to*  
21 *the Administrator, the covered committees of Con-*  
22 *gress, and the Committee on Transportation and In-*  
23 *frastructure of the House of Representatives a report*  
24 *on the review conducted under paragraph (1) and*

1       *such recommendations as the Center determines ap-*  
2       *propriate.*

3       **SEC. 1017. CENTER OF EXCELLENCE FOR ALTERNATIVE JET**  
4                   **FUELS AND ENVIRONMENT.**

5       (a) *IN GENERAL.*—Chapter 445 of title 49, United  
6 States Code, is amended by adding at the end the following:

7       **“§44520. Center of Excellence for Alternative Jet**  
8                   **Fuels and Environment**

9       “(a) *IN GENERAL.*—The Administrator shall continue  
10 operation of the Center of Excellence for Alternative Jet  
11 Fuels and Environment (in this section referred to as the  
12 ‘Center’).

13       “(b) *RESPONSIBILITIES.*—The Center shall—

14               “(1) focus on research to—

15                   “(A) assist in the development, qualifica-  
16 tion, and certification of the use of aviation fuel  
17 from alternative and renewable sources (such as  
18 biomass, next-generation feedstocks, alcohols, or-  
19 ganic acids, hydrogen, bioderived chemicals and  
20 gaseous carbon) for commercial aircraft;

21                   “(B) assist in informing the safe use of al-  
22 ternative aviation fuels in commercial aircraft  
23 that also apply electrified aircraft propulsion  
24 systems;

1           “(C) reduce community exposure to civilian  
2           aircraft noise and pollutant emissions;

3           “(D) inform decision making to support  
4           United States leadership on international avia-  
5           tion environmental issues, including the develop-  
6           ment of domestic and international standards;  
7           and

8           “(E) improve and expand the scientific un-  
9           derstanding of civil aviation noise and pollutant  
10          emissions and their impacts, as well as support  
11          the development of improved modeling ap-  
12          proaches and tools;

13          “(2) examine the use of novel technologies and  
14          other forms of innovation to reduce noise, emissions,  
15          and fuel burn in commercial aircraft; and

16          “(3) support collaboration with other Federal  
17          agencies, industry stakeholders, research institutions,  
18          and other relevant entities to accelerate the research,  
19          development, testing, evaluation, and demonstration  
20          programs and facilitate United States sustainability  
21          and competitiveness in aviation.

22          “(c) GRANT AUTHORITY.—The Administrator shall  
23          carry out the work of the Center through the use of grants  
24          or other measures, as determined appropriate by the Ad-  
25          ministrators pursuant to section 44513, including through

1 *interagency agreements and coordination with other Fed-*  
2 *eral agencies.*

3 “(d) *PARTICIPATION.*—

4 “(1) *PARTICIPATION OF EDUCATIONAL AND RE-*  
5 *SEARCH INSTITUTIONS.*—*In carrying out the respon-*  
6 *sibilities described in subsection (b), the Center shall*  
7 *include, as appropriate, participation by—*

8 “(A) *institutions of higher education and*  
9 *research institutions that—*

10 “(i) *have existing facilities for re-*  
11 *search, development, and testing; and*

12 “(ii) *leverage private sector partner-*  
13 *ships;*

14 “(B) *other Federal agencies;*

15 “(C) *consortia with experience across the al-*  
16 *ternative fuels supply chain, including with re-*  
17 *search, feedstock development and production,*  
18 *small-scale development, testing, and technology*  
19 *evaluation related to the creation, processing,*  
20 *production, and transportation of alternative*  
21 *aviation fuel; and*

22 “(D) *consortia with experience in innova-*  
23 *tive technologies to reduce noise, emissions, and*  
24 *fuel burn in commercial aircraft.*

1           “(2) *USE OF NASA FACILITIES.*—*The Center*  
2           *shall, in consultation with the Administrator of*  
3           *NASA, consider using, on a reimbursable basis, the*  
4           *existing and available capacity in aeronautics re-*  
5           *search facilities at the Langley Research Center, the*  
6           *NASA John H. Glenn Center at the Neil A. Arm-*  
7           *strong Test Facility, and other appropriate facilities*  
8           *of the National Aeronautics and Space Administra-*  
9           *tion.”.*

10          **(b) CLERICAL AMENDMENT.**—*The analysis for chapter*  
11 *445 of such title, as amended by section 817, is amended*  
12 *by inserting after the item relating to section 44519 the fol-*  
13 *lowing:*

          “44520. *Center of Excellence for Alternative Jet Fuels and Environment.*”.

14          **SEC. 1018. NEXT GENERATION RADIO ALTIMETERS.**

15          **(a) IN GENERAL.**—*Not later than 60 days after the*  
16 *date of enactment of this Act, the Administrator, in coordi-*  
17 *nation with the aviation and commercial wireless indus-*  
18 *tries, the National Telecommunications and Information*  
19 *Administration, the Federal Communications Commission,*  
20 *and other relevant government stakeholders, shall carry out*  
21 *an accelerated research and development program to inform*  
22 *the development and testing of the standards and technology*  
23 *necessary to ensure appropriate FAA certification actions*  
24 *and industry production that meets the installation require-*

1 *ments for next generation radio altimeters across all nec-*  
2 *essary aircraft by January 1, 2028.*

3       (b) *GRANT PROGRAM.*—*Subject to the availability of*  
4 *appropriations, the Administrator may award grants for*  
5 *the purposes of research and development, testing, and other*  
6 *activities necessary to ensure that next generation radio al-*  
7 *timeter technology is developed, tested, certified, and in-*  
8 *stalled on necessary aircraft by 2028, including through*  
9 *public-private partnership grants (which shall include pro-*  
10 *tections for necessary intellectual property with respect to*  
11 *any private sector entity testing, certifying, or producing*  
12 *next generation radio altimeters under the program carried*  
13 *out under this section) with industry to ensure the acceler-*  
14 *ated production and installation by January 1, 2028.*

15       (c) *REVIEW AND REPORT.*—*Not later than 180 days*  
16 *after the enactment of this Act, the Administrator shall sub-*  
17 *mit to the covered committees of Congress and the Com-*  
18 *mittee on Transportation and Infrastructure of the House*  
19 *of Representatives a report on the steps the Administrator*  
20 *has taken as of the date on which such report is submitted*  
21 *and any actions the Administrator plans to take, including*  
22 *as part of the program carried out under this section, to*  
23 *ensure that next generation radio altimeter technology is*  
24 *developed, tested, certified, and installed by 2028.*



1       (d) *RULE OF CONSTRUCTION.*—*Nothing in this section*  
2 *shall be construed to apply to efforts to retrofit the existing*  
3 *supply of altimeters in place as of the date of enactment*  
4 *of this Act.*

5 **SEC. 1019. HYDROGEN AVIATION STRATEGY.**

6       (a) *FAA AND DEPARTMENT OF ENERGY LEADERSHIP*  
7 *ON USING HYDROGEN TO PROPEL COMMERCIAL AIR-*  
8 *CRAFT.*—*The Secretary, acting through the Administrator*  
9 *and jointly with the Secretary of Energy, shall exercise*  
10 *leadership in and shall conduct research and development*  
11 *activities relating to enabling the safe use of hydrogen in*  
12 *civil aviation, including the safe and efficient use and*  
13 *sourcing of hydrogen to propel commercial aircraft.*

14       (b) *RESEARCH STRATEGY.*—*Not later than 1 year*  
15 *after the date of enactment of this Act, the Administrator,*  
16 *in consultation with the Administrator of NASA and other*  
17 *relevant Federal agencies, shall complete the development*  
18 *of a research and development strategy on the safe use of*  
19 *hydrogen in civil aviation.*

20       (c) *CONSIDERATIONS.*—*The strategy developed under*  
21 *subsection (b) shall consider the following:*

22               (1) *The feasibility, opportunities, challenges, and*  
23 *pathways toward the potential and safe uses of hydro-*  
24 *gen in civil aviation.*

1           (2) *The use of hydrogen in addition to electric*  
2           *propulsion to propel commercial aircraft and any re-*  
3           *lated operational efficiencies.*

4           (d) *EXERCISE OF LEADERSHIP.—The Secretary, the*  
5           *Administrator, and the Secretary of Energy shall carry out*  
6           *the research activities consistent with the strategy in sub-*  
7           *section (b), and that may include the following:*

8                   (1) *Establishing positions and goals for the safe*  
9                   *use of hydrogen in civil aviation, including to propel*  
10                  *commercial aircraft.*

11                   (2) *Understanding of the qualification of hydro-*  
12                  *gen aviation fuel, the safe transition to such fuel for*  
13                  *aircraft, the advancement of certification efforts for*  
14                  *such fuel, and risk mitigation measures for the use of*  
15                  *such fuel in aircraft systems, including propulsion*  
16                  *and storage systems.*

17                   (3) *Through grant, contract, or interagency*  
18                  *agreements, carrying out research and development to*  
19                  *understand the contribution that the use of hydrogen*  
20                  *would have on civil aviation, including hydrogen as*  
21                  *an input for conventional jet fuel, hydrogen fuel cells*  
22                  *as a source of electric propulsion, sustainable aviation*  
23                  *fuel, and power to liquids or synthetic fuel, and re-*  
24                  *searching ways of accelerating the introduction of hy-*  
25                  *drogen-propelled aircraft.*

1           (4) *Reviewing grant eligibility requirements,*  
2           *loans, loan guarantees, and other policies and re-*  
3           *quirements of the FAA and the Department of Energy*  
4           *to identify ways to increase the safe and efficient use*  
5           *of hydrogen in civil aviation.*

6           (5) *Considering the needs of the aerospace indus-*  
7           *try, aviation suppliers, hydrogen producers, airlines,*  
8           *airport sponsors, fixed base operators, and other*  
9           *stakeholders in creating policies that enable the safe*  
10          *use of hydrogen in civil aviation.*

11          (6) *Coordinating with NASA, and obtaining*  
12          *input from the aerospace industry, aviation suppliers,*  
13          *hydrogen producers, airlines, airport sponsors, fixed*  
14          *base operators, academia and other stakeholders re-*  
15          *garding—*

16                (A) *the safe and efficient use of hydrogen in*  
17                *civil aviation, including—*

18                   (i) *updating or modifying existing*  
19                   *policies on such use;*

20                   (ii) *assessing barriers to, and benefits*  
21                   *of, the introduction of hydrogen in civil*  
22                   *aviation, including aircraft propelled by*  
23                   *hydrogen;*

1                   (iii) the operational differences between  
2                   aircraft propelled by hydrogen and aircraft  
3                   propelled with other types of fuels; and

4                   (iv) public, economic, and noise bene-  
5                   fits of the operation of commercial aircraft  
6                   propelled by hydrogen and associated aero-  
7                   space industry activity; and

8                   (B) other issues identified by the Secretary,  
9                   the Administrator, the Secretary of Energy, or  
10                  the advisory committee established under para-  
11                  graph (7) that must be addressed in order to en-  
12                  able the safe and efficient use of hydrogen in  
13                  civil aviation.

14                 (7) Establish an advisory committee composed of  
15                 representatives of NASA, the aerospace industry,  
16                 aviation suppliers, hydrogen producers, airlines, air-  
17                 port sponsors, fixed base operators, and other stake-  
18                 holders to advise the Secretary, the Administrator,  
19                 and the Secretary of Energy on the activities carried  
20                 out under this subsection.

21                 (e) *INTERNATIONAL LEADERSHIP.*—The Secretary, the  
22                 Administrator, and the Secretary of Energy, in the appro-  
23                 priate international forums, shall take actions that—

24                         (1) demonstrate global leadership in carrying  
25                         out the activities required by subsections (a) and (b);

1           (2) *consider the needs of the aerospace industry,*  
2           *aviation suppliers, hydrogen producers, airlines, air-*  
3           *port sponsors, fixed base operators, and other stake-*  
4           *holders identified under subsection (b);*

5           (3) *consider the needs of fuel cell manufacturers;*  
6           *and*

7           (4) *seek to advance the competitiveness of the*  
8           *United States in the safe use of hydrogen in civil*  
9           *aviation.*

10          (f) *REPORT TO CONGRESS.—Not later than 3 years*  
11         *after the date of enactment of this Act, the Secretary, acting*  
12         *through the Administrator and jointly with the Secretary*  
13         *of Energy, shall submit to the covered committees of Con-*  
14         *gress and the Committee on Transportation and Infrastruc-*  
15         *ture of the House of Representatives a report detailing—*

16                 (1) *the actions of the Secretary, the Adminis-*  
17                 *trator, and the Secretary of Energy to exercise leader-*  
18                 *ship in conducting research relating to the safe and*  
19                 *efficient use of hydrogen in civil aviation;*

20                 (2) *the planned, proposed, and anticipated ac-*  
21                 *tions to update or modify existing policies related to*  
22                 *the safe and efficient use of hydrogen in civil avia-*  
23                 *tion, based on the results of the research and develop-*  
24                 *ment carried out under this section, including such*  
25                 *actions identified as a result of consultation with,*

1        *and feedback from, the aerospace industry, aviation*  
2        *suppliers, hydrogen producers, airlines, airport spon-*  
3        *sors, fixed base operators, academia and other stake-*  
4        *holders identified under subsection (b); and*

5            *(3) a proposed timeline for any such actions*  
6        *pursuant to paragraph (2).*

7        **SEC. 1020. AVIATION FUEL SYSTEMS.**

8            *(a) COORDINATION.—The Secretary, in coordination*  
9        *with the stakeholders identified in subsection (b), shall re-*  
10       *view, plan, and make recommendations with respect to co-*  
11       *ordination and implementation issues relating to aircraft*  
12       *powered by new aviation fuels or fuel systems, including*  
13       *at a minimum, the following:*

14            *(1) Research and technical assistance related to*  
15        *the development, certification, operation, and mainte-*  
16        *nance of aircraft powered by new aviation fuels and*  
17        *fuel systems, along with refueling and charging infra-*  
18        *structure and associated technologies critical to their*  
19        *deployment.*

20            *(2) Data sharing with respect to the installation,*  
21        *maintenance, and utilization of charging and refuel-*  
22        *ing infrastructure at airports.*

23            *(3) Development and deployment of training and*  
24        *certification programs for the development, construc-*

1        *tion, and maintenance of aircraft, related fuel sys-*  
2        *tems, and charging and refueling infrastructure.*

3            *(4) Any other issues that the Secretary, in con-*  
4        *sultation with the Secretary of Energy, shall deem of*  
5        *interest related to the validation and certification of*  
6        *new fuels for use or fuel systems in aircraft.*

7        *(b) CONSULTATION.—The Secretary shall consult*  
8        *with—*

9            *(1) the Department of Energy;*

10          *(2) NASA;*

11          *(3) the Department of the Air Force; and*

12          *(4) other Federal agencies, as determined by the*  
13        *Secretary.*

14        *(c) PROHIBITION ON DUPLICATION.—The Secretary*  
15        *shall ensure that activities conducted under this section do*  
16        *not duplicate other Federal programs or efforts.*

17        *(d) SAVINGS CLAUSE.—Nothing in this section shall*  
18        *be construed as granting the Environmental Protection*  
19        *Agency additional authority to establish alternative fuel*  
20        *emissions standards.*

21        *(e) BRIEFING.—Not later than 1 year after the date*  
22        *of enactment of this Act, the Secretary shall provide to the*  
23        *covered committees of Congress a briefing on the results of*  
24        *the review of coordination efforts conducted under this sec-*  
25        *tion.*

1 **SEC. 1021. AIR TRAFFIC SURVEILLANCE OVER UNITED**  
2 **STATES CONTROLLED OCEANIC AIRSPACE**  
3 **AND OTHER REMOTE LOCATIONS.**

4 (a) *PERSISTENT AVIATION SURVEILLANCE OVER*  
5 *OCEANS AND REMOTE LOCATIONS.*—Subject to the avail-  
6 ability of appropriations, the Administrator, in consulta-  
7 tion with the Administrator of NASA and other relevant  
8 Federal agencies, shall carry out research, development,  
9 demonstration, and testing to enable civil aviation surveil-  
10 lance over oceans and other remote locations to improve  
11 safety.

