

# Calendar No. 335

118TH CONGRESS  
2D SESSION

# S. 1939

To amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2024 through 2028, and for other purposes.

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## IN THE SENATE OF THE UNITED STATES

JUNE 13, 2023

Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

FEBRUARY 29, 2024

Reported by Ms. CANTWELL, with an amendment

[Strike out all after the enacting clause and insert the part printed in italic]

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## A BILL

To amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2024 through 2028, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

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

4 (a) ~~SHORT TITLE.~~—This Act may be cited as the  
5 ~~“FAA Reauthorization Act of 2023”.~~

- 1 (b) TABLE OF CONTENTS.—The table of contents for  
 2 this Act is as follows:

Sec. 1. Short title; table of contents.  
 Sec. 2. Definitions.

#### TITLE I—AUTHORIZATIONS

Sec. 101. Airport planning and development and noise compatibility planning and programs.  
 Sec. 102. Facilities and equipment.  
 Sec. 103. FAA operations.  
 Sec. 104. Extension of expiring authorities.  
 Sec. 105. Authority to subpoena physical evidence.  
 Sec. 106. Research, engineering, and development.  
 Sec. 107. Effective date.

#### TITLE II—FAA OVERSIGHT AND ORGANIZATION

##### Subtitle A—Organization

Sec. 201. Future of NextGen.  
 Sec. 202. Airspace Innovation Office.  
 Sec. 203. Commercial Software Options for Improving ASIAS Analytics.  
 Sec. 204. Authority to use electronic service.

##### Subtitle B—Regulatory Reform

Sec. 211. Safety and efficiency through digitization of FAA systems.  
 Sec. 212. Report elimination or modification.  
 Sec. 213. Internal regulatory process review.  
 Sec. 214. Review and Updates of Categorical Exclusions.

#### TITLE III—SAFETY IMPROVEMENTS

Sec. 301. Independent Study on future state of type certification processes.  
 Sec. 302. Report on international validation program performance.  
 Sec. 303. High risk flight testing.  
 Sec. 304. Recording devices.  
 Sec. 305. Helicopter safety.  
 Sec. 306. Review and incorporation of human readiness levels into agency guidance material.  
 Sec. 307. Service difficulty reports.  
 Sec. 308. Accountability and compliance.  
 Sec. 309. Accountability for aircraft registration numbers.  
 Sec. 310. Aircraft registration.  
 Sec. 311. FAA oversight of repair stations located outside the United States.  
 Sec. 312. Alcohol and drug testing and background checks.  
 Sec. 313. Continuous aircraft tracking and transmission for high altitude balloons.  
 Sec. 314. International engagement.  
 Sec. 315. Air tour and sport parachuting safety.  
 Sec. 316. International aviation safety assessment program.  
 Sec. 317. Changed product rule reform.  
 Sec. 318. Development of low-cost voluntary ADS-B.  
 Sec. 319. Public aircraft flight time logging eligibility.

- Sec. 320. Safety management systems.
- Sec. 321. Aviation safety information analysis and sharing program.
- Sec. 322. Consistent and timely pilot checks for air carriers.
- Sec. 323. Enhancing processes for authorizing aircraft for service in commuter and on demand operations.
- Sec. 324. Tower marking compliance.
- Sec. 325. Administrative authority for civil penalties.
- Sec. 326. Civil penalties for whistleblower protection program violations.
- Sec. 327. Flight service stations.
- Sec. 328. Technical assistance agreements.
- Sec. 329. Restoration of authority.
- Sec. 330. Tarmac operations monitoring study.
- Sec. 331. GAO report on cybersecurity of commercial aviation avionics.
- Sec. 332. Securing aircraft avionics systems.
- Sec. 333. Maintenance data availability.
- Sec. 334. Study on airworthiness standards compliance.
- Sec. 335. Fire protection standards.
- Sec. 336. Cabin air safety.
- Sec. 337. Airport air safety.
- Sec. 338. Aircraft interchange agreement limitations.
- Sec. 339. Wildfire suppression.
- Sec. 340. Study on impacts of temperature in aircraft cabins.
- Sec. 341. Part 135 pilot supplemental oxygen requirement.
- Sec. 342. Crewmember pumping guidance.
- Sec. 343. Reauthorization of certain provisions of the Aircraft Certification, Safety, and Accountability Act.

#### TITLE IV—MODERNIZING THE NATIONAL AIRSPACE SYSTEM

- Sec. 401. NextGen accountability task force.
- Sec. 402. Use of advanced surveillance in oceanic airspace.
- Sec. 403. GPS monitoring pilot program.
- Sec. 404. Runway safety technologies.
- Sec. 405. Flight profile optimization.
- Sec. 406. Stars remote surveillance displays.
- Sec. 407. Audit of legacy systems.
- Sec. 408. Aeronautical mobile communications services.
- Sec. 409. Low altitude routes for vertical flight.
- Sec. 410. ADS-B out equipage study; Vehicle-to-Vehicle link program.
- Sec. 411. Extension of enhanced air traffic services pilot program.
- Sec. 412. NextGen equipage plan.
- Sec. 413. Performance based navigation report and utilization plan.
- Sec. 414. Air traffic control facility realignment study.

#### TITLE V—AVIATION WORKFORCE

##### Subtitle A—Civil Aviation Workforce

- Sec. 501. Aviation workforce development grants.
- Sec. 502. Women in Aviation Advisory Committee.
- Sec. 503. Study of high school aviation maintenance training programs.
- Sec. 504. Military aviation maintenance technicians rule.
- Sec. 505. Prohibition of remote dispatching.
- Sec. 506. Employee assault prevention and response plan standards and best practices.
- Sec. 507. Crewmember self-defense training.

- Sec. 508. Improving apron safety.
- Sec. 509. Aviation Medical Innovation and Modernization Working Group.
- Sec. 510. Airman Certification Standards.

#### Subtitle B—FAA Workforce

- Sec. 521. Air traffic control staffing standards.
- Sec. 522. FAA Workforce review audit.
- Sec. 523. Direct hire authority utilization.
- Sec. 524. Staffing model for aviation safety inspectors.
- Sec. 525. Safety critical staffing.
- Sec. 526. Instrument landing system installation.
- Sec. 527. Aviation Certification Fellowship Program.
- Sec. 528. Contract Tower Program air traffic controller training programs.
- Sec. 529. Review of FAA and industry cooperative familiarization programs.
- Sec. 530. Improved access to air traffic control simulation training.
- Sec. 531. Air Traffic Controller Instructor Pipeline.
- Sec. 532. Ensuring hiring of air traffic control specialists is based on assessment of job-relevant aptitudes.
- Sec. 533. Federal aviation administration academy and facility expansion plan.

#### TITLE VI—MODERNIZING AIRPORT SYSTEMS

- Sec. 601. AIP eligibility amendments.
- Sec. 602. Revised minimum apportionments.
- Sec. 603. Apportionments for transitioning airports.
- Sec. 604. Updating United States Government's share of project costs.
- Sec. 605. Primary airport designation.
- Sec. 606. Discretionary fund for terminal development costs.
- Sec. 607. Alternative-delivery and advance-construction methods pilot program.
- Sec. 608. Integrated project delivery.
- Sec. 609. Airport investment partnership program.
- Sec. 610. Airport accessibility.
- Sec. 611. General aviation public-private partnership program.
- Sec. 612. Runway rehabilitation.
- Sec. 613. Extension of provision relating to airport access roads in remote locations.
- Sec. 614. Procurement regulations applicable to FAA multimodal projects.
- Sec. 615. Solar powered taxiway edge lighting systems.
- Sec. 616. Additional ground based transmitters.
- Sec. 617. Automated weather observing systems maintenance improvements.
- Sec. 618. Contract Tower Program.
- Sec. 619. Remote towers.
- Sec. 620. Grant assurances.
- Sec. 621. Civil penalties for grant assurances violations.
- Sec. 622. Community use of airport land.
- Sec. 623. Buckeye 940 release of deed restrictions.
- Sec. 624. Clarifying airport revenue use of local general sales taxes.
- Sec. 625. AIP handbook review.
- Sec. 626. PFAS-related resources for airports.
- Sec. 627. Progress reports on the national transition plan related to a fluorine-free firefighting foam.
- Sec. 628. Review of airport layout plans.
- Sec. 629. NEPA purpose and need statements.
- Sec. 630. Passenger facility charge streamlining.
- Sec. 631. Use of passenger facility charges for noise barriers.

- Sec. 632. Automated weather observing systems policy.
- Sec. 633. Infrastructure Investment and Jobs Act implementation.
- Sec. 634. Report on airport notifications.
- Sec. 635. Coastal airports resiliency study.
- Sec. 636. Survey of power distribution capacity.
- Sec. 637. Study on competition and airport access.
- Sec. 638. Regional airport capacity study.
- Sec. 639. Study on autonomous and electric-powered track systems.
- Sec. 640. Special rule for reclassification of certain unclassified airports.
- Sec. 641. General aviation airport runway extension pilot program.

## TITLE VII—AIR SERVICE IMPROVEMENTS

### Subtitle A—Consumer Enhancements

- Sec. 701. Advisory committee for aviation consumer protection.
- Sec. 702. Unrealistic or deceptive scheduling.
- Sec. 703. Refunds.
- Sec. 704. Airline passenger rights transparency act.
- Sec. 705. Disclosure of ancillary fees.
- Sec. 706. Access to customer service assistance for all travelers.
- Sec. 707. Frequent flyer programs and vouchers.
- Sec. 708. Airline customer service dashboards.
- Sec. 709. Annual briefings on disruptions of passenger air transportation and periods of mass cancellations of scheduled flights.
- Sec. 710. Enhancing child safety.
- Sec. 711. Codification of consumer protection provisions.
- Sec. 712. GAO study on competition and consolidation in the air carrier industry.
- Sec. 713. GAO study and report on the operational preparedness of air carriers for preparing for changing weather and other events related to changing conditions and natural hazards.
- Sec. 714. Increase in civil penalties.
- Sec. 715. Family seating.
- Sec. 716. Establishment of Office of Aviation Consumer Protection.

### Subtitle B—Accessibility

- Sec. 731. Extension of the advisory committee on the air travel needs of passengers with disabilities.
- Sec. 732. Modernization and improvements to aircraft evacuation.
- Sec. 733. Improved training standards for assisting passengers who use wheelchairs.
- Sec. 734. Training standards for stowage of wheelchairs and scooters.
- Sec. 735. Mobility Aids On Board Improve Lives and Empower All Act.
- Sec. 736. Prioritizing Accountability and Accessibility for Aviation Consumers Act of 2023.
- Sec. 737. Transportation of organs.
- Sec. 738. Access and Dignity for All People who Travel Act.
- Sec. 739. Equal Accessibility to Passenger Portals Act.
- Sec. 740. Store On-board Wheelchairs in Cabin Act.

### Subtitle C—Air Service Development

- Sec. 741. Essential air service.
- Sec. 742. Small community air service development grants.

Sec. 743. GAO study and report on the alternate Essential Air Service program.