12 (b) *REPORT.*—Not later than 1 year after the date of  
13 enactment of this Act, the Administrator shall submit to  
14 the covered committees of Congress a report on the activities  
15 carried out under this section.

16 (c) *RULE OF CONSTRUCTION.*—Nothing in this section  
17 shall be construed to duplicate existing efforts conducted by  
18 the Administrator, in coordination with other Federal agen-  
19 cies.

20 **SEC. 1022. AVIATION WEATHER TECHNOLOGY REVIEW.**

21 (a) *REVIEW.*—The Administrator, in consultation  
22 with the Administrator of the National Oceanic and Atmos-  
23 pheric Administration, shall conduct a review of current  
24 and planned research, modeling, and technology capabili-  
25 ties that have the potential to—



1           (1) *more accurately detect and predict weather*  
2           *impacts to aviation;*

3           (2) *inform how advanced predictive models can*  
4           *enhance aviation operations; and*

5           (3) *increase national airspace system safety and*  
6           *efficiency.*

7           (b) *CONSIDERATION.*—*The review required under sub-*  
8           *section (a) shall include consideration of the unique impacts*  
9           *of weather on unmanned aircraft systems (as defined in sec-*  
10           *tion 44801 of title 49, United States Code) and advanced*  
11           *air mobility operations.*

12           (c) *REPORT.*—*Not later than 1 year after the date of*  
13           *enactment of this Act, the Administrator shall submit to*  
14           *the covered committees of Congress a report containing the*  
15           *results of the review conducted under subsection (a).*

16           (d) *RULE OF CONSTRUCTION.*—*Nothing in this section*  
17           *shall be construed to duplicate existing efforts conducted by*  
18           *the Administrator, in consultation with the Administrator*  
19           *of the National Oceanic and Atmospheric Administration.*

20           **SEC. 1023. AIR TRAFFIC SURFACE OPERATIONS SAFETY.**

21           (a) *RESEARCH.*—*Subject to the availability of appro-*  
22           *priations, the Administrator, in consultation with the Ad-*  
23           *ministrator of NASA and other appropriate Federal agen-*  
24           *cies, shall continue to carry out research and development*

1 *activities relating to technologies and operations to enhance*  
2 *air traffic surface operations safety.*

3 (b) *REQUIREMENTS.*—*In carrying out the research*  
4 *and development under subsection (a) shall examine the fol-*  
5 *lowing:*

6 (1) *Methods and technologies to enhance the safe-*  
7 *ty and efficiency of air traffic control operations re-*  
8 *lated to air traffic surface operations.*

9 (2) *Emerging technologies installed in aircraft*  
10 *cockpits to enhance ground situational awareness, in-*  
11 *cluding enhancements to the operational performance*  
12 *of runway traffic alerting and runway landing safety*  
13 *technologies.*

14 (3) *Safety enhancements and adjustments to air*  
15 *traffic surface operations to account for and enable*  
16 *safe operations of advanced aviation technology.*

17 (c) *REPORT.*—*Not later than 18 months after the date*  
18 *of enactment of this Act, the Administrator shall submit*  
19 *to the covered committees of Congress a report on the re-*  
20 *search and development activities carried out under this*  
21 *section, including regarding the transition into operational*  
22 *use of such activities.*

1 **SEC. 1024. 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) *CONSIDERATIONS.*—*In conducting the review re-*  
9 *quired under subsection (a), the Administrator may con-*  
10 *sider—*

11 (1) *identifying best practices and lessons learned*  
12 *from both domestic and international artificial intel-*  
13 *ligence and machine learning technology applications*  
14 *to improve airport operations; and*

15 (2) *coordinating with other relevant Federal*  
16 *agencies to identify China’s domestic application of*  
17 *artificial intelligence and machine learning tech-*  
18 *nologies relating to airport operations.*

19 (c) *SUMMARIES.*—*The review conducted under sub-*  
20 *section (a) shall include examination of the application of*  
21 *artificial intelligence and machine learning technologies to*  
22 *the following:*

23 (1) *Jet bridges.*

24 (2) *Airport service vehicles on airport movement*  
25 *areas.*

26 (3) *Aircraft taxi.*

1           (4) *Air traffic control operations.*

2           (5) *Any other areas the Administrator deter-*  
3           *mines necessary to help improve airport efficiency*  
4           *and safety.*

5           (d) *REPORT.*—*Not later than 1 year after the date of*  
6           *enactment of this Act, the Administrator shall submit to*  
7           *the covered committees of Congress a report containing the*  
8           *results of the review conducted under subsection (a).*

9   **SEC. 1025. RESEARCH PLAN FOR COMMERCIAL SUPERSONIC**  
10                                   **RESEARCH.**

11           (a) *IN GENERAL.*—*Not later than 1 year after the date*  
12           *of enactment of this Act, the Administrator, in consultation*  
13           *with the Administrator of NASA and industry, shall pro-*  
14           *vide to the covered committees of Congress a briefing on any*  
15           *plans to build on existing research and development activi-*  
16           *ties and identify any further research and development*  
17           *needed to inform the development of Federal and inter-*  
18           *national policies, regulations, standards, and recommended*  
19           *practices relating to the certification and safe and efficient*  
20           *operation of civil supersonic aircraft and supersonic over-*  
21           *land flight.*

22           (b) *RULE OF CONSTRUCTION.*—*Nothing in this section*  
23           *shall be construed to duplicate existing research and devel-*  
24           *opment efforts conducted by the Administrator, in consulta-*  
25           *tion with the Administrator of NASA.*

1           (c) *SUPERSONIC DEFINED.*—*In this section, the term*  
2 *“supersonic” means flights operating at speeds in excess of*  
3 *Mach 1 but less than Mach 5.*

4 **SEC. 1026. ELECTROMAGNETIC SPECTRUM RESEARCH AND**  
5 **DEVELOPMENT.**

6           (a) *IN GENERAL.*—*The Administrator, in consultation*  
7 *with the National Telecommunications and Information*  
8 *Administration and the Federal Communications Commis-*  
9 *sion, shall conduct research, engineering, and development*  
10 *related to the effective and efficient use and management*  
11 *of radio frequency spectrum in the civil aviation domain,*  
12 *including for aircraft, unmanned aircraft systems, and ad-*  
13 *vanced air mobility.*

14           (b) *CONTENTS.*—*The research, engineering, and devel-*  
15 *opment conducted under subsection (a) shall, at a min-*  
16 *imum, address the following:*

17                   (1) *How reallocation or repurposing of radio fre-*  
18 *quency spectrum adjacent to spectrum allocated for*  
19 *communication, navigation, and surveillance may*  
20 *impact the safety of civil aviation.*

21                   (2) *The effectiveness of measures to identify risks,*  
22 *protect, and mitigate against spectrum interference in*  
23 *frequency bands used in civil aviation operations to*  
24 *ensure public safety.*

1           (3) *The identification of any emerging civil*  
2 *aviation systems and their anticipated spectrum re-*  
3 *quirements.*

4           (4) *The implications of paragraphs (1) through*  
5 *(3) on existing civil aviation systems that use radio*  
6 *frequency spectrum, including on the operational*  
7 *specifications of such systems, as it relates to existing*  
8 *and to future radio frequency spectrum requirements*  
9 *for civil aviation.*

10       (c) *REPORT.—Not later than 2 years after the date of*  
11 *enactment of this Act, the Administrator shall submit to*  
12 *the covered committees of Congress a report containing the*  
13 *results of the research, engineering, and development con-*  
14 *ducted under subsection (a).*

15 **SEC. 1027. RESEARCH PLAN ON THE REMOTE TOWER PRO-**  
16 **GRAM.**

17       (a) *IN GENERAL.—Not later than 180 days after the*  
18 *date of enactment of this Act, the Administrator shall sub-*  
19 *mit to the covered committees of Congress a comprehensive*  
20 *plan for research, development, testing, and evaluation*  
21 *needed to further mature remote tower technologies and sys-*  
22 *tems and related requirements and provide a strategic road-*  
23 *map to support deployment of such technologies.*

24       (b) *CONSIDERATIONS.—In developing the plan under*  
25 *subsection (a), the Administrator shall consider—*

1           (1) *how remote tower systems could enhance cer-*  
2           *tain air traffic services, including providing addi-*  
3           *tional air traffic support to existing air traffic con-*  
4           *trol tower operations and providing air traffic sup-*  
5           *port at airports without a manned air traffic control*  
6           *tower;*

7           (2) *the validation and certification timeline and*  
8           *structure of the FAA;*

9           (3) *existing remote tower technologies to the ex-*  
10          *tent possible to inform technology maturation and*  
11          *improvements;*

12          (4) *new and developing remote tower technologies*  
13          *and the extent to which remote tower systems enable*  
14          *the introduction of advanced technological capabili-*  
15          *ties; and*

16          (5) *collaborating with the exclusive bargaining*  
17          *representative of air traffic controllers of the FAA cer-*  
18          *tified under section 7111 of title 5, United States*  
19          *Code.*

20          (c) *SAVINGS CLAUSE.—Nothing in this section shall be*  
21          *construed to limit or otherwise delay testing, validating,*  
22          *certifying, or deploying remote tower technologies conducted*  
23          *under section 47124 title 49, United States Code.*

1 **SEC. 1028. AIR TRAFFIC CONTROL TRAINING.**

2       (a) *RESEARCH.*—Subject to the availability of appro-  
3 priations, the Administrator shall carry out a research pro-  
4 gram to evaluate opportunities to modernize, enhance, and  
5 streamline on-the-job training and training time for indi-  
6 viduals seeking to become certified professional controllers  
7 of the FAA, as required by the Administrator.

8       (b) *REQUIREMENTS.*—In carrying out the research  
9 program under subsection (a), the Administrator shall—

10           (1) *assess the benefits of deploying and using ad-*  
11 *vanced technologies, such as artificial intelligence,*  
12 *machine learning, adaptive computer-based simula-*  
13 *tion, virtual reality, or augmented reality, or any*  
14 *other technology determined appropriate by the Ad-*  
15 *ministrator, to enhance air traffic controller knowl-*  
16 *edge retention and controller performance, strengthen*  
17 *safety, and improve the effectiveness of training time;*  
18 *and*

19           (2) *include collaboration with labor organiza-*  
20 *tions, including the exclusive bargaining representa-*  
21 *tive of air traffic controllers of the FAA certified*  
22 *under section 7111 of title 5, United States Code, and*  
23 *other stakeholders.*

24       (c) *REPORT.*—Not later than 1 year after the date of  
25 enactment of this Act, the Administrator shall submit to



1 *the covered committees of Congress a report on the findings*  
2 *of the research under subsection (a).*

3 *(d) RULE OF CONSTRUCTION.—Nothing in this section*  
4 *shall be construed to delay the installation of tower simula-*  
5 *tion systems by the Administrator at FAA air traffic facili-*  
6 *ties across the national airspace system.*

7 **SEC. 1029. REPORT ON AVIATION CYBERSECURITY DIREC-**  
8 **TIVES.**

9 *(a) IN GENERAL.—Not later than 180 days after the*  
10 *date of enactment of this Act, the Administrator shall sub-*  
11 *mit to the covered committees of Congress a report on the*  
12 *status of the implementation by the Administrator of the*  
13 *framework developed under section 2111 of the FAA Exten-*  
14 *sion, Safety, and Security Act of 2016 (Public Law 114–*  
15 *190; 49 U.S.C. 44903 note).*

16 *(b) CONTENTS.—The report, at a minimum, shall in-*  
17 *clude the following:*

18 *(1) A description of the progress of the Adminis-*  
19 *trator in developing, implementing, and updating*  
20 *such framework.*

21 *(2) An overview of completed research and devel-*  
22 *opment projects to date and a description of remain-*  
23 *ing research and development activities prioritized for*  
24 *the most needed improvements, with target dates, to*  
25 *safeguard the national airspace system.*

1           (3) *An explanation for any delays or challenges*  
2           *in so implementing such section.*

3 **SEC. 1030. TURBULENCE RESEARCH AND DEVELOPMENT.**

4           (a) *IN GENERAL.*—*Subject to the availability of appro-*  
5 *priations, the Administrator, in collaboration with the Ad-*  
6 *ministrator of the National Oceanic and Atmospheric Ad-*  
7 *ministration, and in consultation with the Administrator*  
8 *of NASA, shall carry out applied research and development*  
9 *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 that*  
15 *may result from severe turbulence.*

16           (b) *RESEARCH AND DEVELOPMENT ACTIVITIES.*—*In*  
17 *carrying out the research and development under subsection*  
18 *(a), the Administrator shall—*

19           (1) *establish processes and procedures for com-*  
20 *prehensive and systematic data collection, through*  
21 *both instrumentation and pilot reporting, of severe*  
22 *turbulence, including clear-air turbulence;*

23           (2) *establish measures for storing and managing*  
24 *such data collection;*

1           (3) *support measures for monitoring and charac-*  
2           *terizing incidents of severe turbulence;*

3           (4) *consider relevant existing research and devel-*  
4           *opment from other entities, including Federal depart-*  
5           *ments and agencies, academia, and the private sector;*  
6           *and*

7           (5) *carry out research and development—*

8                   (A) *to understand the impacts of relevant*  
9                   *factors on the nature of turbulence, including se-*  
10                   *vere turbulence and clear-air turbulence;*

11                   (B) *to enhance turbulence forecasts for flight*  
12                   *planning and execution, seasonal predictions for*  
13                   *schedule and route-planning, and long-term pro-*  
14                   *jections of severe turbulence, including clear-air*  
15                   *turbulence; and*

16                   (C) *on other subject matters areas related to*  
17                   *severe turbulence, as determined by the Adminis-*  
18                   *trator; and*

19           (6) *support the effective transition of the results*  
20           *of research and development to operations, in cases in*  
21           *which such transition is appropriate.*

22           (c) *DUPLICATIVE RESEARCH AND DEVELOPMENT AC-*  
23           *TIVITIES.—The Administrator shall ensure that research*  
24           *and development activities under this section do not dupli-*  
25           *cate other Federal programs relating to turbulence.*

1       (d) *TURBULENCE DATA.*—

2           (1) *COMMERCIAL PROVIDERS.*—*In carrying out*  
3 *the research and development under subsection (a)*  
4 *and the activities described in subsection (b), the Ad-*  
5 *ministrator may enter into agreements with commer-*  
6 *cial providers for the following:*

7                   (A) *The purchase of turbulence data.*

8                   (B) *The placement on aircraft of instru-*  
9 *ments relevant to understanding and monitoring*  
10 *turbulence.*

11       (2) *DATA ACCESS.*—*The Administrator shall*  
12 *make the data collected under subsection (b) widely*  
13 *available and accessible to the scientific research,*  
14 *user, and stakeholder communities, including the Ad-*  
15 *ministrator of the National Oceanic and Atmospheric*  
16 *Administration, to the greatest extent practicable and*  
17 *in accordance with FAA data management policies.*

18       (e) *REPORT ON TURBULENCE RESEARCH.*—*Not later*  
19 *than 15 months after the date of enactment of this Act, the*  
20 *Administrator, in collaboration with the Administrator of*  
21 *the National Oceanic and Atmospheric Administration,*  
22 *shall submit to the covered committees of Congress a report*  
23 *that—*

24           (1) *details the activities conducted under this*  
25 *section, including how the requirements of subsection*

1       **(b)** have contributed to the goals described in para-  
2       graphs (1) and (2) of subsection (a);

3               (2) assesses the current state of scientific under-  
4       standing of the causes, occurrence rates, and past and  
5       projected future trends in occurrence rates of severe  
6       turbulence, including clear-air turbulence;

7               (3) describes the processes and procedures for col-  
8       lecting, storing, and managing, data in pursuant to  
9       subsection (b);

10              (4) assesses—

11                      (A) the use of commercial providers pursu-  
12                      ant to subsection (d)(1); and

13                      (B) the need for any future Federal Govern-  
14                      ment collection or procurement of data and in-  
15                      struments related to turbulence, including an as-  
16                      sessment of costs;

17               (5) describes how such data will be made avail-  
18       able to the scientific research, user, and stakeholder  
19       communities; and

20               (6) identifies future research and development  
21       needed to inform the development of measures to pre-  
22       dict and mitigate the safety impacts that may result  
23       from severe turbulence, including clear-air turbulence.