## TITLE VIII—NEW ENTRANTS

### Subtitle A—Unmanned Aircraft Systems

- Sec. 801. Office of Advanced Aviation Technology and Innovation.
- Sec. 802. Advanced Aviation Technology and Innovation Steering Committee.
- Sec. 803. Beyond visual line of sight operations for unmanned aircraft systems.
- Sec. 804. Extending special authority for certain unmanned aircraft systems.
- Sec. 805. Environmental Review and Noise Certification.
- Sec. 806. UTM implementation.
- Sec. 807. Operations over the high seas.
- Sec. 808. Extension of the BEYOND program.
- Sec. 809. Extension of the Know Before You Fly campaign.
- Sec. 810. Unmanned aircraft system data exchange.
- Sec. 811. Unmanned aircraft system detection and mitigation enforcement authority.
- Sec. 812. Recreational operations of drone systems.
- Sec. 813. UAS test ranges.
- Sec. 814. Authority regarding protection of certain facilities and assets from unmanned aircraft.
- Sec. 815. Airport safety and airspace hazard mitigation and enforcement.
- Sec. 816. Special authority for transport of hazardous materials by commercial package delivery unmanned aircraft systems.

### Subtitle B—Advanced Air Mobility

- Sec. 821. Sense of Congress on FAA leadership.
- Sec. 822. Aviation Rulemaking Committee on certification of powered-lift aircraft.
- Sec. 823. Application of National Environmental Policy Act (NEPA) categorical exclusions for vertiport projects.
- Sec. 824. Advanced Air Mobility Working Group amendments.
- Sec. 825. Rules for operation of powered-lift aircraft.
- Sec. 826. International coordination on powered-lift aircraft.
- Sec. 827. Advanced air mobility propulsion systems aviation rulemaking committee.

## TITLE IX—RESEARCH AND DEVELOPMENT AND INNOVATIVE AVIATION TECHNOLOGIES

- Sec. 901. Advanced materials center of excellence enhancements.
- Sec. 902. Center of excellence for unmanned aircraft systems.
- Sec. 903. ASSURED safe credentialing authority.
- Sec. 904. FAA and NASA advanced aviation technologies pilot program.
- Sec. 905. Advancing global leadership on civil supersonic aircraft.
- Sec. 906. CLEEN engine and airframe technology partnership.
- Sec. 907. Hypersonic flight testing.
- Sec. 908. Hypersonic pathway to integration study.
- Sec. 909. Operating high-speed flights in high altitude Class E airspace.
- Sec. 910. Electric propulsion aircraft operations study.
- Sec. 911. Contract weather observers program.
- Sec. 912. Airfield pavement technology program.
- Sec. 913. National aviation research plan modification.
- Sec. 914. FAA and NASA research and development coordination review.

Sec. 915. Research and development of FAA's aeronautical information systems modernization activities.

Sec. 916. Center of Excellence for Alternative Jet Fuels and Environment.

Sec. 917. Aircraft Noise Advisory Committee.

#### TITLE X—MISCELLANEOUS

Sec. 1001. Noise mitigation.

#### TITLE XI—TECHNICAL CORRECTIONS

Sec. 1101. Technical corrections.

### 1 **SEC. 2. DEFINITIONS.**

2 In this Act:

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

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

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

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

17 (5) SECRETARY.—Unless otherwise specified,  
18 the term “Secretary” means the Secretary of Trans-  
19 portation.

# 1           **TITLE I—AUTHORIZATIONS**

## 2   **SEC. 101. AIRPORT PLANNING AND DEVELOPMENT AND** 3                   **NOISE COMPATIBILITY PLANNING AND PRO-** 4                   **GRAMS.**

5           (a) **AUTHORIZATION.**—Section 48103(a) of title 49,  
 6 United States Code, is amended by striking paragraphs  
 7 (1) through (6) and inserting the following: “

8                   “(1) \$4,000,000,000 for fiscal year 2024;

9                   “(2) \$4,000,000,000 for fiscal year 2025;

10                  “(3) \$4,000,000,000 for fiscal year 2026;

11                  “(4) \$4,000,000,000 for fiscal year 2027; and

12                  “(5) \$4,000,000,000 for fiscal year 2028.”.

13           (b) **OBLIGATION AUTHORITY.**—Section 47104(e) of  
 14 title 49, United States Code, is amended, in the matter  
 15 preceding paragraph (1), by striking “2023,” and insert-  
 16 ing “2028.”.

## 17   **SEC. 102. FACILITIES AND EQUIPMENT.**

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

21                   “(1) \$3,575,000,000 for fiscal year 2024.

22                   “(2) \$3,625,000,000 for fiscal year 2025.

23                   “(3) \$3,675,000,000 for fiscal year 2026.

24                   “(4) \$3,675,000,000 for fiscal year 2027.

25                   “(5) \$3,675,000,000 for fiscal year 2028.”.



1 **SEC. 103. FAA OPERATIONS.**

2 (a) **IN GENERAL.**—Section 106(k)(1) of title 49,  
3 United States Code, is amended by striking subpara-  
4 graphs (A) through (F) and inserting the following:

5 “(A) \$12,740,000,000 for fiscal year 2024;

6 “(B) \$13,033,000,000 for fiscal year 2025;

7 “(C) \$13,500,000,000 for fiscal year 2026;

8 “(D) \$13,900,000,000 for fiscal year  
9 2027; and

10 “(E) \$14,400,000,000 for fiscal year  
11 2028.”.

12 (b) **AUTHORITY TO TRANSFER FUNDS.**—Section  
13 106(k)(3) of title 49, United States Code, is amended by  
14 striking “fiscal years 2018 through 2023” and inserting  
15 “fiscal years 2024 through 2028”.

16 **SEC. 104. EXTENSION OF EXPIRING AUTHORITIES.**

17 (a) **MARSHALL ISLANDS, MICRONESIA, AND**  
18 **PALAU.**—Section 47115(i) of title 49, United States Code,  
19 is amended by striking “fiscal years 2018 through 2023”  
20 and inserting “fiscal years 2024 through 2028”.

21 (b) **EXTENSION OF COMPATIBLE LAND USE PLAN-**  
22 **NING AND PROJECTS BY STATE AND LOCAL GOVERN-**  
23 **MENTS.**—Section 47141(f) of title 49, United States Code,  
24 is amended by striking “September 30, 2023” and insert-  
25 ing “September 30, 2028”.

1           (c) ~~MIDWAY ISLAND AIRPORT.~~—Section 186(d) of  
 2 the Vision 100—Century of Aviation Reauthorization Act  
 3 (Public Law 108—176; 117 Stat. 2518) is amended by  
 4 striking “fiscal years 2018 through 2023” and inserting  
 5 “fiscal years 2024 through 2028”.

6           (d) ~~AUTHORITY TO PROVIDE INSURANCE.~~—Section  
 7 44310(b) of title 49, United States Code, is amended by  
 8 striking “September 30, 2023” and inserting “September  
 9 30, 2028.”.

10 **SEC. 105. AUTHORITY TO SUBPOENA PHYSICAL EVIDENCE.**

11           Section 46104(a)(1) of title 49, United States Code,  
 12 is amended by striking “and records” and inserting “,  
 13 records, including documents and data, whether stored in  
 14 a physical or electronic format, and tangible objects”.

15 **SEC. 106. RESEARCH, ENGINEERING, AND DEVELOPMENT.**

16           Section 48102(a) of title 49, United States Code, is  
 17 amended—

18           (1) in paragraph (14), by striking “and” at the  
 19 end;

20           (2) by paragraph (15), by striking the period at  
 21 the end and inserting a semicolon; and

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

23           “(16) \$344,000,000 for fiscal year 2024;

24           “(17) \$360,000,000 for fiscal year 2025;

25           “(18) \$367,000,000 for fiscal year 2026;

1           “(19) \$374,000,000 for fiscal year 2027; and  
 2           “(20) \$390,000,000 for fiscal year 2028.”.

3 **SEC. 107. EFFECTIVE DATE.**

4           The amendments made by this subtitle (other than  
 5 in section 105) shall take effect on October 1, 2023.

6           **TITLE II—FAA OVERSIGHT AND**  
 7                           **ORGANIZATION**  
 8                           **Subtitle A—Organization**

9 **SEC. 201. FUTURE OF NEXTGEN.**

10           (a) **COMPLETION AND SUNSET.—**

11                   (1) **KEY PROGRAMS.—**Not later than December  
 12                   31, 2025, the FAA shall operationalize all the key  
 13                   programs under the NextGen project as described in  
 14                   the FAA’s deployment plan.

15                   (2) **OFFICE; ADVISORY COMMITTEE.—**The  
 16                   NextGen Office and the NextGen Advisory Com-  
 17                   mittee shall terminate on December 31, 2025.

18                   (3) **TRANSFER OF RESIDUAL NEXTGEN IMPLE-**  
 19                   **MENTATION FUNCTIONS; STATUS REPORT.—**If the  
 20                   FAA does not complete the NextGen project by the  
 21                   deadline specified in paragraph (1), the Adminis-  
 22                   trator shall transfer the residual functions of com-  
 23                   pleting NextGen to the Airspace Innovation Office  
 24                   established under section 202.

1           (4) TRANSFER OF ADVANCED AIR MOBILITY  
2           FUNCTIONS.—Not later than 90 days after the date  
3           of enactment of this section, any AAM (as defined  
4           in section 106(u)(7) of title 49, United States Code  
5           (as added by section 801)) relevant functions, du-  
6           ties, and responsibilities of the NAS Systems, Engi-  
7           neering, & Integration Office or other Offices within  
8           the Office of NextGen shall be incorporated into the  
9           Office of Advanced Aviation Technology and Innova-  
10          tion established under section 106(u) of title 49,  
11          United States Code (as so added).

12          (5) STATUS REPORTS.—If the FAA does not  
13          complete the NextGen project by the deadline speci-  
14          fied in paragraph (1), the Administrator shall, not  
15          later than 30 days after such deadline, and quarterly  
16          thereafter until all key programs under the NextGen  
17          project are deployed, brief the appropriate commit-  
18          tees of Congress on the status of each incomplete  
19          program, including, with respect to each such incom-  
20          plete program—

21                 (A) an explanation as to why the program  
22                 deployment was delayed or not completed by  
23                 such deadline;

24                 (B) an assessment of the key risks to the  
25                 full implementation of the program and a de-

1 description of how the FAA is mitigating, or  
2 plans to mitigate, those risks; and

3 (C) a detailed schedule of actions nec-  
4 essary to complete the program, including up-  
5 dated milestones and deadlines.

6 (b) INDEPENDENT REPORT.—

7 (1) IN GENERAL.—Not later than 90 days of  
8 the date of enactment of this section, the Adminis-  
9 trator shall contract with an independent third-party  
10 contractor or a Federally funded research and devel-  
11 opment center to develop a report reviewing and as-  
12 sessing the implementation of the NextGen project.

13 (2) REQUIREMENTS.—The report developed  
14 under paragraph (1) shall include the following:

15 (A) Evaluation of the promised operational  
16 benefits at the time of initiation and the real-  
17 ized benefits upon completion of the NextGen  
18 project.

19 (B) Recommendations for the technical ca-  
20 pacity and resources needed by the FAA in  
21 order to oversee a comprehensive airspace mod-  
22 ernization project on-schedule and on-budget.

23 (C) Identification of programs under the  
24 NextGen project that were significantly delayed,  
25 significantly diminished, or ultimately not im-

1           plemented, including an explanation of the  
2           cause of the delay, reduction, or removal of the  
3           program from the NextGen project by the FAA.  
4           This discussion shall include at a minimum,  
5           programs relating to expanding surveillance  
6           coverage across the country, increasing per-  
7           formance-based navigation, and improving  
8           enroute data communications.

9           (D) Identification of any challenges that  
10          impacted the implementation of the NextGen  
11          project.

12          (E) Identification of any lessons learned  
13          during the NextGen project effort, and whether,  
14          how, and to what effect those lessons may be  
15          applied to future national airspace system mod-  
16          ernization efforts.

17          (F) Assessment of national airspace sys-  
18          tem user engagement in the NextGen project  
19          priorities and implementation.

20          (G) Recommendations of the justifications  
21          for further national airspace system moderniza-  
22          tion efforts including economic, safety, effi-  
23          ciency, capacity, predictability, and resiliency of  
24          the United States air transportation system.

1           (3) DEADLINE.—Not later than June 30, 2026,  
2           the report developed under paragraph (1) shall be  
3           submitted to the Administrator and the appropriate  
4           committees of Congress.

5 **SEC. 202. AIRSPACE INNOVATION OFFICE.**

6           (a) ESTABLISHMENT.—

7           (1) IN GENERAL.—On January 1, 2026, the  
8           Administrator shall establish within the FAA the  
9           Airspace Innovation Office (in this section referred  
10          to as the “Office”).

11          (2) ASSISTANT ADMINISTRATOR.—The Office  
12          shall be led by the Assistant Administrator.

13          (3) DUTIES.—The Office shall be responsible  
14          for—

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

19                 (B) developing an integrated plan for the  
20                 future state of the national airspace system and  
21                 overseeing the deployment of the system.

22          (4) CONSULTATION.—The Assistant Adminis-  
23          trator shall consult, as necessary, with the Chief  
24          Technology Officer appointed under section 106(s)  
25          of title 49, United States Code, and the Associate

1 Administrator for Advanced Aviation Technology  
2 and Innovation appointed under section 106(u) of  
3 title 49, United States Code (as added by section  
4 801).

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

11 (1) A description of the demand for services  
12 that will be required of the Nation's future air  
13 transportation system; and an explanation of how  
14 those demand projections were derived; including—

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

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

24 (2) A roadmap for creating and implementing  
25 the integrated plan; including—



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

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

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

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

16          (4) The management of the enterprise architec-  
17          ture framework for the introduction of these oper-  
18          ational improvements and to inform FAA financial  
19          decision-making.

20          (5) A business case for the operational improve-  
21          ments that the Office will develop and deploy not  
22          later than 2040, including the benefits, costs, and  
23          risks of the preferred and alternative options.

24          (c) CONSIDERATIONS.—In developing and carrying  
25          out the integrated plan, the Office shall consider—

1           (1) the results and recommendations of the  
2 independent report on implementation of the  
3 NextGen project under section 201(b);

4           (2) the status of the transition to, and deploy-  
5 ment of, trajectory-based operations within the na-  
6 tional airspace system; and

7           (3) the audit of legacy systems required by sec-  
8 tion 407, and the resulting plan to replace or en-  
9 hance the identified legacy systems within a reason-  
10 able time frame.

11       (d) CONSULTATION.—In developing and carrying out  
12 the integrated plan, the Office shall consult with rep-  
13 resentatives from—

14           (1) the National Aeronautics and Space Admin-  
15 istration;

16           (2) airlines;

17           (3) business aviation;

18           (4) general aviation;

19           (5) aviation labor groups;

20           (6) aviation research and development entities;

21           (7) aircraft and avionics manufacturers;

22           (8) air traffic control suppliers;

23           (9) commercial space industry;

24           (10) commercial and recreational drone indus-  
25 try; and

1           (11) any other entities the Office deems nec-  
2           essary.

3           (c) ~~PLAN DEADLINE; BRIEFINGS.—~~

4           (1) ~~PLAN DEADLINE.—~~Not later than Novem-  
5           ber 30, 2026, the Administrator shall submit the in-  
6           tegrated plan required by subsection (a)(3)(B) to the  
7           Committee on Commerce, Science, and Transpor-  
8           tation of the Senate, the Committee on Appropria-  
9           tions of the Senate, the Committee on Transpor-  
10          tation and Infrastructure of the House of Represent-  
11          atives, and the Committee on Appropriations of the  
12          House of Representatives.

13          (2) ~~ANNUAL BRIEFINGS.—~~The Administrator  
14          shall provide the committees of Congress specified in  
15          paragraph (1) with an annual briefing describing the  
16          progress in carrying out the integrated plan required  
17          by subsection (a)(3)(B), including any changes to  
18          the plan.

19          (f) ~~DOT INSPECTOR GENERAL REVIEW.—~~Not later  
20          than 180 days following submission of the integrated plan  
21          under subsection (c)(1), the Inspector General of the De-  
22          partment of Transportation shall review the integrated  
23          plan and submit to the committees of Congress specified  
24          in paragraph (1) a report that—

1           (1) assesses the business case for the integrated  
2     plan;

3           (2) provides any recommendations for improv-  
4     ing the integrated plan; and

5           (3) includes any other information that the In-  
6     spector General determines appropriate.

7     (g) **LIMITATION.**—The FAA is not authorized to  
8     spend any amounts on the deployment of new air traffic  
9     management technologies and operational improvements  
10    that have yet to be deployed and identified in the inte-  
11    grated plan until the committees of Congress specified in  
12    paragraph (1) have been briefed under subsection (e)(2).

13   **SEC. 203. COMMERCIAL SOFTWARE OPTIONS FOR IMPROV-**  
14                   **ING ASIAS ANALYTICS.**

15    (a) **ASIAS ANALYTICS.**—

16           (1) **EVALUATION.**—Not later than 180 days  
17     after the date of enactment of this section, the Ad-  
18     ministrator shall evaluate whether commercial soft-  
19     ware solutions are available to improve the FAA’s  
20     Aviation Safety Information Analysis and Sharing  
21     (ASIAS) system to advance the system’s predictive  
22     capabilities and analytical solutions developed.

23           (2) **REQUIREMENTS.**—In carrying out the eval-  
24     uation required by paragraph (1), the Administrator  
25     shall—

1           (A)       prioritize       production-ready  
2       configurable solutions over custom development  
3       to support FAA critical aviation safety pro-  
4       grams; and

5           (B) ensure that adequate market research  
6       is completed in accordance with FAA acquisi-  
7       tion management system requirements, includ-  
8       ing appropriate live demonstrations of proposed  
9       solutions, as part of the evaluation criteria.

10       (b) CONGRESSIONAL BRIEFING.—Not later than 2  
11   years after the date of enactment of this section, the Ad-  
12   ministrators shall submit to the appropriate committees of  
13   Congress a briefing on the results of the evaluation carried  
14   out under subsection (a) that—

15           (1) includes an assessment of the FAA's  
16       progress toward achieving previously identified mile-  
17       stones for ASIAS by the Inspector General of the  
18       Department of Transportation and the Special Com-  
19       mittee to Review FAA Aircraft Certification Re-  
20       ports; and

21           (2) outlines the FAA's plan to use rapidly  
22       deployable commercial solutions to assist the FAA in  
23       meeting such milestones.

1 **SEC. 204. AUTHORITY TO USE ELECTRONIC SERVICE.**

2 Section 46103 of title 49, United States Code, is  
3 amended—

4 (1) in subsection (b)—

5 (A) in paragraph (1)—

6 (i) in subparagraph (B), by striking  
7 “or” after the semicolon;

8 (ii) in subparagraph (C), by striking  
9 the period at the end and inserting a semi-  
10 colon; and

11 (iii) by adding at the end the fol-  
12 lowing:

13 “(D) by electronic or facsimile trans-  
14 mission to the person to be served or the des-  
15 ignated agent of the person; or

16 “(E) as designated by regulation or guid-  
17 ance published in the Federal Register.”; and

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

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

21 “(A) the date an electronic or facsimile  
22 transmission is sent; or

23 “(B) the date a notification is sent by an  
24 electronic or facsimile method that a notice,  
25 process, or action is immediately available and  
26 accessible in an electronic database.”; and

1           (2) in subsection (c) by striking the first sen-  
 2           tence and inserting “Service on an agent designated  
 3           under this section shall be made at the office or  
 4           usual place of residence of the agent or at the elec-  
 5           tronic or facsimile address designated by the  
 6           agent.”.

## 7           **Subtitle B—Regulatory Reform**

### 8           **SEC. 211. SAFETY AND EFFICIENCY THROUGH** 9           **DIGITIZATION OF FAA SYSTEMS.**

10          (a) **IN GENERAL.**—Not later than 180 days after the  
 11          date of enactment of this section, the Administrator  
 12          shall—

13                 (1) identify, at the discretion of the Adminis-  
 14                 trator, 3 processes of the FAA that result in a cer-  
 15                 tification (such as an aircraft certification, aircraft  
 16                 registration, or airmen certification) or authoriza-  
 17                 tion, an exemption, or a letter of authorization; and

18                 (2) initiate the digitization of such processes.

19          (b) **REQUIREMENTS.**—In carrying out the digitization  
 20          required by subsection (a), the Administrator shall ensure  
 21          that the digitization of any process allows for—

22                 (1) an applicant to track their application  
 23                 throughout the period of submission and review of  
 24                 such application; and

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

5           (e) BRIEFING TO CONGRESS.—Not later than 1 year  
6           after the date on which the Administrator initiates the  
7           digitization under subsection (a)(2), the Administrator  
8           shall brief the appropriate committees of Congress on the  
9           progress of such digitization.

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

14          **SEC. 212. REPORT ELIMINATION OR MODIFICATION.**

15          (a) REPORTS MODIFIED.—

16                 (1) REPORT ON THE AIRPORT IMPROVEMENT  
17                 PROGRAM.—

18                         (A) IN GENERAL.—Section 47131(a) of  
19                         title 49, United States Code, is amended by  
20                         striking the first sentence and inserting “Not  
21                         later than June 1, 2025, and biennially there-  
22                         after, the Secretary of Transportation shall sub-  
23                         mit to Congress a report on activities carried  
24                         out under this subchapter during the prior 2  
25                         fiscal years.”.



1                   (B) CONFORMING AMENDMENTS.—

2                   (i) Section 47131 of title 49, United  
3 States Code, is amended in the section  
4 heading by striking “**Annual**” and insert-  
5 ing “**Biennial**”.

6                   (ii) The analysis for chapter 471 of  
7 title 49, United States Code, is amended  
8 by striking the item relating to section  
9 47131 and inserting the following:

“47131. Biennial report.”.

10                  (2) NATIONAL AVIATION RESEARCH PLAN.—

11                  (A) Section 44501(e)(1) of title 49, United  
12 States Code, is amended by striking “the date  
13 of submission” and inserting “90 days after the  
14 date of submission”.