1 **SEC. 1031. RULE OF CONSTRUCTION REGARDING COLLABO-**  
2 **RATIONS.**

3 *Nothing in this title may be construed as modifying*  
4 *or limiting existing collaborations, or limiting potential en-*  
5 *gagement on future collaborations, between the Adminis-*  
6 *trator, stakeholders, and labor organizations, including the*  
7 *exclusive bargaining representative of air traffic controllers*  
8 *certified under section 7111 of title 5, United States Code,*  
9 *pertaining to FAA research, engineering, development, dem-*  
10 *onstration, and testing activities.*

11 **SEC. 1032. LIMITATION.**

12 *(a) PROHIBITED ACTIVITIES.—None of the funds au-*  
13 *thorized in this title may be used to conduct research, de-*  
14 *velop, design, plan, promulgate, implement, or execute a*  
15 *policy, program, order, or contract of any kind with the*  
16 *Chinese Communist Party or any entity that is domiciled*  
17 *in China or under the influence of China unless such activi-*  
18 *ties are specifically authorized by a law enacted after the*  
19 *date of enactment of this Act.*

20 *(b) EXEMPTION.—The Administrator is exempt from*  
21 *the prohibitions under subsection (a) if the prohibited ac-*  
22 *tivities are executed for the purposes of testing, research,*  
23 *evaluating, analyzing, or training related to—*

24 *(1) counter-unmanned aircraft detection and*  
25 *mitigation systems, including activities conducted—*

1                   (A) under the Center of Excellence for Un-  
2                   manned Aircraft Systems of the FAA; or

3                   (B) by the test ranges designated under sec-  
4                   tion 44803 of title 49, United States Code;

5                   (2) the safe, secure, or efficient operation of the  
6                   national airspace system or maintenance of public  
7                   safety;

8                   (3) the safe integration of advanced aviation  
9                   technologies into the national airspace system, includ-  
10                  ing activities carried out by the Center of Excellence  
11                  for Unmanned Aircraft Systems of the FAA;

12                  (4) in coordination with other relevant Federal  
13                  agencies, determining security threats of unmanned  
14                  aircraft systems; and

15                  (5) intelligence, electronic warfare, and informa-  
16                  tion warfare operations.

17                  (c) *WAIVERS.*—

18                  (1) *PUBLIC INTEREST DETERMINATION.*—The  
19                  Administrator may waive any prohibitions under  
20                  subsection (a) on a case-by-case basis if the Adminis-  
21                  trator determines that activities described in sub-  
22                  section (a) are in the public interest.

23                  (2) *NOTIFICATION.*—If the Administrator pro-  
24                  vides a waiver under paragraph (1), the Adminis-  
25                  trator shall notify the covered committees of Congress

1        *in writing not later than 15 days after exercising*  
2        *such waiver.*

3        ***Subtitle B—Unmanned Aircraft***  
4        ***Systems and Advanced Air Mobility***

5        ***SEC. 1041. DEFINITIONS.***

6        *In this subtitle:*

7                (1) *ADVANCED AIR MOBILITY.*—*The term “ad-*  
8                *vanced air mobility” means a transportation system*  
9                *that is comprised of urban air mobility and regional*  
10               *air mobility using manned or unmanned aircraft.*

11               (2) *INTERAGENCY WORKING GROUP.*—*The term*  
12               *“interagency working group” means the advanced air*  
13               *mobility and unmanned aircraft systems interagency*  
14               *working group of the National Science and Tech-*  
15               *nology Council established under section 1042.*

16               (3) *LABOR ORGANIZATION.*—*The term “labor or-*  
17               *ganization” has the meaning given the term in sec-*  
18               *tion 2(5) of the National Labor Relations Act (29*  
19               *U.S.C. 152(5)), except that such term shall also in-*  
20               *clude—*

21                        (A) *any organization composed of labor or-*  
22                        *ganizations, such as a labor union federation or*  
23                        *a State or municipal labor body; and*

24                        (B) *any organization which would be in-*  
25                        *cluded in the definition for such term under such*



1           *section 2(5) but for the fact that the organization*  
2           *represents—*

3                     *(i) individuals employed by the United*  
4                     *States, any wholly owned Government cor-*  
5                     *poration, any Federal Reserve Bank, or any*  
6                     *State or political subdivision thereof;*

7                     *(ii) individuals employed by persons*  
8                     *subject to the Railway Labor Act (45 U.S.C.*  
9                     *151 et seq.); or*

10                    *(iii) individuals employed as agricul-*  
11                    *tural laborers.*

12           (4) *NATIONAL LABORATORY.*—*The term “Na-*  
13           *tional Laboratory” has the meaning given such term*  
14           *in section 2 of the Energy Policy Act of 2005 (42*  
15           *U.S.C. 15801).*

16           (5) *TECHNICAL STANDARD.*—*The term “technical*  
17           *standard” has the meaning given such term in section*  
18           *12(d)(5) of the National Technology Transfer and Ad-*  
19           *vancement Act of 1995 (15 U.S.C. 272 note).*

20           (6) *UNMANNED AIRCRAFT SYSTEM.*—*The term*  
21           *“unmanned aircraft system” has the meaning given*  
22           *such term in section 44801 of title 49, United States*  
23           *Code.*

24 **SEC. 1042. INTERAGENCY WORKING GROUP.**

25           (a) *DESIGNATION.*—

1           (1) *IN GENERAL.*—*The National Science and*  
2           *Technology Council shall establish or designate an*  
3           *interagency working group on advanced air mobility*  
4           *and unmanned aircraft systems to coordinate Federal*  
5           *research, development, deployment, testing, and edu-*  
6           *cation activities to enable advanced air mobility and*  
7           *unmanned aircraft systems.*

8           (2) *MEMBERSHIP.*—*The interagency working*  
9           *group shall be comprised of senior representatives*  
10          *from NASA, the Department of Transportation, the*  
11          *National Oceanic and Atmospheric Administration,*  
12          *the National Science Foundation, the National Insti-*  
13          *tute of Standards and Technology, Department of*  
14          *Homeland Security, and such other Federal agencies*  
15          *as appropriate.*

16          (b) *DUTIES.*—*The interagency working group shall—*

17               (1) *develop a strategic research plan to guide*  
18               *Federal research to enable advanced air mobility and*  
19               *unmanned aircraft systems and oversee implementa-*  
20               *tion of the plan;*

21               (2) *oversee the development of—*

22                       (A) *an assessment of the current state of*  
23                       *United States competitiveness and leadership in*  
24                       *advanced air mobility and unmanned aircraft*  
25                       *systems, including the scope and scale of United*

1           *States investments in relevant research and de-*  
2           *velopment; and*

3                   *(B) strategies to strengthen and secure the*  
4           *domestic supply chain for advanced air mobility*  
5           *systems and unmanned aircraft systems;*

6           *(3) facilitate communication and outreach op-*  
7           *portunities with academia, industry, professional so-*  
8           *cieties, State, local, Tribal, and Federal governments,*  
9           *and other stakeholders;*

10           *(4) facilitate partnerships to leverage knowledge*  
11           *and resources from industry, State, local, Tribal, and*  
12           *Federal governments, National Laboratories, un-*  
13           *manned aircraft systems test range (as defined in sec-*  
14           *tion 44801 of title 49, United States Code), academic*  
15           *institutions, and others;*

16           *(5) coordinate with the advanced air mobility*  
17           *working group established under section 2 of the Ad-*  
18           *vanced Air Mobility Coordination and Leadership*  
19           *Act (Public Law 117–203) and heads of other Federal*  
20           *departments and agencies to avoid duplication of re-*  
21           *search and other activities to ensure that the activities*  
22           *carried out by the interagency working group are*  
23           *complementary to those being undertaken by other*  
24           *interagency efforts; and*

1           (6) *coordinate with the National Security Coun-*  
2           *cil and other authorized agency coordinating bodies*  
3           *on the assessment of risks affecting the existing Fed-*  
4           *eral unmanned aircraft systems fleet and outlining*  
5           *potential steps to mitigate such risks.*

6           (c) *REPORT TO CONGRESS.*—*Not later than 1 year*  
7           *after the date of enactment of this Act, and every 2 years*  
8           *thereafter until December 31, 2028, the interagency working*  
9           *group shall transmit to the covered committees of Congress*  
10           *a report that includes a summary of federally funded ad-*  
11           *vanced air mobility and unmanned aircraft systems re-*  
12           *search, development, deployment, and testing activities, in-*  
13           *cluding the budget for each of the activities described in this*  
14           *paragraph.*

15           (d) *RULE OF CONSTRUCTION.*—*The interagency work-*  
16           *ing group shall not be construed to conflict with or dupli-*  
17           *cate the work of the interagency working group established*  
18           *under the advanced air mobility working group established*  
19           *by the Advanced Air Mobility Coordination and Leadership*  
20           *Act (Public Law 117–203).*

21           **SEC. 1043. STRATEGIC RESEARCH PLAN.**

22           (a) *IN GENERAL.*—*Not later than 2 years after the*  
23           *date of enactment of this Act, the interagency working*  
24           *group shall develop and periodically update, as appro-*  
25           *priate, a strategic plan for Federal research, development,*

1 *deployment, and testing of advanced air mobility systems*  
2 *and unmanned aircraft systems.*

3 (b) *CONSIDERATIONS.—In developing the plan re-*  
4 *quired under subsection (a), the interagency working group*  
5 *shall consider and use—*

6 (1) *information, reports, and studies on ad-*  
7 *vanced air mobility and unmanned aircraft systems*  
8 *that have identified research, development, develop-*  
9 *ment, and testing needed;*

10 (2) *information set forth in the national avia-*  
11 *tion research plan developed under section 44501(c) of*  
12 *title 49, United States Code; and*

13 (3) *recommendations made by the National*  
14 *Academies in the review of the plan under subsection*  
15 *(d).*

16 (c) *CONTENTS OF THE PLAN.—In developing the plan*  
17 *required under subsection (a), the interagency working*  
18 *group shall—*

19 (1) *determine and prioritize areas of advanced*  
20 *air mobility and unmanned aircraft systems research,*  
21 *development, demonstration, and testing requiring*  
22 *Federal Government leadership and investment;*

23 (2) *establish, for the 10-year period beginning in*  
24 *the calendar year the plan is submitted, the goals and*

1 *priorities for Federal research, development, and test-*  
2 *ing which will—*

3 *(A) support the development of advanced*  
4 *air mobility technologies and the development of*  
5 *an advanced air mobility research, innovation,*  
6 *and manufacturing ecosystem;*

7 *(B) take into account sustained, consistent,*  
8 *and coordinated support for advanced air mobil-*  
9 *ity and unmanned aircraft systems research, de-*  
10 *velopment, and demonstration, including*  
11 *through grants, cooperative agreements, testbeds,*  
12 *and testing facilities;*

13 *(C) apply lessons learned from unmanned*  
14 *aircraft systems research, development, dem-*  
15 *onstration, and testing to advanced air mobility*  
16 *systems;*

17 *(D) inform the development of voluntary*  
18 *consensus technical standards and best practices*  
19 *for the development and use of advanced air mo-*  
20 *bility and unmanned aircraft systems;*

21 *(E) support education and training activi-*  
22 *ties at all levels to prepare the United States*  
23 *workforce to use and interact with advanced air*  
24 *mobility systems and unmanned aircraft sys-*  
25 *tems;*

1           (F) support partnerships to leverage knowl-  
2           edge and resources from industry, State, local,  
3           Tribal, and Federal governments, the National  
4           Laboratories, Center of Excellence for Unmanned  
5           Aircraft Systems Research of the FAA, un-  
6           manned aircraft systems test ranges (as defined  
7           in section 44801 of title 49, United States Code),  
8           academic institutions, labor organizations, and  
9           others to advance research activities;

10           (G) leverage existing Federal investments;  
11           and

12           (H) promote hardware interoperability and  
13           open-source systems;

14           (3) support research and other activities on the  
15           impacts of advanced air mobility and unmanned air-  
16           craft systems on national security, safety, economic,  
17           legal, workforce, and other appropriate societal issues;

18           (4) reduce barriers to transferring research find-  
19           ings, capabilities, and new technologies related to ad-  
20           vanced air mobility and unmanned aircraft systems  
21           into operation for the benefit of society and United  
22           States competitiveness;

23           (5) in consultation with the Council of Economic  
24           Advisers, measure and track the contributions of un-  
25           manned aircraft systems and advanced air mobility

1       to United States economic growth and other societal  
2       indicators; and

3               (6) identify relevant research and development  
4       programs and make recommendations for the coordi-  
5       nation of relevant activities of the Federal agencies  
6       and set forth the role of each Federal agency in imple-  
7       menting the plan.

8       (d) NATIONAL ACADEMIES OF SCIENCES, ENGINEER-  
9       ING, AND MEDICINE EVALUATION.—The Administrator  
10      shall seek to enter into an agreement with the National  
11      Academies to review the plan every 5 years.

12      (e) PUBLIC PARTICIPATION.—In developing the plan  
13      under subsection (a), the interagency working group shall  
14      consult with representatives of stakeholder groups, which  
15      may include academia, research institutions, and State, in-  
16      dustry, and labor organizations. Not later than 90 days be-  
17      fore the plan, or any revision thereof, is submitted to Con-  
18      gress, the plan shall be published in the Federal Register  
19      for a public comment period of not less than 60 days.

20      (f) REPORTS TO CONGRESS ON THE STRATEGIC RE-  
21      SEARCH PLAN.—

22               (1) PROGRESS REPORT.—Not later than 1 year  
23      after the date of enactment of this Act, the inter-  
24      agency working group described in section 1042 of  
25      this Act shall transmit to the covered committees of



1 Congress a report that describes the progress in devel-  
2 oping the plan required under this section.

3 (2) *INITIAL REPORT.*—Not later than 2 years  
4 after the date of enactment of this Act, the inter-  
5 agency working group shall transmit to the covered  
6 committees of Congress the strategic research plan de-  
7 veloped under this section.