15                  (B) Section 48102(g) of title 49, United  
16 States Code, is amended by striking “the date  
17 of submission” and inserting “90 days after the  
18 date of submission”.

19                  (b) REPORTS ELIMINATED.—

20                  (1) LASER POINTER INCIDENTS.—Section  
21 2104(a) of the FAA Extension, Safety, and Security  
22 Act of 2016 (49 U.S.C. 46301 note) is amended by  
23 striking “Beginning 90 days after the date of enact-  
24 ment of this Act, the Administrator of the Federal  
25 Aviation Administration, in coordination with appro-

1        appropriate Federal law enforcement agencies, shall pro-  
2        vide quarterly updates to the appropriate committees  
3        of Congress regarding” and inserting “The Adminis-  
4        trator of the Federal Aviation Administration, in co-  
5        ordination with appropriate Federal law enforcement  
6        agencies, shall provide an annual briefing to the ap-  
7        propriate committees of Congress regarding”.

8                (2) REPORT ON HELICOPTER AIR AMBULANCE  
9        OPERATIONS.—Section 44731 of title 49, United  
10       States Code, is amended—

11                    (A) in subsection (d)—

12                            (i) in the subsection heading, by strik-  
13                            ing “REPORT TO CONGRESS” and inserting  
14                            “BRIEFING”;

15                            (ii) by striking the first sentence and  
16                            inserting “The Administrator shall provide  
17                            a briefing to the Committee on Transpor-  
18                            tation and Infrastructure of the House of  
19                            Representatives and the Committee on  
20                            Commerce, Science, and Transportation of  
21                            the Senate annually on the data collected  
22                            under subsection (a).”;

23                            (iii) in the second sentence by striking  
24                            “report” and inserting “briefing”; and

1           (B) in subsection (e)(2), by striking “the  
2           report” and inserting “the briefing”.

3 **SEC. 213. INTERNAL REGULATORY PROCESS REVIEW.**

4           (a) **IN GENERAL.**—The Secretary shall establish an  
5 internal regulatory process review team (in this section re-  
6 ferred to as the “review team”) comprising of FAA em-  
7 ployees and individuals described in subsection (b) to de-  
8 velop recommendations to improve the timeliness of, and  
9 performance accountability in, the development and pro-  
10 mulgation of regulatory materials (as defined in sub-  
11 section (g)). The review team shall deliver a report with  
12 recommendations to the Secretary in accordance with the  
13 deadlines specified in subsection (e).

14           (b) **OTHER MEMBERS; CONSULTATION.**—

15           (1) **IN GENERAL.**—The review team shall in-  
16 clude outside experts and academics with relevant  
17 experience or expertise in aviation safety and in im-  
18 proving the performance, accountability, and trans-  
19 parency of the Federal regulatory process, particu-  
20 larly as it relates to aviation safety. The review team  
21 shall include at least 3 outside experts or academics  
22 with relevant experience or expertise in aviation  
23 safety and at least 1 outside expert or academic with  
24 relevant experience or expertise in improving the  
25 performance, accountability, and transparency of the

1 Federal regulatory process, particularly as it relates  
2 to aviation safety.

3 ~~(2) CONSULTATION.—~~The review team may, as  
4 appropriate, consult with industry stakeholders.

5 ~~(e) CONTENTS OF REVIEW.—~~In conducting the re-  
6 view required under subsection (a), the review team shall  
7 do the following:

8 (1) Develop a proposal for rationalizing proc-  
9 esses and eliminating redundant administrative re-  
10 view of regulatory materials within the FAA, par-  
11 ticularly when FAA-sponsored rule-making commit-  
12 tees and stakeholders have collaborated on the pro-  
13 posed regulations to address airworthiness standards  
14 deficiencies.

15 ~~(2) With respect to each office within the FAA~~  
16 ~~that reviews regulatory materials, assess—~~

17 ~~(A) the timeline assigned to each such of-~~  
18 ~~fice to complete the review of regulatory mate-~~  
19 ~~rials;~~

20 ~~(B) the actual time spent for such review;~~

21 ~~(C) opportunities to reduce the actual time~~  
22 ~~for such review; and~~

23 ~~(D) whether clear roles, responsibilities, re-~~  
24 ~~quirements, and expectations are clearly defined~~

1           for each office required to review the regulatory  
2           materials.

3           ~~(3) Define and document the roles and respon-~~  
4           ~~sibilities of each office within the FAA that develops,~~  
5           ~~drafts or reviews each kind of regulatory material in~~  
6           ~~order to ensure that hiring reflects who, where, and~~  
7           ~~how these employees function in the rulemaking~~  
8           ~~framework.~~

9           (4) Describe any organizational changes or the  
10          need to hire additional FAA employees, if necessary  
11          and taking into consideration whether current posi-  
12          tions are staffed, to reduce delays in publication of  
13          proposed and final regulatory materials.

14          (5) In order to provide the public with detailed  
15          information on the progress of the development of  
16          regulatory materials, identify reporting mechanisms  
17          and develop a template and appropriate system  
18          metrics for making publicly available on a website a  
19          real-time progress tracker that updates itself to  
20          show the major stages (as determined by the Sec-  
21          retary) of the development of regulatory materials as  
22          they are initiated, in progress, and completed, from  
23          inception of a proposed development of regulatory  
24          materials to publication of the final version of such  
25          materials.

1           (6) Consider changes to the FAA's best prac-  
2           tices under rules governing ex parte communications  
3           with other validating authorities, including inter-  
4           national validating authorities, and with consider-  
5           ation of the public interest in transparency, to pro-  
6           vide flexibility for FAA employees to discuss regu-  
7           latory materials, particularly for those related to en-  
8           hancing aviation safety and the United States' avia-  
9           tion international leadership.

10           (7) Recommend methods by which the FAA can  
11           incorporate research funded by the Department of  
12           Transportation, in addition to consensus standards  
13           and conformance assessment processes set by private  
14           sector standards-developing organizations into regu-  
15           latory materials, to keep pace with rapid changes in  
16           aviation technologies and processes.

17           (8) Recommend mechanisms to optimize the  
18           roles of the Office of the Secretary of Transpor-  
19           tation and the Office of Management and Budget,  
20           with the objective of improving the efficiency of reg-  
21           ulatory activity.

22           (d) ACTION PLAN.—The Administrator shall develop  
23           an action plan to implement the recommendations devel-  
24           oped by the review team. The Administrator shall publish  
25           the action plan on the Internet website of the FAA and

1 shall transmit the plan to the appropriate committees of  
2 Congress.

3 (e) DEADLINES.—The requirements of this section  
4 shall be subject to the following deadlines:

5 (1) The review team shall complete the evalua-  
6 tion required under subsection (a) and submit the  
7 review team’s report on such evaluation to the Sec-  
8 retary not later than 120 days after the date of en-  
9 actment of this section.

10 (2) The Administrator shall develop and publish  
11 the action plan under subsection (d) not later than  
12 30 days after the date on which the review team  
13 submits the report required by subsection (a) to the  
14 Administrator.

15 (f) ADMINISTRATIVE PROCEDURE REQUIREMENTS  
16 INAPPLICABLE.—The provisions of subchapter H of chap-  
17 ter 5, and chapter 7, of title 5, United States Code (com-  
18 monly known as the “Administrative Procedure Act”) ~~shall~~  
19 shall not apply to any activities of the review team in car-  
20 rying out the requirements of this section.

21 (g) REGULATORY MATERIALS DEFINED.—In this  
22 section, the term “regulatory materials” means rules, or-  
23 ders, advisory circulars, statements of policy, guidance,  
24 and other materials related to aviation safety regulations;

1 as well as other materials pertaining to training and oper-  
 2 ation of aeronautical products.

3 **SEC. 214. REVIEW AND UPDATES OF CATEGORICAL EXCLU-**  
 4 **SIONS.**

5 Not later than 2 year after the date of enactment  
 6 of this section, the Secretary shall—

7 (1) identify each categorical exclusion under the  
 8 jurisdiction of the Department of Transportation  
 9 (referred to in this section as the “Department”),  
 10 including any operating administration within the  
 11 Department; and

12 (2) review, adopt, and broaden the applicability  
 13 of categorical exclusions to enable the use by oper-  
 14 ating administrations of the Department, as relevant  
 15 and appropriate, of categorical exclusions identified  
 16 in paragraph (1).

17 **TITLE III—SAFETY**  
 18 **IMPROVEMENTS**

19 **SEC. 301. INDEPENDENT STUDY ON FUTURE STATE OF**  
 20 **TYPE CERTIFICATION PROCESSES.**

21 (a) **REVIEW AND STUDY.**—Not later than 60 days  
 22 after the date of enactment of this section, subject to the  
 23 availability of appropriations, the Administrator shall  
 24 enter into an agreement with an appropriate Federally-  
 25 funded research and development center, or other inde-



1 pendent nonprofit organization that recommends solutions  
2 to aviation policy challenges through objective analysis; to  
3 conduct a review and study in accordance with the require-  
4 ments and elements set forth in this section.

5 (b) ELEMENTS.—The review and study under sub-  
6 section (a) shall provide analyses, assessments, and rec-  
7 ommendations that address the following:

8 (1) A vision for a future state of type certifi-  
9 cation that reflects the highly complex, highly inte-  
10 grated nature of today’s aircraft and improvements  
11 in aviation safety.

12 (2) A review of the current tools and techniques  
13 used for type certification and an evaluation of  
14 whether use of advanced digital tools and tech-  
15 niques, including model-based system engineering,  
16 would improve the type certification process and en-  
17 hance aviation safety.

18 (3) How the FAA could develop a risk-based  
19 model for type certification that improves the safety  
20 of aircraft.

21 (4) What changes are needed to ensure that  
22 corrective actions for continued operational safety  
23 issues can be approved and implemented quickly,  
24 particularly with respect to software modifications,

1 while maintaining the safety of the type certification  
2 process.

3 (5) What efficiencies and safety process im-  
4 provements are needed in the FAA's type certifi-  
5 cation system that will facilitate the assessment and  
6 integration of innovating technologies that advance  
7 aviation safety, such as conducting product famil-  
8 iarization, developing certification requirements, and  
9 demonstrating flight test safety readiness.

10 (6) Best practices and tools used by other cer-  
11 tification authorities that could be adopted by the  
12 FAA and the United States, as well as the best  
13 practices and tools used by the United States which  
14 can be shared with other certification authorities.

15 (c) REPORT.—Not later than 15 months after the  
16 date of enactment of this section, the organization con-  
17 ducting the review and study shall submit to the Adminis-  
18 trator and the appropriate committees of Congress a re-  
19 port on the results of the review and study that includes  
20 the findings and recommendations of the organization.

21 (d) CONGRESSIONAL BRIEFING.—Not later than 270  
22 days after the report required under subsection (c) is sub-  
23 mitted to the Administrator, the Administrator shall brief  
24 the appropriate committees of Congress regarding the  
25 FAA's response to the findings and recommendations of

1 such report, what actions the FAA will take as a result  
2 of such findings and recommendations, and the FAA ra-  
3 tionale for not taking action on any specific recommenda-  
4 tion.

5 **SEC. 302. REPORT ON INTERNATIONAL VALIDATION PRO-**  
6 **GRAM PERFORMANCE.**

7 (a) **IN GENERAL.**—Not later than 120 days after the  
8 date of enactment of this section, the Secretary shall  
9 evaluate the performance of the FAA’s type certificate val-  
10 idation program under bilateral agreements, with ref-  
11 erence to agreed implementation procedures.

12 (b) **CONTENTS.**—The evaluation under subsection (a)  
13 shall consider, at minimum, the following:

14 (1) Progress under section 243(a) of the FAA  
15 Reauthorization Act of 2018 (49 U.S.C. 44701 note)  
16 with respect to improving the FAA’s leadership  
17 abroad.

18 (2) Performance, with reference to metrics such  
19 as the number and types of projects, timeline mile-  
20 stones, the validating authority level of involvement  
21 and certifying authority delegation, and trends relat-  
22 ing to the repeated use of non-basic criteria, relating  
23 to review systems or methods of compliance that  
24 have been validated previously in similar context.

1           (3) Training on the minimum standards for val-  
2           idation work plan content, such as the validating au-  
3           thority level of involvement, and what constitutes  
4           justification for level of involvement and compliance  
5           document requests.

6           (4) The perspectives of FAA employees respon-  
7           sible for type validation projects, bilateral civil avia-  
8           tion regulatory partners, and industry applicants, on  
9           the FAA's performance in carrying out validation  
10          projects.

11          (5) The levels of funding and staffing for the  
12          International Validation Branch of the Compliance  
13          and Airworthiness Division of the Aircraft Certifi-  
14          cation Service of the FAA compared to the Branch's  
15          workload and goals.

16          (6) The effectiveness of FAA training for em-  
17          ployees and of outreach conducted to improve and  
18          enforce validation processes.

19          (7) Efforts undertaken to strengthen relation-  
20          ships with international certification authorities to  
21          maximize safety cooperation and the use of approv-  
22          als issued by other certifying authorities in compli-  
23          ance with applicable bilateral agreements and imple-  
24          mentation procedures.

1 (c) REPORT.—The Administrator shall issue a report  
2 regarding the evaluation required under subsection (a) to  
3 the appropriate committees of Congress not later than 1  
4 year after the date of enactment of this section.

5 **SEC. 303. HIGH RISK FLIGHT TESTING.**

6 (a) IN GENERAL.—Not later than 2 years after the  
7 date of enactment of this section, the Administrator shall  
8 take necessary actions, including as appropriate, amend-  
9 ing part 21 of title 14, Code of Federal Regulations, and  
10 revising or modifying any associated advisory circulars,  
11 guidance, or policy of the FAA, in accordance with this  
12 section to improve flight test safety risk.

13 (b) REQUIREMENTS.—In developing, amending, re-  
14 vising, or modifying regulations, advisory circulars, guid-  
15 ance, or policy under subsection (a), the Administrator  
16 shall do the following:

17 (1) Develop validation criteria and procedures  
18 whereby data produced in high fidelity engineering  
19 laboratories and facilities may be allowed in conjunc-  
20 tion with, or in lieu of, data produced on a flying  
21 test article to support an applicant's showing of  
22 compliance required under section 21.35(a)(1) of  
23 title 14, Code of Federal Regulations.

24 (2) Develop criteria and procedures whereby an  
25 Organization Designation Authorization (as defined

1 in section 44736(c)(5) of title 49, United States  
 2 Code) may recommend that certain data produced  
 3 during an applicant's company flight test program  
 4 may be accepted by the FAA as final compliance  
 5 data in accordance with section 21.35(b) of title 14,  
 6 Code of Federal Regulations, at the sole discretion  
 7 of the FAA.

8 (3) Work with other civil aviation authorities  
 9 representing States of Design to identify their best  
 10 practices relative to high-risk flight testing and  
 11 adopt those practices into the FAA's flight-testing  
 12 requirements to the maximum extent practicable.

13 **SEC. 304. RECORDING DEVICES.**

14 (a) IN GENERAL.—Chapter 447 of title 49, United  
 15 States Code, is amended by adding at the end the fol-  
 16 lowing new section:

17 **“§ 44745. Cockpit recording device**

18 “(a) IN GENERAL.—Not later than 18 months after  
 19 the date of enactment of this section, the Administrator  
 20 of the Federal Aviation Administration shall complete a  
 21 rulemaking proceeding to—

22 “(1) require that, not later than 4 years after  
 23 the date of enactment of this Act, all applicable air-  
 24 craft are fitted with a cockpit voice recorder and a

1 flight data recorder that are each capable of record-  
2 ing the most recent 25 hours of data;

3 “(2) prohibit any person from deliberately eras-  
4 ing or tampering with any recording on such a cock-  
5 pit voice recorder or flight data recorder following a  
6 National Transportation Safety Board reportable  
7 event under part 830 of title 49, Code of Federal  
8 Regulations, and provide for civil and criminal pen-  
9 alties for such deliberate erasing or tampering,  
10 which may be assessed in accordance with section  
11 1155 of this title and section 32 of title 18;

12 “(3) require that such a cockpit voice recorder  
13 has the capability for an operator to use an erasure  
14 feature, such as an installed bulk erase function,  
15 consistent with applicable law and regulations;

16 “(4) require that, in the case of such a cockpit  
17 voice recorder or flight data recorder that uses a  
18 solid state recording medium in which activation of  
19 a bulk erase function assigns a random discrete code  
20 to the deleted recording, only the manufacturer of  
21 the recorder and National Transportation Safety  
22 Board have access to the software necessary to de-  
23 termine the code in order to extract the deleted re-  
24 corded data; and

1           “(5) ensure that data on such a cockpit voice  
2 recorder or a flight data recorder, through technical  
3 means other than encryption (such as overwriting or  
4 the substitution of a blank recording medium before  
5 the recorder is returned to the owner) is not dis-  
6 closed for use other than for accident or incident in-  
7 vestigation purposes.

8           “(b) PROHIBITED USE.—A cockpit voice recorder re-  
9 cording shall not be used by the Administrator or any em-  
10 ployer for any certificate action, civil penalty, or discipli-  
11 nary proceedings against flight crewmembers.

12           “(c) APPLICABLE AIRCRAFT DEFINED.—In this sec-  
13 tion, the term ‘applicable aircraft’ means an aircraft that  
14 is—

15           “(1) operated under part 121 or 135 of title 14,  
16 Code of Federal Regulations; and

17           “(2) required by regulation to have a cockpit  
18 voice recorder or a flight data recorder.”.

19           (b) CLERICAL AMENDMENT.—The analysis for chap-  
20 ter 447 of title 49, United States Code, is amended by  
21 inserting after the item relating to section 44744 the fol-  
22 lowing:

“44745. Recording devices.”.

23 **SEC. 305. HELICOPTER SAFETY.**

24           (a) IN GENERAL.—Not later than 270 days after the  
25 date of enactment of this section, the Administrator shall



1 task the Aviation Rulemaking Advisory Committee (in this  
2 section referred to as the “Committee”) with reviewing  
3 and assessing the need for changes to the safety require-  
4 ments for turbine-powered rotorcraft certificated for 6 or  
5 more passenger seats in relation to flight data recorders,  
6 flight data monitoring, and terrain awareness and warning  
7 systems. The Committee shall submit to the Administrator  
8 a report on the findings from such review and assessment,  
9 together with recommendations for such legislative or ad-  
10 ministrative action the Committee deems appropriate.

11 (b) CONSIDERATIONS.—In reviewing and assessing  
12 the safety requirements under subsection (a), the Com-  
13 mittee shall consider—

14 (1) any applicable safety recommendations of  
15 the National Transportation Safety Board; and

16 (2) the operational requirements and safety  
17 considerations for operations under parts ~~121~~ and  
18 ~~135~~ of title 14, Code of Federal Regulations.

19 (c) BRIEFING.—Not later than 30 days after the date  
20 on which the Committee submits the report under sub-  
21 section (a), the Administrator shall brief the appropriate  
22 committees of Congress on—

23 (1) the findings and recommendations included  
24 in the Committee’s report; and

1           (2) the Administrator's plan, if any, to imple-  
2           ment such recommendations.

3 **SEC. 306. REVIEW AND INCORPORATION OF HUMAN READI-**  
4           **NESS LEVELS INTO AGENCY GUIDANCE MA-**  
5           **TERIAL.**

6           (a) FINDINGS.—Congress finds the following:

7           (1) Proper attention to human factors during  
8           the development of technological systems is a signifi-  
9           cant factor in minimizing or preventing human  
10          error.

11          (2) The evaluation and monitoring of a new  
12          aviation technology or system with respect to human  
13          use throughout its design and development may re-  
14          duce human error in new systems and technologies  
15          when used in operational conditions.

16          (3) The technical standard “ANSI/HFES 400–  
17          2021, Human Readiness Level Scale in the System  
18          Development Process” 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 90 days after the date  
23          of enactment of this section, the Administrator shall ini-  
24          tiate a process to review ANSI/HFES Standard 400–2021  
25          and determine whether any materials from this standard

1 can and should be incorporated or referenced in agency  
2 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 shall conduct a review of the ANSI/  
6 HFES 400–2021 technical standard and may consult with  
7 subject matter experts affiliated with the authoring orga-  
8 nization for such technical standard.

9 (d) BRIEFING.—Not later than 180 days after the  
10 date of enactment of this section, the Administrator shall  
11 brief the appropriate committees of Congress on the  
12 progress of the review required by subsection (b).

13 **SEC. 307. SERVICE DIFFICULTY REPORTS.**

14 (a) ANNUAL CONGRESSIONAL BRIEFINGS.—Not later  
15 than 1 year after the date of enactment of this section,  
16 and annually thereafter, the Administrator shall brief the  
17 appropriate committees of Congress on compliance during  
18 the preceding year with requirements relating to Service  
19 Difficulty Reports, specifically—

20 (1) compliance by operators with the require-  
21 ments of section 121.703 of title 14, Code of Fed-  
22 eral Regulations;

23 (2) compliance by approval or certificate hold-  
24 ers with the requirements of section 183.63 of title  
25 14, Code of Federal Regulations; and

1           ~~(3)~~ compliance by FAA offices with the require-  
2           ments for investigation of Service Difficulty Reports,  
3           as documented in the following FAA Orders (and  
4           any subsequent revisions of such Orders):

5                   (A) FAA Order 8900.1A, Flight Standards  
6           Information Management System (issued Octo-  
7           ber 27, 2022);

8                   (B) FAA Order 8120.23A, Certificate  
9           Management of Production Approval Holders  
10          (issued March 6, 2017); and

11                   (C) FAA Order 8110.107A, Monitor Safe-  
12          ty/Analyze Data (issued October 1, 2012).

13          ~~(b) REQUIREMENTS.~~—The briefings required by sub-  
14          section ~~(a)~~ shall include the following with respect to the  
15          preceding year:

16                   ~~(1)~~ Identification of categories of service dif-  
17          ficulties reported, as determined by the Adminis-  
18          trator, including repetitive service difficulties re-  
19          ported.