8 (3) *BIENNIAL REPORT.*—Not later than 1 year  
9 after the transmission of the initial report under  
10 paragraph (2) and every 2 years thereafter until De-  
11 cember 31, 2033, the interagency working group shall  
12 transmit to the covered committees of Congress a re-  
13 port that includes an analysis of the progress made  
14 towards achieving the goals and priorities for the  
15 strategic research plan.

16 **SEC. 1044. FEDERAL AVIATION ADMINISTRATION UN-**  
17 **MANNED AIRCRAFT SYSTEM AND ADVANCED**  
18 **AIR MOBILITY RESEARCH AND DEVELOP-**  
19 **MENT.**

20 (a) *IN GENERAL.*—Consistent with the research plan  
21 in section 1043, the Administrator, in coordination with  
22 the Administrator of NASA and other Federal agencies,  
23 shall carry out and support research, development, testing,  
24 and demonstration activities and technology transfer, and  
25 activities to facilitate the transition of such technologies

1 *into application to enable advanced air mobility and un-*  
2 *manned aircraft systems and to facilitate the safe integra-*  
3 *tion of advanced air mobility and unmanned aircraft sys-*  
4 *tems into the national airspace system, in areas includ-*  
5 *ing—*

6           (1) *beyond visual-line-of-sight operations;*

7           (2) *command and control link technologies;*

8           (3) *development and integration of unmanned*  
9 *aircraft system traffic management into the national*  
10 *airspace system;*

11           (4) *noise and other societal and environmental*  
12 *impacts;*

13           (5) *informing the development of an industry*  
14 *consensus vehicle-to-vehicle standard;*

15           (6) *safety, including collisions between advanced*  
16 *air mobility and unmanned aircraft systems of var-*  
17 *ious sizes, traveling at various speeds, and various*  
18 *other crewed aircraft or various parts of other crewed*  
19 *aircraft of various sizes and traveling at various*  
20 *speeds; and*

21           (7) *detect-and-avoid capabilities.*

22           (b) *DUPLICATIVE RESEARCH AND DEVELOPMENT AC-*  
23 *TIVITIES.—The Administrator shall ensure that research*  
24 *and development and other activities conducted under this*  
25 *section do not duplicate other Federal activities related to*

1 *the integration of unmanned aviation systems or advanced*  
2 *air mobility.*

3 (c) *LESSONS LEARNED.*—*The Administrator shall*  
4 *apply lessons learned from unmanned aircraft systems re-*  
5 *search, development, demonstration, and testing to ad-*  
6 *vanced air mobility systems.*

7 (d) *RESEARCH ON APPROACHES TO EVALUATING*  
8 *RISK.*—*The Administrator shall conduct research on ap-*  
9 *proaches to evaluating risk in emerging vehicles, tech-*  
10 *nologies, and operations for unmanned aircraft systems and*  
11 *advanced air mobility systems. Such research shall in-*  
12 *clude—*

13 (1) *defining quantitative metrics, including*  
14 *metrics that may support the Administrator in mak-*  
15 *ing determinations, and research to inform the devel-*  
16 *opment of requirements, as practicable, for the oper-*  
17 *ations of certain unmanned aircraft systems, as de-*  
18 *scribed under section 44807 of title 49, United States*  
19 *Code;*

20 (2) *developing risk-based processes and criteria*  
21 *to inform the development of regulations and certifi-*  
22 *cation of complex operations, to include autonomous*  
23 *beyond-visual-line-of-sight operations, of unmanned*  
24 *aircraft systems of various sizes and weights, and ad-*  
25 *vanced air mobility systems; and*

1           (3) *considering the utility of performance stand-*  
2           *ards to make determinations under section 44807 of*  
3           *title 49, United States Code.*

4           (e) *REPORT.—Not later than 9 months after the date*  
5           *of enactment of this Act, the Administrator shall submit*  
6           *to the covered committees of Congress a report on the actions*  
7           *taken by the Administrator to implement provisions under*  
8           *this section that includes—*

9                   (1) *a summary of the costs and results of re-*  
10                  *search under subsection (a)(6);*

11                   (2) *a description of plans for and progress to-*  
12                  *ward the implementation of research and development*  
13                  *under subsection (d);*

14                   (3) *a description of the progress of the FAA in*  
15                  *using research and development to inform FAA cer-*  
16                  *tification guidance and regulations of—*

17                           (A) *large unmanned aircraft systems, in-*  
18                          *cluding those weighing more than 55 pounds;*  
19                          *and*

20                           (B) *extended autonomous and remotely pi-*  
21                          *loted operations beyond visual line of sight in*  
22                          *controlled and uncontrolled airspace; and*

23                   (4) *a current plan for full operational capability*  
24                  *of unmanned aircraft systems traffic management, as*

1 *described in section 376 the FAA Reauthorization Act*  
2 *of 2018 (49 U.S.C. 44802 note).*

3 *(f) PARALLEL EFFORTS.—*

4 *(1) IN GENERAL.—Research and development ac-*  
5 *tivities under this section may be conducted concur-*  
6 *rently with the deployment of technologies outlined in*  
7 *(a) and in carrying out the this title and title IX.*

8 *(2) RULE OF CONSTRUCTION.—Nothing in this*  
9 *section shall be construed to delay appropriate actions*  
10 *to deploy the technologies outlined in subsection (a),*  
11 *including the deployment of beyond visual-line-of-*  
12 *sight operations of unmanned aircraft systems, or*  
13 *delay the Administrator in carrying out this title and*  
14 *title IX, or limit FAA use of existing risk methodolo-*  
15 *gies to make determinations pursuant to section*  
16 *44807 of title 49, United States Code, prior to com-*  
17 *pletion of relevant research and development activi-*  
18 *ties.*

19 *(3) PRACTICES AND REGULATIONS.—The Admin-*  
20 *istrator shall, to the maximum extent practicable, use*  
21 *the results of research and development activities con-*  
22 *ducted under this section to inform decisions on*  
23 *whether and how to maintain or update existing reg-*  
24 *ulations and practices, or whether to establish new*  
25 *practices or regulations.*

1 **SEC. 1045. PARTNERSHIPS FOR RESEARCH, DEVELOPMENT,**  
2 **DEMONSTRATION, AND TESTING.**

3 (a) *STUDY.*—*The Administrator shall seek to enter*  
4 *into an arrangement with the National Academy of Public*  
5 *Administration to examine research, development, dem-*  
6 *onstration, and testing partnerships of the FAA to advance*  
7 *unmanned aircraft systems and advanced air mobility and*  
8 *to facilitate the safe integration of unmanned aircraft sys-*  
9 *tems into the national airspace system.*

10 (b) *CONSIDERATIONS.*—*The Administrator shall en-*  
11 *sure that the entity carrying out the study in subsection*  
12 *(a) shall—*

13 (1) *identify existing FAA partnerships with ex-*  
14 *ternal entities, including academia and Centers of*  
15 *Excellence, industry, and nonprofit organizations,*  
16 *and the types of such partnership arrangements;*

17 (2) *examine the partnerships in paragraph (1),*  
18 *including the scope and areas of research, develop-*  
19 *ment, demonstration, and testing carried out, and as-*  
20 *sociated arrangements for performing research and*  
21 *development activities;*

22 (3) *review the extent to which the FAA uses the*  
23 *results and outcomes of each partnership to advance*  
24 *the research and development in unmanned aircraft*  
25 *systems;*

1           (4) *identify additional research and development*  
2 *areas, if any, that may benefit from partnership ar-*  
3 *rangements, and whether such research and develop-*  
4 *ment would require new partnerships;*

5           (5) *identify any duplication of ongoing or*  
6 *planned research, development, demonstration, or test-*  
7 *ing activities;*

8           (6) *identify effective and appropriate means for*  
9 *publication and dissemination of the results and*  
10 *sharing with the public, commercial, and research*  
11 *communities related data from such research, develop-*  
12 *ment, demonstration, and testing conducted under*  
13 *such partnerships;*

14          (7) *identify effective mechanisms, either new or*  
15 *already existing, to facilitate coordination, evalua-*  
16 *tion, and information-sharing among and between*  
17 *such partnerships;*

18          (8) *identify effective and appropriate means for*  
19 *facilitating technology transfer activities within such*  
20 *partnerships;*

21          (9) *identify the extent to which such partner-*  
22 *ships broaden participation from groups historically*  
23 *underrepresented in science, technology, engineering,*  
24 *and mathematics, including computer science and cy-*

1       bersecurity, and include participation by industry,  
2       workforce, and labor organizations; and

3               (10) review options for funding models best suit-  
4       ed for such partnerships, which may include cost-  
5       sharing and public-private partnership models with  
6       industry.

7       (c) *TRANSMITTAL*.—Not later than 12 months after the  
8       date of enactment of this Act, the Administrator shall trans-  
9       mit to the covered committees of Congress the study de-  
10      scribed in subsection (a).

## 11       **TITLE XI—MISCELLANEOUS**

### 12      **SEC. 1101. TECHNICAL CORRECTIONS.**

13       (a) *TITLE 49 ANALYSIS*.—The analysis for title 49,  
14      United States Code, is amended by striking the item relat-  
15      ing to subtitle IX and inserting the following:

“IX. MULTIMODAL FREIGHT TRANSPORTATION ..... 70101”.

16       (b) *SUBTITLE I ANALYSIS*.—The analysis for subtitle  
17      I of title 49, United States Code, is amended by striking  
18      the item relating to chapter 7.

19       (c) *SUBTITLE VII ANALYSIS*.—The analysis for sub-  
20      title VII of title 49, United States Code, is amended by  
21      striking the item relating to chapter 448 and inserting the  
22      following:

“448. Unmanned Aircraft Systems ..... 44801”.

23       (d) *AUTHORITY TO EXEMPT*.—Section 40109(b) of  
24      title 49, United States Code, is amended by striking “sec-



1 *tions 40103(b)(1) and (2) of this title” and inserting “para-*  
2 *graphs (1) and (2) of section 40103(b)”.*

3 *(e) DISPOSAL OF PROPERTY.—Section 40110(c)(4) of*  
4 *title 49, United States Code, is amended by striking “sub-*  
5 *section (a)(2)” and inserting “subsection (a)(3)”.*

6 *(f) GENERAL PROCUREMENT AUTHORITY.—Section*  
7 *40110(d)(3) of title 49, United States Code, is further*  
8 *amended—*

9 *(1) in subparagraph (B) by inserting “, as in ef-*  
10 *fect on October 9, 1996” after “Policy Act”;*

11 *(2) in subparagraph (C) by striking “the Office*  
12 *of Federal Procurement Policy Act” and inserting*  
13 *“division B of subtitle I of title 41”; and*

14 *(3) in subparagraph (D) by striking “section*  
15 *27(e)(3)(A)(iv) of the Office of Federal Procurement*  
16 *Policy Act” and inserting “section 2105(c)(1)(D) of*  
17 *title 41”.*

18 *(g) GOVERNMENT-FINANCED AIR TRANSPORTATION.—*  
19 *Section 40118(g)(1) of title 49, United States Code, is*  
20 *amended by striking “detection and reporting of potential*  
21 *human trafficking (as described in paragraphs (9) and*  
22 *(10)” and inserting “detection and reporting of potential*  
23 *severe forms of trafficking in persons and sex trafficking*  
24 *(as such terms are defined in paragraphs (11) and (12)”.*

1           (h) *FAA AUTHORITY TO CONDUCT CRIMINAL HISTORY*  
2 *RECORD CHECKS.*—Section 40130(a)(1)(A) of title 49,  
3 *United States Code*, is amended by striking “(42 U.S.C.  
4 14616)” and inserting “(34 U.S.C. 40316)”.

5           (i) *SUBMISSIONS OF PLANS.*—Section 41313(c)(16) of  
6 *title 49, United States Code*, is amended by striking “will  
7 *consult*” and inserting “the foreign air carrier shall con-  
8 *sult*”.

9           (j) *PLANS AND POLICY.*—Section 44501(c) of title 49,  
10 *United States Code*, is amended—

11                 (1) in paragraph (2)(B)(i), by striking “40119,”;  
12                 and

13                 (2) in paragraph (3) by striking “Subject to sec-  
14 *tion 40119(b) of this title and regulations prescribed*  
15 *under section 40119(b),” and inserting “Subject to*  
16 *section 44912(d)(2) and regulations prescribed under*  
17 *such section,”.*

18           (k) *CIVIL PENALTY.*—Section 44704(f) of title 49,  
19 *United States Code*, is amended by striking “subsection  
20 (a)(6)” and inserting “subsection (d)(3)”.

21           (l) *USE AND LIMITATION OF AMOUNTS.*—Section  
22 44508 of title 49, *United States Code*, is amended by strik-  
23 *ing “40119,” each place it appears.*

1           (m) *STRUCTURES INTERFERING WITH AIR COMMERCE*  
2 *OR NATIONAL SECURITY.*—Section 44718(h) of title 49,  
3 *United States Code, is amended to read as follows:*

4           “(h) *DEFINITIONS.*—*In this section, the terms ‘adverse*  
5 *impact on military operations and readiness’ and ‘unac-*  
6 *ceptable risk to the national security of the United States’*  
7 *have the meaning given those terms in section 183a(h) of*  
8 *title 10.”.*

9           (n)           *METEOROLOGICAL SERVICES.*—Section  
10 *44720(b)(2) of title 49, United States Code, is amended—*

11                   (1) *by striking “the Administrator to persons”*  
12                   *and inserting “the Administrator, to persons”; and*

13                   (2) *by striking “the Administrator and to” and*  
14                   *inserting “the Administrator, and to”.*

15           (o) *AERONAUTICAL CHARTS.*—Section 44721(c)(1) of  
16 *title 49, United States Code, is amended by striking*  
17 *“1947,” and inserting “1947”.*

18           (p) *FLIGHT ATTENDANT CERTIFICATION.*—Section  
19 *44728(c) of title 49, United States Code, is amended by*  
20 *striking “Regulation,” and inserting “Regulations,”.*

21           (q) *MANUAL SURCHARGE.*—*The analysis for chapter*  
22 *453 of title 49, United States Code, is amended by adding*  
23 *at the end the following:*

          “45306. *Manual surcharge.*”.

24           (r) *SCHEDULE OF FEES.*—Section 45301(a) of title 49,  
25 *United States Code, is amended by striking “The Adminis-*

1 *trator shall establish” and inserting “The Administrator of*  
2 *the Federal Aviation Administration shall establish”.*

3       *(s) JUDICIAL REVIEW.—Section 46110(a) of title 49,*  
4 *United States Code, is amended by striking “subsection (l)*  
5 *or (s) of section 114” and inserting “subsection (l) or (r)*  
6 *of section 114”.*

7       *(t) CIVIL PENALTIES.—Section 46301(a) of title 49,*  
8 *United States Code, is amended—*

9             *(1) in the heading for paragraph (6), by striking*  
10       *“FAILURE TO COLLECT AIRPORT SECURITY BADGES”*  
11       *and inserting “FAILURE TO COLLECT AIRPORT SECU-*  
12       *RITY 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 “PEN-*  
16       *ALTIES RELATING TO HARM TO PASSENGERS WITH*  
17       *DISABILITIES”.*

18       *(u) PAYMENTS UNDER PROJECT GRANT AGREE-*  
19 *MENTS.—Section 47111(e) of title 49, United States Code,*  
20 *is amended by striking “fee” and inserting “charge”.*

21       *(v) AGREEMENTS FOR STATE AND LOCAL OPERATION*  
22 *OF AIRPORT FACILITIES.—Section 47124(b)(1)(B)(ii) of*  
23 *title 49, United States Code, is amended by striking the*  
24 *second period at the end.*

1           (w) *USE OF FUNDS FOR REPAIRS FOR RUNWAY SAFE-*  
 2 *TY REPAIRS.*—Section 47144(b)(4) of title 49, United  
 3 States Code, is amended by striking “(42 U.S.C. 4121 et  
 4 seq.)” and inserting “(42 U.S.C. 5121 et seq.)”.

5           (x) *METROPOLITAN WASHINGTON AIRPORTS AUTHOR-*  
 6 *ITY.*—Section 49106 of title 49, United States Code, is  
 7 amended—

8                 (1) in subsection (a)(1)(B) by striking “and sec-  
 9 tion 49108 of this title”; and

10                (2) in subsection (c)(6)(C) by inserting “the” be-  
 11 fore “jurisdiction”.

12           (y) *SEPARABILITY AND EFFECT OF JUDICIAL*  
 13 *ORDER.*—Section 49112(b) of title 49, United States Code,  
 14 is amended—

15                 (1) by striking paragraph (1); and

16                 (2) by striking “(2) Any action” and inserting  
 17 “Any action”.

18 **SEC. 1102. TRANSPORTATION OF ORGANS.**

19           (a) *IN GENERAL.*—Not later than 90 days after the  
 20 date of enactment of this Act, the Secretary, in consultation  
 21 with the Administrator, shall convene a working group (in  
 22 this section referred to as the “working group”) to assist  
 23 in developing best practices for transportation of an organ  
 24 in the cabin of an aircraft operating under part 121 of title

1 14, Code of Federal Regulations, and to identify regulations  
2 that hinder such transportation, if applicable.

3 (b) COMPOSITION.—The working group shall be com-  
4 prised of representatives from the following:

5 (1) Air carriers operating under part 121 of title  
6 14, Code of Federal Regulations.

7 (2) Organ procurement organizations.

8 (3) Organ transplant hospitals.

9 (4) Flight attendants.

10 (5) Other relevant Federal agencies involved in  
11 organ transportation or air travel.

12 (c) CONSIDERATIONS.—In establishing the best prac-  
13 tices described in subsection (a), the working group shall  
14 consider—

15 (1) a safe, standardized process for acceptance,  
16 handling, management, and transportation of an  
17 organ in the cabin of such aircraft; and

18 (2) protocols to ensure the safe and timely trans-  
19 port of an organ in the cabin of such aircraft, includ-  
20 ing through connecting flights.

21 (d) RECOMMENDATIONS.—Not later than 1 year after  
22 the convening of the working group, such working group  
23 shall submit to the Secretary a report containing rec-  
24 ommendations for the best practices described in subsection  
25 (a).

1       (e) *DEFINITION OF ORGAN.*—*In this section, the term*  
2 *“organ”*—

3           (1) *has the meaning given such term in section*  
4 *121.2 of title 42, Code of Federal Regulations; and*

5           (2) *includes—*

6               (A) *organ-related tissue;*

7               (B) *bone marrow; and*

8               (C) *human cells, tissues, or cellular or tis-*  
9 *sue-based products (as such term is defined in*  
10 *section 1271.3(d) of title 21, Code of Federal*  
11 *Regulations).*

12 **SEC. 1103. ACCEPTANCE OF DIGITAL DRIVER’S LICENSE**  
13 **AND IDENTIFICATION CARDS.**

14       *The Administrator shall take such actions as may be*  
15 *necessary to accept, in any instance where an individual*  
16 *is required to submit government-issued identification to*  
17 *the Administrator, a digital or mobile driver’s license or*  
18 *identification card issued to such individual by a State.*

19 **SEC. 1104. QUASQUICENTENNIAL OF AVIATION.**

20       (a) *FINDINGS.*—*Congress finds the following:*

21           (1) *December 17, 2028, is the 125th anniversary*  
22 *of the first successful manned, free, controlled, and*  
23 *sustained flight by an aircraft.*

24           (2) *The first flight by Orville and Wilbur Wright*  
25 *in Kitty Hawk, North Carolina, is a defining mo-*

1        *ment in the history of the United States and the*  
2        *world.*

3            (3) *The Wright brothers' achievement is a testa-*  
4        *ment to their ingenuity, perseverance, and commit-*  
5        *ment to innovation, which has inspired generations of*  
6        *aviators and scientists alike.*

7            (4) *The advent of aviation and the air transpor-*  
8        *tation industry has fundamentally transformed the*  
9        *United States and the world for the better.*

10          (5) *The 125th anniversary of the Wright broth-*  
11        *ers' first flight is worthy of recognition and celebra-*  
12        *tion to honor their legacy and to inspire a new gen-*  
13        *eration of Americans as aviation reaches an inflection*  
14        *point of innovation and change.*

15          (b) *SENSE OF CONGRESS.—It is the sense of Congress*  
16        *that the Secretary, the Administrator, and the heads of*  
17        *other appropriate Federal agencies should facilitate and*  
18        *participate in local, national, and international observ-*  
19        *ances and activities that commemorate and celebrate the*  
20        *125th anniversary of powered flight.*

21        **SEC. 1105. LIMITATIONS FOR CERTAIN CARGO AIRCRAFT.**

22          (a) *IN GENERAL.—The standards adopted by the Ad-*  
23        *ministrator of the Environmental Protection Agency in*  
24        *part 1030 of title 40, Code of Federal Regulations, and the*  
25        *requirements in part 38 of title 14, Code of Federal Regula-*



1 tions, that were finalized by the Administrator of the FAA  
2 under the final rule titled “Airplane Fuel Efficiency Cer-  
3 tification”, and published on February 16, 2024 (89 Fed.  
4 Reg. 12634) in part 38 of title 14, Code of Federal Regula-  
5 tions, shall not apply to any covered airplane before the  
6 date that is 5 years after January 1, 2028.

7 (b) *OPERATIONAL LIMITATION.*—The Administrator  
8 shall limit to domestic use or international operations, con-  
9 sistent with relevant international agreements and stand-  
10 ards, the operation of any covered airplane that—

11 (1) does not meet the standards and require-  
12 ments described in subsection (a); and

13 (2) received an original certificate of airworthi-  
14 ness issued by the Administrator on or after January  
15 1, 2028.

16 (c) *DEFINITIONS.*—In this section:

17 (1) *COVERED AIRPLANE.*—The term “covered  
18 airplane” means an airplane that—

19 (A) is a subsonic jet that is a purpose-built  
20 freighter;

21 (B) has a maximum takeoff mass greater  
22 than 180,000 kilograms but not greater than  
23 240,000 kilograms; and

24 (C) has a type design certificated prior to  
25 January 1, 2023.

1           (2) *PURPOSE-BUILT FREIGHTER.*—*The term*  
2           “*purpose-built freighter*” *means any airplane that—*

3                   (A) *was configured to carry cargo rather*  
4                   *than passengers prior to receiving an original*  
5                   *certificate of airworthiness; and*

6                   (B) *is configured to carry cargo rather than*  
7                   *passengers.*

8   **SEC. 1106. PROHIBITION ON MANDATES.**

9           (a) *PROHIBITION ON MANDATES.*—*The Administrator*  
10          *may not require any contractor to mandate that employees*  
11          *of such contractor obtain a COVID–19 vaccine or enforce*  
12          *any condition regarding the COVID–19 vaccination status*  
13          *of employees of a contractor.*

14          (b) *PROHIBITION ON IMPLEMENTATION.*—*The Admin-*  
15          *istrator may not implement or enforce any requirement*  
16          *that—*

17                   (1) *employees of air carriers be vaccinated*  
18                   *against COVID–19;*

19                   (2) *employees of the FAA be vaccinated against*  
20                   *COVID–19; or*

21                   (3) *passengers of air carriers be vaccinated*  
22                   *against COVID–19 or wear a mask as a result of a*  
23                   *COVID–19 related public health measure.*

1 **SEC. 1107. COVID-19 VACCINATION STATUS.**

2 (a) *IN GENERAL.*—Chapter 417 of title 49, United  
3 States Code, is further amended by adding at the end the  
4 following:

5 **“§ 41729. COVID-19 vaccination status**

6 “(a) *IN GENERAL.*—An air carrier (as such term is  
7 defined in section 40102) may not deny service to any indi-  
8 vidual solely based on the vaccination status of the indi-  
9 vidual with respect to COVID-19.

10 “(b) *RULE OF CONSTRUCTION.*—Nothing in this sec-  
11 tion shall be construed to apply to the regulation of intra-  
12 state travel, transportation, or movement, including the  
13 intrastate transportation of passengers.”.

14 (b) *CLERICAL AMENDMENT.*—The analysis for chapter  
15 417 of title 49, United States Code, is further amended by  
16 inserting after the item relating to section 41728 the fol-  
17 lowing:

“41729. COVID-19 vaccination status.”.

18 (c) *RULE OF CONSTRUCTION.*—Nothing in this section,  
19 or the amendment made by this section, shall be construed  
20 to permit or otherwise authorize an executive agency to  
21 enact or otherwise impose a COVID-19 vaccine mandate.

1 **SEC. 1108. RULEMAKING RELATED TO OPERATING HIGH-**  
2 **SPEED FLIGHTS IN HIGH ALTITUDE CLASS E**  
3 **AIRSPACE.**

4 *Not later than 2 years after the date on which the Ad-*  
5 *ministrator identifies the minimum altitude pursuant to*  
6 *section 1011, the Administrator shall publish in the Federal*  
7 *Register a notice of proposed rulemaking to amend sections*  
8 *91.817 and 91.818 of title 14, Code of Federal Regulations,*  
9 *and such other regulations as appropriate, to permit flight*  
10 *operations with speeds above Mach 1 at or above the min-*  
11 *imum altitude identified under section 1011 without spe-*  
12 *cific authorization, provided that such flight operations—*

13 *(1) show compliance with airworthiness require-*  
14 *ments;*

15 *(2) do not produce appreciable sonic boom over-*  
16 *pressures that reach the surface under prevailing at-*  
17 *mospheric conditions;*

18 *(3) have ordinary instrument flight rules clear-*  
19 *ances necessary to operate in controlled airspace; and*

20 *(4) comply with applicable environmental re-*  
21 *quirements.*

22 **SEC. 1109. FAA LEADERSHIP IN HYDROGEN AVIATION.**

23 *(a) IN GENERAL.—The Administrator shall exercise*  
24 *leadership in the development of Federal regulations, stand-*  
25 *ards, best practices, and guidance relating to the safe and*  
26 *efficient certification of the use of hydrogen in civil avia-*

1 *tion, including the certification of hydrogen-powered com-*  
2 *mercial aircraft.*

3 (b) *EXERCISE OF LEADERSHIP.*—*In carrying out sub-*  
4 *section (a), the Administrator shall—*

5 (1) *develop a viable path for the certification of*  
6 *the safe use of hydrogen in civil aviation, including*  
7 *hydrogen-powered aircraft, that considers existing*  
8 *frameworks, modifying an existing framework, or de-*  
9 *veloping new standards, best practices, or guidance to*  
10 *complement the existing frameworks, as appropriate;*

11 (2) *review certification regulations, guidance,*  
12 *and other requirements of the FAA to identify ways*  
13 *to safely and efficiently certify hydrogen-powered*  
14 *commercial aircraft;*

15 (3) *consider the needs of the aerospace industry,*  
16 *aviation suppliers, hydrogen producers, airlines, air-*  
17 *port sponsors, fixed base operators, and other stake-*  
18 *holders when developing regulations and standards*  
19 *that enable the safe certification and deployment of*  
20 *the use of hydrogen in civil aviation, including hy-*  
21 *drogen-powered commercial aircraft, in the national*  
22 *airspace system; and*

23 (4) *obtain the input of the aerospace industry,*  
24 *aviation suppliers, hydrogen producers, airlines, air-*  
25 *port sponsors, fixed base operators, academia, re-*

1 search institutions, and other stakeholders regard-  
2 ing—

3 (A) an appropriate regulatory framework  
4 and timeline for permitting the safe and efficient  
5 use of hydrogen in civil aviation, including the  
6 deployment and operation of hydrogen-powered  
7 commercial aircraft in the United States, which  
8 may include updating or modifying existing reg-  
9 ulations;

10 (B) how to accelerate the resolution of issues  
11 related to data, standards development, and re-  
12 lated regulations necessary to facilitate the safe  
13 and efficient certification of the use of hydrogen  
14 in civil aviation, including hydrogen-powered  
15 commercial aircraft; and

16 (C) other issues identified and determined  
17 appropriate by the Administrator or the advi-  
18 sory committee established under section  
19 1019(d)(7) to be addressed to enable the safe and  
20 efficient use of hydrogen in civil aviation, in-  
21 cluding the deployment and operation of hydro-  
22 gen-powered commercial aircraft.

1 **SEC. 1110. ADVANCING GLOBAL LEADERSHIP ON CIVIL SU-**  
2 **PERSONIC AIRCRAFT.**

3 *Section 181 of the FAA Reauthorization Act of 2018*  
4 *(49 U.S.C. 40101 note) is amended—*

5 *(1) in subsection (a) by striking “regulations,*  
6 *and standards” and inserting “regulations, stand-*  
7 *ards, and recommended practices”; and*

8 *(2) by adding at the end the following new sub-*  
9 *section:*

10 *“(g) ADDITIONAL REPORTS.—*

11 *“(1) INITIAL PROGRESS REPORT.—Not later*  
12 *than 1 year after the date of enactment of this sub-*  
13 *section, the Administrator shall submit to the appro-*  
14 *priate committees of Congress a report describing—*

15 *“(A) the progress of the actions described in*  
16 *subsection (d)(1);*

17 *“(B) any planned, proposed, or anticipated*  
18 *action to update or modify existing policies and*  
19 *regulations related to civil supersonic aircraft,*  
20 *including such actions identified as a result of*  
21 *stakeholder consultation and feedback (such as*  
22 *landing and takeoff noise); and*

23 *“(C) any other information determined ap-*  
24 *propriate by the Administrator.*

25 *“(2) SUBSEQUENT REPORT.—Not later than 2*  
26 *years after the date on which the Administrator sub-*

1       mits the initial progress report under paragraph (1),  
2       the Administrator shall update the report described in  
3       paragraph (1) and submit to the appropriate commit-  
4       tees of Congress such report.”.

5       **SEC. 1111. LEARNING PERIOD.**

6       Section 50905(c)(9) of title 51, United States Code, is  
7       amended by striking “May 11, 2024” and inserting “Janu-  
8       ary 1, 2025”.

9       **SEC. 1112. COUNTER-UAS AUTHORITIES.**

10       Section 210G(i) of the Homeland Security Act of 2002  
11       (6 U.S.C. 124n(i)) is amended by striking “May 11, 2024”  
12       and inserting “October 1, 2024”.

13       **SEC. 1113. STUDY ON AIR CARGO OPERATIONS.**

14       (a) *IN GENERAL.*—Not later than 1 year after the date  
15       of enactment of this Act, the Comptroller General shall ini-  
16       tiate a study on the economic sustainability of air cargo  
17       operations.

18       (b) *CONTENTS.*—In conducting the study required  
19       under subsection (a), the Comptroller General shall address  
20       the following:

21               (1) Airport and cargo development strategies, in-  
22               cluding the pursuit of new air carriers and plans for  
23               physical expansion.