20                   ~~(2)~~ The causes of the service difficulties, as de-  
21          termined by the Administrator.

22                   ~~(3)~~ Actions taken by, or required by, the Ad-  
23          ministrator to address the identified causes of serv-  
24          ice difficulties.

1           (4) Violations of title 14, Code of Federal Reg-  
2           ulations, and what, if any, action the FAA took in  
3           response to a violation, including any actions set  
4           forth in FAA Order 2150.3C, FAA Compliance and  
5           Enforcement Program w/Changes 1-10 (issued Sep-  
6           tember 18, 2018) (or any subsequent revisions of  
7           such Order).

8 **SEC. 308. ACCOUNTABILITY AND COMPLIANCE.**

9           (a) **IN GENERAL.**—Section 44704(a)(1) of title 49,  
10 United States Code, is amended by adding at the end the  
11 following: “When an applicant submits design data to the  
12 Administrator for a finding of compliance as part of an  
13 application for a type certificate, the applicant shall certify  
14 to the Administrator that the submitted design data dem-  
15 onstrates compliance with the applicable airworthiness  
16 standards or that any airworthiness standards not com-  
17 plied with are compensated for by factors that provide an  
18 equivalent level of safety as agreed upon by the Adminis-  
19 trator.”

20           (b) **REPORT TO CONGRESS.**—Not later than 1 year  
21 after the date of enactment of this section, the Adminis-  
22 trator shall provide to the appropriate committees of Con-  
23 gress a briefing on the implementation of the certification  
24 required by the amendment made by subsection (a).

1 **SEC. 309. ACCOUNTABILITY FOR AIRCRAFT REGISTRATION**  
 2 **NUMBERS.**

3 The Administrator shall review the process of reserv-  
 4 ing aircraft registration numbers and implement appro-  
 5 priate changes to ensure the fair participation by the gen-  
 6 eral public, including the implementation of readily avail-  
 7 able software to prevent any computer auto-fill systems  
 8 from reserving aircraft registration numbers in bulk.

9 **SEC. 310. AIRCRAFT REGISTRATION.**

10 (a) IN GENERAL.—Chapter 441 of title 49, United  
 11 States Code, is amended by adding at the end the fol-  
 12 lowing new section:

13 **“§ 44114. Reregistration of aircraft**

14 “If an application for reregistration of an aircraft is  
 15 filed before the date on which the aircraft’s registration  
 16 expires, the aircraft may continue to be operated after the  
 17 expiration of the 90-day period following the date on which  
 18 the owner of the aircraft filed such reregistration applica-  
 19 tion (without regard for whether the Administrator has  
 20 received such reregistration application); provided that—

21 “(1) any operator of the aircraft has evidence  
 22 aboard the aircraft that the owner of the aircraft  
 23 filed the reregistration application with the Adminis-  
 24 trator not less than 90 days previously; and

25 “(2) the Administrator has not rejected such  
 26 reregistration application.”

1           (b) **EFFECTIVE DATE.**—The amendments made by  
 2 subsection (a) shall take effect on the date that is 90 days  
 3 after the date of enactment of this section.

4           (c) **CLERICAL AMENDMENT.**—The analysis for chap-  
 5 ter 441 of such title is amended by inserting after the  
 6 item relating to section 44113 the following:

“44114. Reregistration of aircraft.”.

7 **SEC. 311. FAA OVERSIGHT OF REPAIR STATIONS LOCATED**  
 8 **OUTSIDE THE UNITED STATES.**

9           (a) **IN GENERAL.**—Section 44733 of title 49, United  
 10 States Code, is amended—

11           (1) in the section heading by striking “**In-**  
 12 **spection**” and inserting “**Oversight**”;

13           (2) in subsection (c)—

14           (A) in the first sentence—

15           (i) by inserting “, without prior notice  
 16 to such repair stations,” after “annually”;  
 17 and

18           (ii) by inserting “and the applicable  
 19 laws of the country in which a repair sta-  
 20 tion is located” after “international agree-  
 21 ments”; and

22           (B) by striking the second sentence and in-  
 23 serting “The Administrator may carry out an-  
 24 nounced or unannounced inspections in addition  
 25 to the annual unannounced inspection required

1 under this subsection based on identified risks  
2 and in a manner consistent with United States  
3 obligations under international agreements and  
4 with the applicable laws of the country in which  
5 a repair station is located.”;

6 ~~(3)~~ by redesignating subsection ~~(g)~~ as sub-  
7 section ~~(i)~~; and

8 ~~(4)~~ by inserting after subsection ~~(f)~~ the fol-  
9 lowing:

10 “~~(g)~~ DATA ANALYSIS.—

11 “~~(1)~~ IN GENERAL.—An air carrier conducting  
12 operations under part ~~121~~ of title 14, Code of Fed-  
13 eral Regulations, shall, if applicable, provide to the  
14 appropriate office of the Administration, not less  
15 than once every year, a report containing the infor-  
16 mation described in paragraph ~~(2)~~ with respect to  
17 heavy maintenance work on aircraft (including on-  
18 wing aircraft engines) performed in the preceding  
19 year.

20 “~~(2)~~ INFORMATION REQUIRED.—A report under  
21 paragraph ~~(1)~~ shall contain the following informa-  
22 tion:

23 “~~(A)~~ The location where any heavy mainte-  
24 nance work on aircraft (including on-wing air-



1           craft engines) was performed outside the  
2           United States.

3           “(B) A description of the work performed  
4           at each such location.

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

7           “(D) If applicable, a list of all failures,  
8           malfunctions, or defects affecting the safe oper-  
9           ation of such aircraft identified by the air ear-  
10          rier within 30 days after the date on which an  
11          aircraft is returned to service, organized by ref-  
12          erence to aircraft registration number, that—

13                 “(i) requires corrective action after  
14                 the aircraft is approved for return to serv-  
15                 ice; and

16                 “(ii) results from the work performed  
17                 on such aircraft.

18          “(E) The certificate number of the person  
19          approving such aircraft or on-wing aircraft en-  
20          gine, for return to service following completion  
21          of the work performed at each such location.

22          “(3) ANALYSIS.—The Administrator of the  
23          Federal Aviation Administration shall—

24                 “(A) analyze information made available  
25                 under paragraph (1) of this subsection and sec-

1 tions 121.703, 121.705, 121.707, and 145.221  
2 of title 14, Code of Federal Regulations, or any  
3 successor provisions, to detect safety issues as-  
4 sociated with heavy maintenance work on air-  
5 craft (including on-wing aircraft engines) per-  
6 formed outside the United States; and

7 “(B) require appropriate actions in re-  
8 sponse.

9 “(4) CONFIDENTIALITY.—Information made  
10 available under paragraph (1) shall be subject to the  
11 same protections given to voluntarily provided safety  
12 or security related information under section 40123.

13 “(h) MINIMUM QUALIFICATIONS FOR MECHANICS  
14 AND OTHERS WORKING ON U.S. REGISTERED AIR-  
15 CRAFT.—

16 “(1) IN GENERAL.—Not later than 1 year after  
17 the date of enactment of this subsection, the Admin-  
18 istrator of the Federal Aviation Administration shall  
19 require that, at each covered repair station—

20 “(A) all supervisory personnel are appro-  
21 priately certificated as a mechanic or repairman  
22 under part 65 of title 14, Code of Federal Reg-  
23 ulations, or under an equivalent certification or  
24 licensing regime, as determined by the Adminis-  
25 trator; and

1           “(B) all personnel authorized to approve  
2           an article for return to service are appropriately  
3           certificated as a mechanic or repairman under  
4           part 65 of such title, or under an equivalent  
5           certification or licensing regime, as determined  
6           by the Administrator.

7           “(2) AVAILABLE FOR CONSULTATION.—Not  
8           later than 1 year after the date of enactment of this  
9           subsection, the Administrator of the Federal Avia-  
10          tion Administration shall require any individual who  
11          is responsible for approving an article for return to  
12          service or who is directly in charge of aircraft (in-  
13          cluding on-wing aircraft engine) maintenance per-  
14          formed on aircraft operated under part 121 of title  
15          14, Code of Federal Regulations, be available for  
16          consultation while work is being performed at a cov-  
17          ered repair station.”.

18          (b) DEFINITION OF COVERED REPAIR STATION.—

19                 (1) IN GENERAL.—Section 44733(i) of title 49,  
20          United States Code (as redesignated by subsection  
21          (a)(3)), is amended—

22                         (A) by redesignating paragraphs (1)  
23                         through (3) as paragraphs (2) through (4), re-  
24                         spectively; and

1           (B) by inserting before paragraph (2), as  
2           so redesignated, the following:

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

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

6           “(B) is certificated under part 145 of title  
7           14, Code of Federal Regulations; and

8           “(C) performs heavy maintenance work on  
9           aircraft (including on-wing aircraft engines) op-  
10          erated under part 121 of title 14, Code of Fed-  
11          eral Regulations.”.

12          (2) TECHNICAL AMENDMENT.—Section  
13          44733(a)(3) of title 49, United States Code, is  
14          amended by striking “covered part 145 repair sta-  
15          tions” and inserting “part 145 repair stations”.

16          (c) CLERICAL AMENDMENTS.—The analysis for  
17          chapter 447 of title 49, United States Code, is amended  
18          by striking the item relating to section 44733 and insert-  
19          ing the following:

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

20 **SEC. 312. ALCOHOL AND DRUG TESTING AND BACKGROUND**  
21 **CHECKS.**

22          (a) IN GENERAL.—Subject to subsection (c), begin-  
23          ning on the date that is 2 years after the date of enact-  
24          ment of this section, the Administrator may not approve  
25          or authorize international travel for any employee of the

1 FAA until a final rule carrying out the requirements of  
2 subsection (b) of section 2112 of the FAA Extension,  
3 Safety, and Security Act of 2016 (49 U.S.C. 44733 note)  
4 has been published in the Federal Register.

5 (b) RULEMAKING ON ASSESSMENT REQUIREMENT.—

6 With respect to any employee not covered under the re-  
7 quirements of section 1554.101 of title 49, Code of Fed-  
8 eral Regulations, the Administrator shall initiate a rule-  
9 making that requires a covered repair station to confirm  
10 that any such employee has successfully completed an as-  
11 sessment commensurate with a security threat assessment  
12 described in subpart C of part 1540 of such title.

13 (c) EXCEPTIONS.—The prohibition in subsection (a)  
14 shall not apply to international travel that is determined  
15 by the Administrator on an individual-by-individual basis  
16 to be—

17 (1) exclusively for the purpose of conducting a  
18 safety inspection;

19 (2) directly related to aviation safety standards,  
20 certification, and oversight; or

21 (3) vital to the national interests of the United  
22 States.

23 (d) DEFINITION OF COVERED REPAIR STATION.—

24 For purposes of this section, the term “covered repair sta-  
25 tion” means a facility that—

- 1           (1) is located outside the United States;
- 2           (2) is certificated under part 145 of title 14,  
3 Code of Federal Regulations; and
- 4           (3) performs heavy maintenance work on air-  
5 craft (including on-wing aircraft engines), operated  
6 under part 121 of title 14, Code of Federal Regula-  
7 tions.