24               (2) Key historical statistics for passenger, cargo  
25               volumes, including freight, express, and mail cargo,



1        *and operations, including statistics distinguishing be-*  
2        *tween passenger and freight operations.*

3                *(3) A description of air cargo facilities, includ-*  
4        *ing the age and condition of such facilities and the*  
5        *square footage and configuration of the landside and*  
6        *airside infrastructure of such facilities, and cargo*  
7        *buildings.*

8                *(4) The projected square footage deficit of the*  
9        *cargo facilities and infrastructure described in para-*  
10       *graph (3).*

11               *(5) The projected requirements and square foot-*  
12       *age deficit for air cargo support facilities.*

13               *(6) The general physical and operating issues*  
14       *and constraints associated with air cargo operations.*

15               *(7) A description of delays in truck bays associ-*  
16       *ated with the infrastructure and critical landside*  
17       *issues, including truck maneuvering and queuing and*  
18       *parking for employees and customers.*

19               *(8) The estimated cost of developing new cargo*  
20       *facilities and infrastructure, including the identifica-*  
21       *tion of percentages for development with a return on*  
22       *investment and without a return on investment.*

23               *(9) The projected leasing costs to tenants per*  
24       *square foot with and without Federal funding of the*  
25       *non-return on investment allocation.*

1           (10) *A description of customs and general staff-*  
2 *ing issues associated with air cargo operations and*  
3 *the impacts of such issues on service.*

4           (11) *An assessment of the impact, cost, and esti-*  
5 *mated cost savings of using modern comprehensive*  
6 *communications and technology systems in air cargo*  
7 *operations.*

8           (12) *A description of the impact of Federal regu-*  
9 *lations and local enforcement of interdiction and fa-*  
10 *ilitation policies on throughput.*

11       (c) *REPORT.*—*The Comptroller General shall submit*  
12 *to the appropriate committees of Congress the results of the*  
13 *study carried out under this section.*

14 **SEC. 1114. WING-IN-GROUND-EFFECT CRAFT.**

15       (a) *MEMORANDUM OF UNDERSTANDING.*—

16           (1) *IN GENERAL.*—*Not later than 24 months*  
17 *after the date of enactment of this Act, the Adminis-*  
18 *trator and the Commandant of the Coast Guard shall*  
19 *execute a memorandum of understanding governing*  
20 *the specific roles, authorities, delineations of respon-*  
21 *sibilities, resources, and commitments of the FAA and*  
22 *the Coast Guard, respectively, pertaining to wing-in-*  
23 *ground-effect craft that are—*

24                   (A) *only capable of operating either in*  
25 *water or in ground effect over water; and*

1           (B) operated exclusively over waters subject  
2           to the jurisdiction of the United States.

3           (2) CONTENTS.—The memorandum of under-  
4           standing described in paragraph (1) shall—

5           (A) cover, at a minimum, the processes of  
6           the FAA and the Coast Guard will follow to pro-  
7           mote communications, efficiency, and non-  
8           duplication of effort in carrying out such memo-  
9           randum of understanding; and

10          (B) provide procedures for, at a min-  
11          imum—

12           (i) the approval of wing-in-ground-ef-  
13           fect craft designs;

14           (ii) the operation of wing-in-ground-ef-  
15           fect craft, including training and certifi-  
16           cation of persons responsible for operating  
17           such craft;

18           (iii) pilotage of wing-in-ground-effect  
19           craft;

20           (iv) the inspection, including pre-deliv-  
21           ery and service, of wing-in-ground-effect  
22           craft; and

23           (v) the maintenance of wing-in-  
24           ground-effect craft.

1       (b) *STATUS BRIEFING.*—Not later than 1 year after  
2 the date of enactment of this Act, the Administrator and  
3 the Commandant shall brief the appropriate committees of  
4 Congress on the status of the memorandum of under-  
5 standing described in subsection (a) as well as provide any  
6 recommendations for legislative action to improve efficacy  
7 or efficiency of wing-in-ground-effect craft governance.

8       (c) *WING-IN-GROUND-EFFECT CRAFT DEFINED.*—In  
9 this section, the term “wing-in-ground-effect craft” means  
10 a craft that is capable of operating completely above the  
11 surface of the water on a dynamic air cushion created by  
12 aerodynamic lift due to the ground effect between the craft  
13 and the surface of the water.

14 **SEC. 1115. CERTIFICATES OF AUTHORIZATION OR WAIVER.**

15       (a) *REQUIRED COORDINATION.*—

16           (1) *IN GENERAL.*—On an annual basis, the Ad-  
17 ministrators shall convene a meeting with representa-  
18 tives of FAA-approved air shows, the general aviation  
19 community, stadiums and other large outdoor events  
20 and venues or organizations that run such events, the  
21 Department of Homeland Security, and the Depart-  
22 ment of Justice—

23                   (A) to identify scheduling conflicts between  
24 FAA-approved air shows and large outdoor  
25 events and venues where—

1           (i) *flight restrictions will be imposed*  
2           *pursuant to section 521 of division F of the*  
3           *Consolidated Appropriations Act, 2004 (49*  
4           *U.S.C. 40103 note); or*

5           (ii) *any other restriction will be im-*  
6           *posed pursuant to FAA Flight Data Center*  
7           *Notice to Airmen 4/3621 (or any successor*  
8           *notice to airmen); and*

9           (B) *in instances where a scheduling conflict*  
10          *between events is identified or is found to be like-*  
11          *ly to occur, develop appropriate operational and*  
12          *communication procedures to ensure for the safe-*  
13          *ty and security of both events.*

14          (2) *SCHEDULING CONFLICT.—If the Adminis-*  
15          *trator or any other stakeholder party to the required*  
16          *annual coordination required in paragraph (1) iden-*  
17          *tifies a scheduling conflict outside of the annual meet-*  
18          *ing at any point prior to the scheduling conflict, the*  
19          *Administrator shall work with impacted stakeholders*  
20          *to develop appropriate operational and communica-*  
21          *tion procedures to ensure for the safety and security*  
22          *of both events.*

23          (b) *OPERATIONAL PURPOSES.—Section 521(a)(2)(B)*  
24          *of division F of the Consolidated Appropriations Act, 2004*  
25          *(49 U.S.C. 40103 note) is amended—*

1           (1) *in clause (ii) by inserting “(or attendees ap-*  
2           *proved by)” after “guests of”;*

3           (2) *in clause (iv) by striking “and” at the end;*  
4           *and*

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

6                         *“(vi) to permit the safe operation of an*  
7                         *aircraft that is operated by an airshow per-*  
8                         *former in connection with an airshow, pro-*  
9                         *vided such aircraft is not permitted to oper-*  
10                        *ate directly over the stadium (or adjacent*  
11                        *parking facilities) during the sporting*  
12                        *event; and”.*

13 **SEC. 1116. DESIGNATION OF ADDITIONAL PORT OF ENTRY**  
14 **FOR THE IMPORTATION AND EXPORTATION**  
15 **OF WILDLIFE AND WILDLIFE PRODUCTS BY**  
16 **THE UNITED STATES FISH AND WILDLIFE**  
17 **SERVICE.**

18           (a) *IN GENERAL.*—*Subject to the availability of fund-*  
19 *ing and in accordance with subsection (b), the Director of*  
20 *the United States Fish and Wildlife Service shall designate*  
21 *1 additional port as a “port of entry designated for the*  
22 *importation and exportation of wildlife and wildlife prod-*  
23 *ucts” under section 14.12 of title 50, Code of Federal Regu-*  
24 *lations.*

1       (b) *CRITERIA FOR SELECTING ADDITIONAL DES-*  
2 *IGNATED PORT.*—*The Director shall select the additional*  
3 *port to be designated pursuant to subsection (a) from*  
4 *among the United States airports that handled more than*  
5 *8,000,000,000 pounds of cargo during 2022, as reported by*  
6 *the Federal Aviation Administration Air Carrier Activity*  
7 *Information System, and based upon the analysis sub-*  
8 *mitted to Congress by the Director pursuant to the Wildlife*  
9 *Trafficking reporting directive under title I of Senate Re-*  
10 *port 114–281.*

11       (c) *AUTHORITY TO ACCEPT DONATIONS.*—*The Director*  
12 *may accept donations from private entities and, notwith-*  
13 *standing section 3302 of title 31, United States Code, may*  
14 *use those donations to fund the designation of the additional*  
15 *port pursuant to subsection (a).*

16       **TITLE XII—NATIONAL TRANS-**  
17       **PORTATION SAFETY BOARD**

18       **SEC. 1201. SHORT TITLE.**

19       *This title may be cited as the “National Transpor-*  
20 *tation Safety Board Amendments Act of 2024”.*

21       **SEC. 1202. AUTHORIZATION OF APPROPRIATIONS.**

22       *Section 1118(a) of title 49, United States Code, is*  
23 *amended to read as follows:*

24       “(a) *IN GENERAL.*—

1           “(1) *AUTHORIZATIONS.*—*There is authorized to*  
2           *be appropriated for purposes of this chapter—*

3                     “(A) \$140,000,000 for fiscal year 2024;

4                     “(B) \$145,000,000 for fiscal year 2025;

5                     “(C) \$148,000,000 for fiscal year 2026;

6                     “(D) \$151,000,000 for fiscal year 2027; and

7                     “(E) \$154,000,000 for fiscal year 2028.

8           “(2) *AVAILABILITY.*—*Amounts authorized under*  
9           *paragraph (1) shall remain available until ex-*  
10           *pended.”.*

11 **SEC. 1203. CLARIFICATION OF TREATMENT OF TERRI-**  
12                     **TORIES.**

13           *Section 1101 of title 49, United States Code, is amend-*  
14           *ed to read as follows:*

15 **“§ 1101. Definitions**

16           “(a) *IN GENERAL.*—*In this chapter:*

17                     “(1) *ACCIDENT.*—*The term ‘accident’ includes*  
18                     *damage to or destruction of vehicles in surface or air*  
19                     *transportation or pipelines, regardless of whether the*  
20                     *initiating event is accidental or otherwise.*

21                     “(2) *STATE.*—*The term ‘State’ means a State of*  
22                     *the United States, the District of Columbia, Puerto*  
23                     *Rico, the Virgin Islands, American Samoa, the North-*  
24                     *ern Mariana Islands, and Guam.*



1       “(b) *APPLICABILITY OF OTHER DEFINITIONS.*—Sec-  
2       tion 2101(23) of title 46 and section 40102(a) of this title  
3       shall apply to this chapter.”.

4       **SEC. 1204. ADDITIONAL WORKFORCE TRAINING.**

5       (a) *TRAINING ON EMERGING TRANSPORTATION TECH-*  
6       *NOLOGIES.*—Section 1113(b)(1) of title 49, United States  
7       Code, is amended—

8               (1) in subparagraph (I) by striking “; and” and  
9       inserting a semicolon;

10              (2) in subparagraph (J) by striking the period  
11       and inserting “; and”; and

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

13              “(K) notwithstanding section 3301 of title 41,  
14       acquire training on emerging transportation tech-  
15       nologies if such training—

16                      “(i) is required for an ongoing investiga-  
17       tion; and

18                      “(ii) meets the criteria under section  
19       3304(a)(7)(A) of title 41.”.

20       (b) *ADDITIONAL TRAINING NEEDS.*—Section 1115(d)  
21       of title 49, United States Code, is amended by inserting  
22       “and in those subjects furthering the personnel and work-  
23       force development needs set forth in the strategic workforce  
24       plan of the Board as required under section 1113(h)” after  
25       “of accident investigation”.

1 **SEC. 1205. OVERTIME ANNUAL REPORT TERMINATION.**

2 *Section 1113(g)(5) of title 49, United States Code, is*  
3 *repealed.*

4 **SEC. 1206. STRATEGIC WORKFORCE PLAN.**

5 *Section 1113 of title 49, United States Code, is amend-*  
6 *ed by adding at the end the following:*

7 *“(h) STRATEGIC WORKFORCE PLAN.—*

8 *“(1) IN GENERAL.—The Board shall develop a*  
9 *strategic workforce plan that addresses the immediate*  
10 *and long-term workforce needs of the Board with re-*  
11 *spect to carrying out the authorities and duties of the*  
12 *Board under this chapter.*

13 *“(2) ALIGNING THE WORKFORCE TO STRATEGIC*  
14 *GOALS.—In developing the strategic workforce plan*  
15 *under paragraph (1), the Board shall take into con-*  
16 *sideration—*

17 *“(A) the current state and capabilities of*  
18 *the Board, including a high-level review of mis-*  
19 *sion requirements, structure, workforce, and per-*  
20 *formance of the Board;*

21 *“(B) the significant workforce trends, needs,*  
22 *issues, and challenges with respect to the Board*  
23 *and the transportation industry;*

24 *“(C) with respect to employees involved in*  
25 *transportation safety work, the needs, issues, and*  
26 *challenges, including accident severity and risk,*

1           posed by each mode of transportation, and how  
2           the Board’s staffing for each transportation mode  
3           reflects these aspects;

4                   “(D) the workforce policies, strategies, per-  
5                   formance measures, and interventions to miti-  
6                   gate succession risks that guide the workforce in-  
7                   vestment decisions of the Board;

8                   “(E) a workforce planning strategy that  
9                   identifies workforce needs, including the knowl-  
10                  edge, skills, and abilities needed to recruit and  
11                  retain skilled employees at the Board;

12                  “(F) a workforce management strategy that  
13                  is aligned with the mission of the Board, includ-  
14                  ing plans for continuity of leadership and  
15                  knowledge sharing;

16                  “(G) an implementation system that ad-  
17                  dresses workforce competency gaps, particularly  
18                  in mission-critical occupations; and

19                  “(H) a system for analyzing and evaluating  
20                  the performance of the Board’s workforce man-  
21                  agement policies, programs, and activities.

22                  “(3) PLANNING PERIOD.—The strategic workforce  
23                  plan developed under paragraph (1) shall address a  
24                  5-year forecast period, but may include planning for

1 *longer periods based on information about emerging*  
2 *technologies or safety trends in transportation.*

3 “(4) *PLAN UPDATES.*—*The Board shall update*  
4 *the strategic workforce plan developed under para-*  
5 *graph (1) not less than once every 5 years.*

6 “(5) *RELATIONSHIP TO STRATEGIC PLAN.*—*The*  
7 *strategic workforce plan developed under paragraph*  
8 *(1) may be developed separately from, or incorporated*  
9 *into, the strategic plan required under section 306 of*  
10 *title 5.*

11 “(6) *AVAILABILITY.*—*The strategic workforce*  
12 *plan under paragraph (1) and the strategic plan re-*  
13 *quired under section 306 of title 5 shall be—*

14 “(A) *submitted to the Committee on Trans-*  
15 *portation and Infrastructure of the House of*  
16 *Representatives and the Committee on Com-*  
17 *merce, Science, and Transportation of the Sen-*  
18 *ate; and*

19 “(B) *made available to the public on a*  
20 *website of the Board.*”.

21 **SEC. 1207. TRAVEL BUDGETS.**

22 (a) *IN GENERAL.*—*Section 1113 of title 49, United*  
23 *States Code, is further amended by adding at the end the*  
24 *following:*

25 “(i) *NON-ACCIDENT-RELATED TRAVEL BUDGET.*—

1           “(1) *IN GENERAL.*—*The Board shall establish*  
2           *annual fiscal year budgets for non-accident-related*  
3           *travel expenditures for each Board member.*

4           “(2) *NOTIFICATION.*—*The Board shall notify the*  
5           *Committee on Transportation and Infrastructure of*  
6           *the House of Representatives and the Committee on*  
7           *Commerce, Science, and Transportation of the Senate*  
8           *of any non-accident-related travel budget overrun for*  
9           *any Board member not later than 30 days of such*  
10           *overrun becoming known to the Board.”.*

11           (b) *CONFORMING AMENDMENT.*—*Section 9 of the Na-*  
12           *tional Transportation Safety Board Amendments Act of*  
13           *2000 (49 U.S.C. 1113 note) is repealed.*

14           **SEC. 1208. NOTIFICATION REQUIREMENT.**

15           (a) *IN GENERAL.*—*Section 1114(b) of title 49, United*  
16           *States Code, is amended—*

17                   (1) *in the subsection heading by striking*  
18                   *“TRADE SECRETS” and inserting “CERTAIN CON-*  
19                   *FIDENTIAL INFORMATION”;* and

20                   (2) *in paragraph (1)—*

21                           (A) *by striking “The Board” and inserting*  
22                           *“IN GENERAL.—The Board”;* and

23                           (B) *by striking “information related to a*  
24                           *trade secret referred to in section 1905 of title*  
25                           *18” and inserting “confidential information de-*

1           *scribed in section 1905 of title 18, including*  
2           *trade secrets,”.*

3           **(b) AVIATION ENFORCEMENT.**—*Section 1151 of title*  
4 *49, United States Code, is amended by adding at the end*  
5 *the following:*

6           **“(d) NOTIFICATION TO CONGRESS.**—*If the Board or*  
7 *Attorney General carry out such civil actions described in*  
8 *subsection (a) or (b) of this section against an airman em-*  
9 *ployed at the time of the accident or incident by an air*  
10 *carrier operating under part 121 of title 14, Code of Federal*  
11 *Regulations, the Board shall immediately notify 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 of such civil ac-*  
15 *tions, including—*

16           **“(1) the labor union representing the airman in-**  
17 *volved, if applicable;*

18           **“(2) the air carrier at which the airman is em-**  
19 *ployed;*

20           **“(3) the docket information of the incident or ac-**  
21 *cident in which the airman was involved;*

22           **“(4) the date of such civil actions taken by the**  
23 *Board or Attorney General; and*

24           **“(5) a description of why such civil actions were**  
25 *taken by the Board or Attorney General.*

1           “(e) *SUBSEQUENT NOTIFICATION TO CONGRESS.*—Not  
2 *later than 15 days after the notification described in sub-*  
3 *section (d), the Board shall submit a report to or brief the*  
4 *Committee on Transportation and Infrastructure of the*  
5 *House of Representatives and the Committee on Commerce,*  
6 *Science, and Transportation of the Senate describing the*  
7 *status of compliance with the civil actions taken.”.*

8   **SEC. 1209. BOARD JUSTIFICATION OF CLOSED UNACCEPT-**  
9                           **ABLE RECOMMENDATIONS.**

10           *Section 1116(c) of title 49, United States Code, is*  
11 *amended—*

12                   (1) *by redesignating paragraphs (3) through (6)*  
13 *as paragraphs (4) through (7), respectively; and*

14                   (2) *by inserting after paragraph (2) the fol-*  
15 *lowing:*

16                   “(3) *a list of each recommendation made by the*  
17 *Board to the Secretary of Transportation or the Com-*  
18 *mandant of the Coast Guard that was closed in an*  
19 *unacceptable status in the preceding 12 months, in-*  
20 *cluding—*

21                           “(A) *any explanation the Board received*  
22 *from the Secretary or Commandant; and*

23                           “(B) *any explanation from the Board as to*  
24 *why the recommendation was closed in an unac-*  
25 *ceptable status, including a discussion of why al-*

1            *ternate means, if any, taken by the Secretary or*  
 2            *Commandant to address the Board’s rec-*  
 3            *ommendation were inadequate;”.*

4 **SEC. 1210. MISCELLANEOUS INVESTIGATIVE AUTHORITIES.**

5            (a)            *HIGHWAY            INVESTIGATIONS.*—Section  
 6 *1131(a)(1)(B) of title 49, United States Code, is amended*  
 7 *by striking “selects in cooperation with a State” and insert-*  
 8 *ing “selects, concurrent with any State investigation, in*  
 9 *which case the Board and the relevant State agencies shall*  
 10 *coordinate to ensure both the Board and State agencies have*  
 11 *timely access to the information needed to conduct each such*  
 12 *investigation, including any criminal and enforcement ac-*  
 13 *tivities conducted by the relevant State agency”.*

14            (b) *RAIL INVESTIGATIONS.*—Section 1131(a)(1)(C) of  
 15 *title 49, United States Code, is amended to read as follows:*

16            “(C) a railroad—

17            “(i) accident in which there is a fatality or  
 18            substantial property damage, except—

19            “(I) a grade crossing accident or inci-  
 20            dent, unless selected by the Board; or

21            “(II) an accident or incident involving  
 22            a trespasser, unless selected by the Board; or

23            “(ii) accident or incident that involves a  
 24            passenger train, except in any case in which  
 25            such accident or incident resulted in no fatalities



1           *or serious injuries to the passengers or crew-*  
 2           *members of such train, and—*

3                   “(I) *was a grade crossing accident or*  
 4                   *incident, unless selected by the Board; or*

5                   “(II) *such accident or incident in-*  
 6                   *volved a trespasser, unless selected by the*  
 7                   *Board;”.*

8   **SEC. 1211. PUBLIC AVAILABILITY OF ACCIDENT REPORTS.**

9           *Section 1131(e) of title 49, United States Code, is*  
 10   *amended by striking “public at reasonable cost.” and in-*  
 11   *serting the following: “public—*

12                   “(1) *in electronic form at no cost in a publicly*  
 13                   *accessible database on a website of the Board; and*

14                   “(2) *if the electronic form required in paragraph*  
 15                   *(1) is not printable, in printed form upon a reason-*  
 16                   *able request at a reasonable cost.”.*

17   **SEC. 1212. ENSURING ACCOUNTABILITY FOR TIMELINESS**  
 18                   **OF REPORTS.**

19           *Section 1131 of title 49, United States Code, is amend-*  
 20   *ed by adding at the end the following:*

21                   “(f) *TIMELINESS OF REPORTS.—If any accident re-*  
 22                   *port under subsection (e) is not completed within 2 years*  
 23                   *from the date of the accident, the Board shall submit to*  
 24                   *the Committee on Transportation and Infrastructure of the*  
 25                   *House of Representatives and the Committee on Commerce,*

1 *Science, and Transportation of the Senate a report identi-*  
2 *fying such accident report and the reasons for which such*  
3 *report has not been completed. The Board shall report*  
4 *progress toward completion of the accident report to each*  
5 *such Committees every 90 days thereafter, until such time*  
6 *as the accident report is completed.”.*

7 **SEC. 1213. ENSURING ACCESS TO DATA.**

8 *Section 1134 of title 49, United States Code, is amend-*  
9 *ed by adding at the end the following:*

10 *“(g) RECORDERS AND DATA.—In investigating an ac-*  
11 *cident under this chapter, the Board may require from a*  
12 *transportation operator or equipment manufacturer or the*  
13 *vendors, suppliers, subsidiaries, or parent companies of*  
14 *such manufacturer, or operator of a product or service*  
15 *which is subject to an investigation by the Board—*

16 *“(1) any recorder or recorded information perti-*  
17 *nent to the accident;*

18 *“(2) without undue delay, information the Board*  
19 *determines necessary to enable the Board to read and*  
20 *interpret any recording device or recorded informa-*  
21 *tion pertinent to the accident; and*

22 *“(3) design specifications or data related to the*  
23 *operation and performance of the equipment the*  
24 *Board determines necessary to enable the Board to*

1 *perform independent physics-based simulations and*  
2 *analyses of the accident situation.”.*

3 **SEC. 1214. PUBLIC AVAILABILITY OF SAFETY RECOMMENDA-**  
4 **TIONS.**

5 *Section 1135(c) of title 49, United States Code, is*  
6 *amended by striking “public at reasonable cost.” and in-*  
7 *serting the following: “public—*

8 *“(1) in electronic form at no cost in a publicly*  
9 *accessible database on a website of the Board; and*

10 *“(2) if the electronic form required in paragraph*  
11 *(1) is not printable, in printed form upon a reason-*  
12 *able request at a reasonable cost.”.*

13 **SEC. 1215. IMPROVING DELIVERY OF FAMILY ASSISTANCE.**

14 *(a) AIRCRAFT ACCIDENTS.—Section 1136 of title 49,*  
15 *United States Code, is amended—*

16 *(1) in the heading by striking “to families of*  
17 ***passengers involved in aircraft accidents***  
18 *and inserting “to passengers involved in air-*  
19 ***craft accidents and families of such pas-***  
20 ***sengers*”;**

21 *(2) in subsection (a)—*

22 *(A) by inserting “within United States air-*  
23 *space or airspace delegated to the United States”*  
24 *after “aircraft accident”;*

1           (B) by striking “National Transportation  
2           Safety Board shall” and inserting “Board  
3           shall”; and

4           (C) in paragraph (2)—

5                 (i) by striking “emotional care and  
6                 support” and inserting “emotional care,  
7                 psychological care, and family support serv-  
8                 ices”; and

9                 (ii) by striking “the families of pas-  
10                sengers involved in the accident” and in-  
11                serting “passengers involved in the accident  
12                and the families of such passengers”;

13          (3) in subsection (c)—

14                 (A) in the matter preceding paragraph (1),  
15                 by striking “the families of passengers involved  
16                 in the accident” and inserting “passengers in-  
17                 volved in the accident and the families of such  
18                 passengers”;

19                 (B) in paragraph (1) by striking “mental  
20                 health and counseling services” and inserting  
21                 “emotional care, psychological care, and family  
22                 support services”;

23          (C) in paragraph (3)—

24                 (i) by striking “the families who have  
25                 traveled to the location of the accident” and

1            *inserting “passengers involved in the acci-*  
2            *dent and the families of such passengers*  
3            *who have traveled to the location of the acci-*  
4            *dent”;*

5            *(ii) by inserting “passengers and” be-*  
6            *fore “affected families”; and*

7            *(iii) by striking “periodically” and in-*  
8            *serting “regularly”; and*

9            *(D) in paragraph (4), by inserting “pas-*  
10           *sengers and” before “families”;*

11           *(4) by amending subsection (d) to read as fol-*  
12           *lows:*

13           *“(d) PASSENGER LISTS.—*

14           *“(1) REQUESTS FOR PASSENGER LISTS BY THE*  
15           *DIRECTOR OF FAMILY SERVICES.—*

16           *“(A) REQUESTS BY DIRECTOR OF FAMILY*  
17           *SUPPORT SERVICES.—It shall be the responsi-*  
18           *bility of the director of family support services*  
19           *designated for an accident under subsection*  
20           *(a)(1) to request, as soon as practicable, from the*  
21           *air carrier or foreign air carrier involved in the*  
22           *accident a passenger list, which is based on the*  
23           *best available information at the time of the re-*  
24           *quest.*

1           “(B) *USE OF INFORMATION.*—*The director*  
2           *of family support services may not release to any*  
3           *person information on a list obtained under sub-*  
4           *paragraph (A), except that the director may, to*  
5           *the extent the director considers appropriate,*  
6           *provide information on the list about a pas-*  
7           *senger to—*

8                     “(i) *the family of the passenger; or*

9                     “(ii) *a local, Tribal, State, or Federal*  
10            *agency responsible for determining the*  
11            *whereabouts or welfare of a passenger.*

12           “(C) *LIMITATION.*—*A local, Tribal, State,*  
13            *or Federal agency may not release to any person*  
14            *any information obtained under subparagraph*  
15            *(B)(ii), except if given express authority from*  
16            *the director of family support services.*

17           “(D) *RULE OF CONSTRUCTION.*—*Nothing in*  
18            *subparagraph (C) shall be construed to preclude*  
19            *a local, Tribal, State, or Federal agency from re-*  
20            *leasing information that is lawfully obtained*  
21            *through other means independent of releases*  
22            *made by the director of family support services*  
23            *under subparagraph (B).*

24           “(2) *REQUESTS FOR PASSENGER LISTS BY DES-*  
25            *IGNATED ORGANIZATION.*—

1           “(A) *REQUESTS BY DESIGNATED ORGANIZA-*  
2           *TION.—The organization designated for an acci-*  
3           *dent under subsection (a)(2) may request from*  
4           *the air carrier or foreign air carrier involved in*  
5           *the accident a passenger list.*

6           “(B) *USE OF INFORMATION.—The des-*  
7           *ignated organization may not release to any per-*  
8           *son information on a passenger list but may*  
9           *provide information on the list about a pas-*  
10          *senger to the family of the passenger to the extent*  
11          *the organization considers appropriate.”;*

12          (5) *in subsection (g)(1) by striking “the families*  
13          *of passengers involved in the accident” and inserting*  
14          *“passengers involved in the accident and the families*  
15          *of such passengers”;*

16          (6) *in subsection (g)(3)—*

17                  (A) *in the paragraph heading by striking*  
18                  *“PREVENT MENTAL HEALTH AND COUNSELING”*  
19                  *and inserting “PREVENT CERTAIN CARE AND*  
20                  *SUPPORT”;*

21                  (B) *by striking “providing mental health*  
22                  *and counseling services” and inserting “pro-*  
23                  *viding emotional care, psychological care, and*  
24                  *family support services”;* and

1           (C) by inserting “passengers and” before  
2           “families”;

3           (7) in subsection (h)—

4           (A) by striking “National Transportation  
5           Safety”; and

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

7           “(3) *PASSENGER LIST*.—The term ‘passenger list’  
8           means a list based on the best available information  
9           at the time of a request, of the name of each passenger  
10          aboard the aircraft involved in the accident.”; and

11          (8) in subsection (i) by striking “the families of  
12          passengers involved in an aircraft accident” and in-  
13          serting “passengers involved in the aircraft accident  
14          and the families of such passengers”.

15          (b) *CLERICAL AMENDMENT*.—The analysis for chapter  
16          11 of title 49, United States Code, is further amended by  
17          striking the item relating to section 1136 and inserting the  
18          following:

          “1136. Assistance to passengers involved in aircraft accidents and families of such  
          passengers.”.

19          (c) *RAIL ACCIDENTS*.—Section 1139 of title 49, United  
20          States Code, is amended—

21                 (1) in the heading by striking “**to families of**  
22                 **passengers involved in rail passenger ac-**  
23                 **cidents**” and inserting “**to passengers in-**



1       ***involved in rail passenger accidents and***  
2       ***families of such passengers***”;

3           (2) *in subsection (a) by striking “National*  
4       *Transportation Safety Board shall” and inserting*  
5       *“Board shall”;*

6           (3) *in subsection (a)(2)—*

7               (A) *by striking “emotional care and sup-*  
8       *port” and inserting “emotional care, psycho-*  
9       *logical care, and family support services”; and*

10              (B) *by striking “the families of passengers*  
11       *involved in the accident” and inserting “pas-*  
12       *sengers involved in the accident and the families*  
13       *of such passengers”;*

14           (4) *in subsection (c)—*

15               (A) *in the matter preceding paragraph (1)*  
16       *by striking “the families of passengers involved*  
17       *in the accident” and inserting “passengers in-*  
18       *involved in the accident and the families of such*  
19       *passengers”;*

20              (B) *in paragraph (1) by striking “mental*  
21       *health and counseling services” and inserting*  
22       *“emotional care, psychological care, and family*  
23       *support services”;*

24              (C) *in paragraph (3)—*

1                   (i) by striking “the families who have  
2                   traveled to the location of the accident” and  
3                   inserting “passengers involved in the acci-  
4                   dent and the families of such passengers  
5                   who have traveled to the location of the acci-  
6                   dent”; and

7                   (ii) by inserting “passengers and” be-  
8                   fore “affected families”; and

9                   (D) in paragraph (4) by inserting “pas-  
10                  sengers and” before “families”;

11                  (5) by amending subsection (d) to read as fol-  
12                  lows:

13                  “(d) *PASSENGER LISTS.*—

14                         “(1) *REQUESTS FOR PASSENGER LISTS BY THE*  
15                         *DIRECTOR OF FAMILY SERVICES.*—

16                                 “(A) *REQUESTS BY DIRECTOR OF FAMILY*  
17                                 *SUPPORT SERVICES.*—It shall be the responsi-  
18                                 bility of the director of family support services  
19                                 designated for an accident under subsection  
20                                 (a)(1) to request, as soon as practicable, from the  
21                                 rail passenger carrier involved in the accident a  
22                                 passenger list, which is based on the best avail-  
23                                 able information at the time of the request.