8 **SEC. 313. CONTINUOUS AIRCRAFT TRACKING AND TRANS-**  
9 **MISSION FOR HIGH ALTITUDE BALLOONS.**

10 (a) AVIATION RULEMAKING COMMITTEE.—

11           (1) IN GENERAL.—Not later than 180 days  
12 after the date of enactment of this section, the Ad-  
13 ministrator shall establish an Aviation Rulemaking  
14 Committee (in this section referred to as the “Com-  
15 mittee”) to review and develop findings and rec-  
16 ommendations regarding a standard that any high  
17 altitude balloon be equipped with a system for con-  
18 tinuous aircraft tracking that shall transmit, at a  
19 minimum, the altitude, location, and identity of the  
20 high altitude balloon in a manner which is accessible  
21 to air traffic controllers, aircraft, and other users of  
22 the National Airspace System.

23           (2) COMPOSITION.—The Committee shall con-  
24 sist of members appointed by the Administrator, in-  
25 cluding the following:

1           (A) Representatives of industry.

2           (B) Aviation safety experts with specific  
3 knowledge of high altitude balloon operations.

4           (C) Representatives of the Department of  
5 Defense.

6           (D) Representatives of Federal agencies  
7 that conduct high altitude balloon operations.

8           (3) REPORT.—Not later than 18 months after  
9 the date of enactment of this section, the Committee  
10 shall submit to the Administrator a report detailing  
11 the findings and recommendations of the Committee  
12 described in paragraph (1). Such report shall include  
13 recommendations regarding the following:

14           (A) How to update sections 91.215,  
15 91.225, and 99.13 of title 14, Code of Federal  
16 Regulations, to require any high altitude bal-  
17 loons to have a continuous aircraft tracking and  
18 transmission system.

19           (B) Any necessary updates to the require-  
20 ments for unmanned free balloons under sub-  
21 part D of part 101 of title 14, Code of Federal  
22 Regulations.

23           (C) Any necessary updates to other FAA  
24 regulations or requirements deemed appropriate  
25 and necessary by the Administrator to—

1 (i) ensure any high altitude balloon  
2 has a continuous aircraft tracking and  
3 transmission system

4 (ii) ensure all data relating to the alti-  
5 tude, location, and identity of any high al-  
6 titude balloon is made available to air traf-  
7 fic controllers, aircraft, and other users of  
8 the National Airspace System; and

9 (iii) maintain airspace safety.

10 (b) RULEMAKING AND OTHER REQUIREMENTS.—

11 Not later than 180 days after the date on which the Com-  
12 mittee submits the report under subsection (a)(3), the Ad-  
13 ministrator shall—

14 (1) issue a notice of proposed rulemaking to re-  
15 quire a continuous aircraft tracking and trans-  
16 mission system for any high altitude balloon, in ac-  
17 cordance with the recommendations of the Com-  
18 mittee; and

19 (2) coordinate with foreign authorities (includ-  
20 ing bilateral partners and the International Civil  
21 Aviation Organization (ICAO)) to develop contin-  
22 uous aircraft tracking and transmission system  
23 standards for any high altitude balloon operating  
24 outside of the National Airspace System.



1           (c) INTERIM STANDARD.—During the period begin-  
 2 ning on the date that is 2 years after the date of enact-  
 3 ment of this section and ending on the date on which the  
 4 Administrator issues a notice of proposed rulemaking  
 5 under subsection (b)(1), a person may only operate a high  
 6 altitude balloon if such balloon meets the requirements de-  
 7 scribed in section 91.215(b) of title 14, Code of Federal  
 8 Regulations, notwithstanding the exemption provided in  
 9 subsection (e)(1) of such section 91.215.

10          (d) REPORTS TO CONGRESS.—Not later than 6  
 11 months after the date of enactment of this section, and  
 12 every 6 months thereafter until the Administrator promul-  
 13 gates a final rule under subsection (b), the Administrator  
 14 shall submit to the appropriate committees of Congress  
 15 a report on the status of the rulemaking and other re-  
 16 quirements being developed under such subsection.

17          (e) DEFINITIONS.—In this section:

18           (1) APPROPRIATE COMMITTEES OF CON-  
 19 GRESS.—The term “appropriate committees of Con-  
 20 gress” means—

21                   (A) the Committee on Commerce, Science,  
 22                   and Transportation of the Senate;

23                   (B) the Committee on Appropriations of  
 24                   the Senate;

1           (C) the Committee on Transportation and  
2           Infrastructure of the House of Representatives;  
3           and

4           (D) the Committee on Appropriations of  
5           the House of Representatives.

6           (2) HIGH ALTITUDE BALLOON.—The term  
7           “high altitude balloon” means a manned or un-  
8           manned free balloon operating not less than 10,000  
9           feet above sea level.

10 **SEC. 314. INTERNATIONAL ENGAGEMENT.**

11           (a) PLAN.—

12           (1) IN GENERAL.—The Administrator shall de-  
13           velop and implement a plan to enhance United  
14           States’ leadership in aviation safety and policy.

15           (2) CONTENTS OF PLAN.—The plan required  
16           under paragraph (1) shall include, at minimum, the  
17           following:

18           (A) Measures to advance international co-  
19           operation related to—

20           (i) approval of new safety-enhancing  
21           technologies and aeronautical products;

22           (ii) development of regulatory policy  
23           and plans related to advanced air mobility  
24           concepts;

1                   (iii) innovation in the general aviation  
2                   sector;

3                   (iv) further integration of uncrewed  
4                   aircraft systems and advanced air mobility  
5                   aircraft and operators; and

6                   (v) development of international  
7                   standards and best practices for enhancing  
8                   aviation safety consistent with United  
9                   States policy and objectives.

10                (B) Initiatives to attain greater expertise  
11                among employees of the FAA on issues related  
12                to dispute resolution, intellectual property, and  
13                export control laws.

14                (C) Policy regarding the future direction  
15                and strategy of United States engagement with  
16                the International Civil Aviation Organization  
17                and bilateral partner countries, including the  
18                secondment of subject matter experts.

19                (D) Procedures for acceptance of manda-  
20                tory continuing airworthiness information, such  
21                as airworthiness directives and other safety-re-  
22                lated regulatory documents, consistent with sec-  
23                tion 44701(e)(5) of title 49, United States  
24                Code.

1           (E) Measures to align the FAA's technical  
2 assistance to foreign civil aviation regulators,  
3 taking into account, among other factors, with  
4 respect to each such foreign regulator, the par-  
5 ticular aeronautical products for which the  
6 United States is the State of Design in oper-  
7 ation in the State of such regulator's jurisdic-  
8 tion.

9           (F) Measures, such as funding and the hir-  
10 ing of additional FAA personnel, necessary for  
11 the FAA to fully participate in global and bilat-  
12 eral activities related to aviation safety.

13           (G) Measures to facilitate and expand the  
14 FAA's international programs, training, and  
15 technical assistance to foreign civil aviation au-  
16 thorities in order to—

17               (i) strengthen aviation safety over-  
18 sight;

19               (ii) meet the United Nations Inter-  
20 national Civil Aviation Organization stand-  
21 ards; and

22               (iii) further United States policy and  
23 objectives.

24           (H) Initiatives to further develop and es-  
25 tablish the FAA's foreign offices in strategic re-

1           gions, particularly Africa and Asia-Pacific, in  
2           order to support the FAA's international mis-  
3           sion to promote a safe, secure, seamless, and  
4           sustainable global aerospace system.

5           (b) PUBLIC AVAILABILITY OF PLAN.—Not later than  
6 210 days after the date of enactment of this Act, the Ad-  
7 ministrator shall make the plan developed under sub-  
8 section (a) available on the internet website of the FAA.

9           (c) SUBMISSION TO CONGRESS.—

10           (1) PLAN.—Not later than 210 days after the  
11 date of enactment of this Act, the Administrator  
12 shall submit to the appropriate committees of Con-  
13 gress a copy of the plan developed under subsection  
14 (a).

15           (2) UPDATES ON IMPLEMENTATION.—Not later  
16 than 1 year after the submission of the plan under  
17 paragraph (1), and annually thereafter through  
18 2028, the Administrator shall submit to the appro-  
19 priate committees of Congress a report on the activi-  
20 ties the FAA is conducting in order to implement  
21 such plan.

22           (d) INTERNATIONAL TRAVEL.—The Administrator,  
23 or the Administrator's designee, may authorize inter-  
24 national travel for any FAA employee, without the ap-  
25 proval of any other person or office, for the purpose of—

1           (1) promotion of aviation safety and other rel-  
2           evant aviation standards;

3           (2) providing support for expedited acceptance  
4           of FAA design and production approvals by other  
5           civil aviation authorities;

6           (3) facilitation of adoption of United States ap-  
7           proaches on standards and recommended practices  
8           at the International Civil Aviation Organization; or

9           (4) providing support for technical assistance  
10          and training by the FAA.

11 **SEC. 315. AIR TOUR AND SPORT PARACHUTING SAFETY.**

12          (a) **SAFETY MANAGEMENT SYSTEM REQUIREMENTS**  
13 **FOR CERTAIN OPERATORS.**—Not later than 24 months  
14 after the date of enactment of this section, the Adminis-  
15 trator shall issue a final rule requiring each person holding  
16 a certificate under part 119 of title 14, Code of Federal  
17 Regulations, and authorized to conduct operations in ac-  
18 cordance with the provisions of part 135 of title 14, Code  
19 of Federal Regulations, to implement a safety manage-  
20 ment system, as appropriate for the operations.

21          (b) **OTHER SAFETY REQUIREMENTS FOR COMMER-**  
22 **CIAL OPERATORS.**—

23                 (1) **SAFETY REFORMS.**—

24                         (A) **AUTHORITY TO CONDUCT NONSTOP**  
25                         **COMMERCIAL AIR TOURS.**—

1           (i) ~~IN GENERAL.~~—Subject to clauses  
2           (ii) and (iii), beginning on the date that is  
3           3 years after the date of enactment of this  
4           section, no person may conduct commercial  
5           air tours unless that person—

6                   (I) holds a certificate identifying  
7                   the person as an air carrier or com-  
8                   mercial operator under part 119 of  
9                   title 14, Code of Federal Regulations;  
10                  and

11                  (II) conducts all commercial air  
12                  tours under the applicable provisions  
13                  of part 121 or part 135 of title 14,  
14                  Code of Federal Regulations.

15           (ii) ~~SMALL BUSINESS EXCEPTION.~~—  
16           The provisions of clause (i) shall not apply  
17           to a person who conducts 50 or fewer com-  
18           mercial air tours in a year.