24                                 “(B) *USE OF INFORMATION.*—The director  
25                                 of family support services may not release to any

1           *person information on a list obtained under sub-*  
2           *paragraph (A), except that the director may, to*  
3           *the extent the director considers appropriate,*  
4           *provide information on the list about a pas-*  
5           *senger to—*

6                     *“(i) the family of the passenger; or*

7                     *“(ii) a local, Tribal, State, or Federal*  
8                     *agency responsible for determining the*  
9                     *whereabouts or welfare of a passenger.*

10           *“(C) LIMITATION.—A local, Tribal, State,*  
11           *or Federal agency may not release to any person*  
12           *any information obtained under subparagraph*  
13           *(B)(ii), except if given express authority from*  
14           *the director of family support services.*

15           *“(D) RULE OF CONSTRUCTION.—Nothing in*  
16           *subparagraph (C) shall be construed to preclude*  
17           *a local, Tribal, State, or Federal agency from re-*  
18           *leasing information that is lawfully obtained*  
19           *through other means independent of releases*  
20           *made by the director of family support services*  
21           *under subparagraph (B).*

22           *“(2) REQUESTS FOR PASSENGER LISTS BY DES-*  
23           *IGNATED ORGANIZATION.—*

24                     *“(A) REQUESTS BY DESIGNATED ORGANIZA-*  
25                     *TION.—The organization designated for an acci-*

1           *dent under subsection (a)(2) may request from*  
2           *the rail passenger carrier involved in the acci-*  
3           *dent a passenger list.*

4           “(B) *USE OF INFORMATION.*—*The des-*  
5           *ignated organization may not release to any per-*  
6           *son information on a passenger list but may*  
7           *provide information on the list about a pas-*  
8           *senger to the family of the passenger to the extent*  
9           *the organization considers appropriate.”;*

10          (6) *in subsection (g)*—

11           (A) *in paragraph (1) by striking “the fami-*  
12           *lies of passengers involved in the accident” and*  
13           *inserting “passengers involved in the accident*  
14           *and the families of such passengers”;* and

15           (B) *in paragraph (3)*—

16           (i) *in the paragraph heading by strik-*  
17           *ing “PREVENT MENTAL HEALTH AND COUN-*  
18           *SELING” and inserting “PREVENT CERTAIN*  
19           *CARE AND SUPPORT”;*

20           (ii) *by striking “providing mental*  
21           *health and counseling services” and insert-*  
22           *ing “providing emotional care, psycho-*  
23           *logical care, and family support services”;*  
24           *and*

1                   (iii) by inserting “passengers and” be-  
2                   fore “families”; and

3                   (7) in subsection (h)—

4                   (A) by striking “National Transportation  
5                   Safety”; and

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

7                   “(4) *PASSENGER LIST.*—The term ‘passenger list’  
8                   means a list based on the best available information  
9                   at the time of the request, of the name of each pas-  
10                  senger aboard the rail passenger carrier’s train in-  
11                  volved in the accident. A rail passenger carrier shall  
12                  use reasonable efforts, with respect to its unreserved  
13                  trains, and passengers not holding reservations on its  
14                  other trains, to ascertain the names of passengers  
15                  aboard a train involved in an accident.”.

16                  (d) *PLANS TO ADDRESS NEEDS OF FAMILIES OF PAS-*  
17                  *SENGERS INVOLVED IN RAIL PASSENGER ACCIDENTS.*—  
18                  Section 24316(a) of title 49, United States Code, is amend-  
19                  ed by striking “a major” and inserting “any”.

20                  (e) *INFORMATION FOR FAMILIES OF INDIVIDUALS IN-*  
21                  *INVOLVED IN ACCIDENTS.*—Section 1140 of title 49, United  
22                  States Code, is amended—

23                         (1) in the heading by striking “**for families**  
24                         **of individuals involved in accidents**” and

1       inserting “**individuals involved in accidents**  
2       **and families of such individuals**”; and

3               (2) by striking “the families of individuals in-  
4       volved in the accident” and inserting “individuals in-  
5       volved in accidents and the families of such individ-  
6       uals”.

7       (f) *CLERICAL AMENDMENT.*—The analysis for chapter  
8       11 of title 49, United States Code, is further amended by  
9       striking the item relating to section 1139 and inserting the  
10      following:

      “1139. Assistance to passengers involved in rail passenger accidents and families  
      of such passengers.”.

11      **SEC. 1216. UPDATING CIVIL PENALTY AUTHORITY.**

12       (a) *IN GENERAL.*—Section 1155 of title 49, United  
13      States Code, is amended—

14               (1) in the heading by striking “**Aviation pen-**  
15       **alties**” and inserting “**Penalties**”; and

16               (2) in subsection (a), by striking “or section  
17       1136(g) (related to an aircraft accident)” and insert-  
18       ing “section 1136(g), or section 1139(g)”.

19       (b) *CLERICAL AMENDMENT.*—The analysis for chapter  
20       11 of title 49, United States Code, is amended by striking  
21       the item relating to section 1155 and inserting the fol-  
22       lowing:

      “1155. Penalties.”.

1 **SEC. 1217. ELECTRONIC AVAILABILITY OF PUBLIC DOCKET**  
2 **RECORDS.**

3 (a) *IN GENERAL.*—Not later than 24 months after the  
4 date of enactment of this Act, the National Transportation  
5 Safety Board shall make all records included in the public  
6 docket of an accident or incident investigation conducted  
7 by the Board (or the public docket of a study, report, or  
8 other product issued by the Board) electronically available  
9 in a publicly accessible database on a website of the Board,  
10 regardless of the date on which such public docket or record  
11 was created.

12 (b) *DATABASE.*—In carrying out subsection (a), the  
13 Board may utilize the multimodal accident database man-  
14 agement system established pursuant to section 1108 of the  
15 FAA Reauthorization Act of 2018 (49 U.S.C. 1119 note)  
16 or such other publicly available database as the Board de-  
17 termines appropriate.

18 (c) *BRIEFINGS.*—The Board shall provide the appro-  
19 priate committees of Congress an annual briefing on the  
20 implementation of this section until requirements of sub-  
21 section (a) are fulfilled. Such briefings shall include—

22 (1) the number of public dockets that have been  
23 made electronically available pursuant to this section;  
24 and

1           (2) *the number of public dockets that were un-*  
2           *able to be made electronically available, including all*  
3           *reasons for such inability.*

4           (d) *DEFINITIONS.—In this section, the terms “public*  
5           *docket” and “record” have the same meanings given such*  
6           *terms in section 801.3 of title 49, Code of Federal Regula-*  
7           *tions, as in effect on the date of enactment of this Act.*

8           **SEC. 1218. DRUG-FREE WORKPLACE.**

9           *Not later than 12 months after the date of enactment*  
10          *of this Act, the National Transportation Safety Board shall*  
11          *implement a drug testing program applicable to Board em-*  
12          *ployees, including employees in safety or security sensitive*  
13          *positions, in accordance with Executive Order No. 12564*  
14          *(51 Fed. Reg. 32889).*

15          **SEC. 1219. ACCESSIBILITY IN WORKPLACE.**

16          (a) *IN GENERAL.—Not later than 12 months after the*  
17          *date of enactment of this Act, the National Transportation*  
18          *Safety Board shall conduct an assessment of the head-*  
19          *quarters and regional offices of the Board to determine bar-*  
20          *riers to accessibility to facilities.*

21          (b) *CONTENTS.—In conducting the assessment under*  
22          *subsection (a), the Board shall consider compliance with—*

23                  (1) *the Architectural Barriers Act of 1968 (42*  
24                  *U.S.C. 4151 et seq.) and the corresponding accessi-*



1        *bility guidelines established under part 1191 of title*  
2        *36, Code of Federal Regulations; and*  
3                *(2) the Americans with Disabilities Act of 1990*  
4        *(42 U.S.C. 12101 et seq.).*

5    **SEC. 1220. MOST WANTED LIST.**

6        *(a) REPORTING REQUIREMENTS.—Section 1135 of*  
7        *title 49, United States Code, is amended by striking sub-*  
8        *section (e).*

9        *(b) REPORT ON MOST WANTED LIST METHOD-*  
10        *LOGY.—Section 1106 of the FAA Reauthorization Act of*  
11        *2018 (Public Law 115–254) and the item relating to such*  
12        *section in the table of contents under section 1(b) of such*  
13        *Act are repealed.*

14    **SEC. 1221. TECHNICAL CORRECTIONS.**

15        *(a) EVALUATION AND AUDIT OF NATIONAL TRANSPOR-*  
16        *TATION SAFETY BOARD.—Section 1138(a) of title 49,*  
17        *United States Code, is amended by striking “expenditures*  
18        *of the National Transportation Safety” and inserting “ex-*  
19        *penditures of the”.*

20        *(b) ORGANIZATION AND ADMINISTRATIVE.—The anal-*  
21        *ysis for chapter 11 of title 49, United States Code, is further*  
22        *amended—*

23                *(1) by striking the items relating to sections 117*  
24        *and 1117; and*

1           (2) *by inserting after the item relating to section*  
 2           *1116 the following:*

“1117. *Methodology.*”

3           (c) *SURFACE TRANSPORTATION BOARD.—The analysis*  
 4 *for subtitle II of title 49, United States Code, is amended*  
 5 *by inserting after the item relating to chapter 11 the fol-*  
 6 *lowing:*

“13. *Surface Transportation Board* ..... 1301”.

7 **SEC. 1222. AIR SAFETY INVESTIGATORS.**

8           (a) *REMOVAL OF FAA MEDICAL CERTIFICATE RE-*  
 9 *QUIREMENT.—Not later than 60 days after the date of en-*  
 10 *actment of this Act, the Director of the Office of Personnel*  
 11 *Management, in consultation with the Administrator and*  
 12 *the Chairman of the National Transportation Safety*  
 13 *Board, shall take such actions as may be necessary to revise*  
 14 *the eligibility requirements for the Air Safety Investigating*  
 15 *Series 1815 occupational series (and any similar occupa-*  
 16 *tional series relating to transportation accident inves-*  
 17 *tigating) to remove any requirement that an individual*  
 18 *hold a current medical certificate issued by the Adminis-*  
 19 *trator.*

20           (b) *UPDATES TO OTHER REQUIREMENTS.—*

21           (1) *IN GENERAL.—Not later than 2 years after*  
 22 *the date of enactment of this Act, the Director, in co-*  
 23 *ordination with the Administrator and Chairman,*  
 24 *shall take such actions as may be necessary to update*

1 *and revise experiential, educational, and other eligi-*  
2 *bility requirements for the Air Safety Investigating*  
3 *Series 1815 occupational series (and any similar oc-*  
4 *cupational series relating to transportation accident*  
5 *investigating).*

6 (2) *CONSIDERATIONS.—In updating the require-*  
7 *ments under paragraph (1), the Director shall con-*  
8 *sider—*

9 (A) *the direct relationship between any re-*  
10 *quirement and the duties expected to be per-*  
11 *formed by the position;*

12 (B) *changes in the skills and tools necessary*  
13 *to perform transportation accident investiga-*  
14 *tions; and*

15 (C) *such other considerations as the Direc-*  
16 *tor, Administrator, or Chairman determines ap-*  
17 *propriate.*

18 **SEC. 1223. REVIEW OF NATIONAL TRANSPORTATION SAFE-**  
19 **TY BOARD PROCUREMENTS.**

20 *Not later than 18 months after the date of enactment*  
21 *of this Act, the Comptroller General shall, pursuant to sec-*  
22 *tion 1138 of title 49, United States Code, submit to the ap-*  
23 *propriate committees of Congress a report regarding the*  
24 *procurement and contracting planning, practices, and poli-*  
25 *cies of the National Transportation Safety Board, including*

1 *such planning, practices, and policies regarding sole-source*  
2 *contracts.*

3                   **TITLE XIII—REVENUE**  
4                   **PROVISIONS**

5 **SEC. 1301. EXPENDITURE AUTHORITY FROM AIRPORT AND**  
6                   **AIRWAY TRUST FUND.**

7           (a) *IN GENERAL.*—Section 9502(d)(1) of the Internal  
8 *Revenue Code of 1986 is amended—*

9                   (1) *in the matter preceding subparagraph (A) by*  
10 *striking “May 11, 2024” and inserting “October 1,*  
11 *2028”; and*

12                   (2) *in subparagraph (A) by striking the semi-*  
13 *colon at the end and inserting “or the FAA Reauthor-*  
14 *ization Act of 2024;”.*

15           (b) *CONFORMING AMENDMENT.*—Section 9502(e)(2) of  
16 *such Code is amended by striking “May 11, 2024” and in-*  
17 *serting “October 1, 2028”.*

18 **SEC. 1302. EXTENSION OF TAXES FUNDING AIRPORT AND**  
19                   **AIRWAY TRUST FUND.**

20           (a) *FUEL TAXES.*—Section 4081(d)(2)(B) of the Inter-  
21 *nal Revenue Code of 1986 is amended by striking “May*  
22 *10, 2024” and inserting “September 30, 2028”.*

23           (b) *TICKET TAXES.*—

24                   (1) *PERSONS.*—Section 4261(k)(1)(A)(ii) of the  
25 *Internal Revenue Code of 1986 is amended by strik-*

1        *ing “May 10, 2024” and inserting “September 30,*  
2        *2028”.*

3                (2) *PROPERTY.—Section 4271(d)(1)(A)(ii) of the*  
4        *Internal Revenue Code of 1986 is amended by strik-*  
5        *ing “May 10, 2024” and inserting “September 30,*  
6        *2028”.*

7        (c) *FRACTIONAL OWNERSHIP PROGRAMS.—*

8                (1) *FUEL TAX.—Section 4043(d) of the Internal*  
9        *Revenue Code of 1986 is amended by striking “May*  
10        *10, 2024” and inserting “September 30, 2028”.*

11                (2) *TREATMENT AS NONCOMMERCIAL AVIA-*  
12        *TION.—Section 4083(b) of the Internal Revenue Code*  
13        *of 1986 is amended by striking “May 11, 2024” and*  
14        *inserting “October 1, 2028”.*

15                (3) *EXEMPTION FROM TICKET TAX.—Section*  
16        *4261(j) of the Internal Revenue Code of 1986 is*  
17        *amended by striking “May 10, 2024” and inserting*  
18        *“September 30, 2028”.*

Attest:

*Secretary.*

118<sup>TH</sup> CONGRESS  
2<sup>D</sup> SESSION

**H.R. 3935**

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**AMENDMENT**