19           (iii) ~~TEMPORARY EXCEPTION.~~—Not-  
20           withstanding the requirements of clause  
21           (i), for a period of 5 years after the date  
22           described in clause (i), a person who holds  
23           a letter of authorization issued by the Ad-  
24           ministrator to conduct nonstop commercial  
25           air tours under section 91.147 of title 14,

1 Code of Federal Regulations, may continue  
2 to conduct nonstop commercial air tours  
3 under such letter of authorization so long  
4 as the person—

5 (I) as of the date of enactment of  
6 this section, has submitted (or not  
7 later than 18 months after such date  
8 of enactment, submits) an application  
9 to the Administrator for an air carrier  
10 certificate under part 119, Code of  
11 Federal Regulations; and

12 (II) has not been issued such  
13 part 119 certificate or received a de-  
14 nial of the application submitted  
15 under subclause (I).

16 (iv) REPORTING REQUIRED.—Begin-  
17 ning on the date that is 3 years after the  
18 date of enactment, and every 12 months  
19 thereafter, each person that conducts com-  
20 mercial air tours (including any person ex-  
21 cluded from the certificate requirement  
22 under clause (ii) or (iii)) shall report to the  
23 Administrator the total number of com-  
24 mercial air tours that person conducted  
25 during the previous 12 months.



1                   (v) OTHER TERMS.—The Adminis-  
2                   trator shall—

3                   (I) revise title 14, Code of Fed-  
4                   eral Regulations, to include definitions  
5                   for the terms “aerial work” and “aer-  
6                   ial photography” that are limited to  
7                   aerial operations performed for com-  
8                   pensation or hire with an approved  
9                   operating certificate; and

10                  (II) to the extent necessary, re-  
11                  vise section 119.1(e)(4)(iii) of title 14,  
12                  Code of Federal Regulations, to con-  
13                  form with the requirements of such  
14                  definitions.

15                  (B) ADDITIONAL SAFETY REQUIRE-  
16                  MENTS.—Not later than 3 years after the date  
17                  of enactment of this section, the Administrator  
18                  shall issue new or revised regulations that shall  
19                  require all certificated commercial air tour oper-  
20                  ators to ensure that the doors of the airplane  
21                  or helicopter used for such tour remain closed  
22                  during the period of the tour in which the air-  
23                  plane or helicopter is airborne, except for those  
24                  conducting parachute operations, and incor-  
25                  porate avoidance training for controlled flight

1 into terrain and in-flight loss of control into the  
2 training program required under part 121 or  
3 135 of title 14, Code of Federal Regulations, as  
4 applicable. The training shall address reducing  
5 the risk of accidents involving unintentional  
6 flight into instrument meteorological conditions  
7 to address day, night, and low visibility environ-  
8 ments with special attention paid to research  
9 available as of the date of enactment of this  
10 section on human factors issues involved in  
11 such accidents, including but not limited to—

12 (i) specific terrain, weather, and infra-  
13 structure challenges relevant in the local  
14 operating environment that increase the  
15 risk of such accidents;

16 (ii) pilot decision-making relevant to  
17 the avoidance of instrument meteorological  
18 conditions while operating under visual  
19 flight rules;

20 (iii) use of terrain awareness displays;

21 (iv) spatial disorientation risk factors  
22 and countermeasures; and

23 (v) strategies for maintaining control,  
24 including the use of automated systems.

25 (2) AVIATION RULEMAKING COMMITTEE.—

1           (A) IN GENERAL.—The Administrator,  
2 shall convene an aviation rulemaking committee  
3 to review and develop findings and rec-  
4 ommendations to inform—

5           (i) establishing a performance-based  
6 standard for flight data monitoring for all  
7 commercial air tour operators that reviews  
8 all available data sources to identify devi-  
9 ations from established areas of operation  
10 and potential safety issues;

11           (ii) requiring all commercial air tour  
12 operators to install flight data recording  
13 devices capable of supporting collection  
14 and dissemination of the data incorporated  
15 in the Flight Operational Quality Assur-  
16 ance Program (or, if an aircraft cannot be  
17 retrofitted with such equipment, requiring  
18 the commercial air tour operator for such  
19 aircraft to collect and maintain flight data  
20 through alternative methods);

21           (iii) requiring all commercial air tour  
22 operators to implement a flight data moni-  
23 toring program, such as a Flight Oper-  
24 ational Quality Assurance Program;

1 (iv) establishing methods to provide  
2 effective terrain awareness and warning;  
3 and

4 (v) establishing methods to provide ef-  
5 fective traffic avoidance in identified high-  
6 traffic tour areas, such as requiring air  
7 tour operators that operate within those  
8 areas be equipped with an Automatic De-  
9 pendent Surveillance-Broadcast Out- and  
10 In-supported traffic advisory system that—

11 (I) includes both visual and aural  
12 alerts;

13 (II) is driven by an algorithm de-  
14 signed to eliminate nuisance alerts;  
15 and

16 (III) is operational during all  
17 flight operations.

18 (B) MEMBERSHIP.—The aviation rule-  
19 making committee shall consist of members ap-  
20 pointed by the Administrator, including—

21 (i) representatives of industry, includ-  
22 ing manufacturers of aircraft and aircraft  
23 technologies;

24 (ii) representatives of aviation oper-  
25 ator organizations; and

1 (iii) aviation safety experts with spe-  
2 cific knowledge of safety management sys-  
3 tems and flight data monitoring programs  
4 under part 135 of title 14, Code of Federal  
5 Regulations.

6 (C) DUTIES.—

7 (i) IN GENERAL.—The Administrator  
8 shall direct the aviation rulemaking com-  
9 mittee to make findings and submit rec-  
10 ommendations regarding each of the mat-  
11 ters specified in clauses (i) through (v) of  
12 subparagraph (A).

13 (ii) CONSIDERATIONS.—In carrying  
14 out its duties under clause (i), the Admin-  
15 istrator shall direct the aviation rule-  
16 making committee to consider—

17 (I) recommendations of the Na-  
18 tional Transportation Safety Board;

19 (II) recommendations of previous  
20 aviation rulemaking committees that  
21 reviewed flight data monitoring pro-  
22 gram requirements on part 135 com-  
23 mercial operators;

24 (III) recommendations from in-  
25 dustry safety organizations, including

1 but not limited to the Vertical Avia-  
2 tion Safety Team (VAST), the Gen-  
3 eral Aviation Joint Safety Committee,  
4 and the United States Helicopter  
5 Safety Team (USHST);

6 (IV) scientific data derived from  
7 a broad range of flight data recording  
8 technologies capable of continuously  
9 transmitting and that support a meas-  
10 urable and viable means of assessing  
11 data to identify and correct hazardous  
12 trends;

13 (V) appropriate use of data for  
14 modifying behavior to prevent acci-  
15 dents;

16 (VI) the need to accommodate  
17 technological advancements in flight  
18 data recording technology;

19 (VII) data gathered from avia-  
20 tion safety reporting programs;

21 (VIII) appropriate methods to  
22 provide effective terrain awareness  
23 and warning system (TAWS) protec-  
24 tions while mitigating nuisance alerts  
25 for aircraft;

1           ~~(IX)~~ the need to accommodate  
2           the diversity of airworthiness stand-  
3           ards under part 27 and part 29 of  
4           title 14, Code of Federal Regulations;

5           ~~(X)~~ the need to accommodate di-  
6           versity of operations and mission sets;

7           ~~(XI)~~ benefits of third-party data  
8           analysis for large and small oper-  
9           ations;

10          ~~(XII)~~ accommodations necessary  
11          for small businesses; and

12          ~~(XIII)~~ other issues as necessary.

13          ~~(D)~~ REPORTS AND REGULATIONS.—The  
14          Administrator shall—

15               (i) not later than 20 months after the  
16               date of enactment of this section, submit  
17               to the appropriate committees of Congress  
18               a report based on the findings of the avia-  
19               tion rulemaking committee;

20               (ii) not later than 12 months after the  
21               date of submission of the report under  
22               clause (i); and after consideration of the  
23               recommendations of the aviation rule-  
24               making committee, issue an intent to pro-  
25               ceed with proposed rulemakings regarding

1 each of the matters specified in clauses (i)  
2 through (v) of subparagraph (A); and  
3 (iii) not later than 3 years after the  
4 date of enactment of this section; issue a  
5 final rule with respect to each of the mat-  
6 ters specified in such clauses of subpara-  
7 graph (A).

8 (c) EXPEDITED PROCESS FOR OBTAINING OPER-  
9 ATING CERTIFICATES.—

10 (1) IN GENERAL.—The Administrator shall im-  
11 plement procedures to improve the process for ob-  
12 taining operating certificates under part 119 of title  
13 14, Code of Federal Regulations.

14 (2) CONSIDERATIONS.—In carrying out para-  
15 graph (1), beginning on the date that is 18 months  
16 after the date of enactment of this section, the Ad-  
17 ministrator shall give priority consideration to opera-  
18 tors that must obtain a certificate in accordance  
19 with subsection (b)(1)(A).

20 (3) REPORT REQUIRED.—Not later than 1 year  
21 after the date of enactment of this section, the Ad-  
22 ministrator shall submit to the appropriate commit-  
23 tees of Congress a report describing—

24 (A) how the procedures implemented under  
25 paragraph (1) will increase the efficiency of the



1 process for obtaining operating certificates  
2 under part 119 of title 14, Code of Federal  
3 Regulations, and, if applicable, certificates au-  
4 thORIZING operations under part 135 of such  
5 title;

6 (B) how considerations under paragraph  
7 (2) will be incorporated into procedures imple-  
8 mented under paragraph (1); and

9 (C) any additional resources required to  
10 implement procedures under paragraph (1).

11 (4) ADDITIONAL REPORTS REQUIRED.—Not  
12 later than 3 years after the date of enactment of  
13 this section, and annually thereafter the Adminis-  
14 trator shall submit a report to the appropriate com-  
15 mittees of Congress that—

16 (A) includes—

17 (i) data on certification approvals and  
18 denials; and

19 (ii) data on duration of key phases of  
20 the certification process; and

21 (B) identifies certification policies in need  
22 of reform or repeal.

23 (d) SAFETY REQUIREMENTS FOR SPORT PARACHUTE  
24 OPERATIONS.—

1           (1) AVIATION RULEMAKING COMMITTEE.—The  
2 Administrator, shall convene an aviation rulemaking  
3 committee to review and develop findings and rec-  
4 ommendations to inform—

5           (A) rulemaking governing parachute oper-  
6 ations conducted in the United States that are  
7 subject to the requirements of part 105 of title  
8 14, Code of Federal Regulations, to address—

9           (i) Federal Aviation Administration-  
10 approved aircraft maintenance and inspec-  
11 tion programs that consider, at a min-  
12 imum, requirements for compliance with  
13 engine manufacturers' recommended main-  
14 tenance instructions, such as service bul-  
15 letins and service information letters for  
16 time between overhauls and component life  
17 limits;

18           (ii) initial and annual recurrent pilot  
19 proficiency checking programs for pilots  
20 conducting parachute operations that ad-  
21 dress, at a minimum, operation- and air-  
22 craft-specific weight and balance calcula-  
23 tions, preflight inspections, emergency and  
24 recovery procedures, and parachutist

1 egress procedures for each type of aircraft  
2 flown; and

3 (iii) initial and annual recurrent pilot  
4 review programs for parachute operations  
5 pilots that address, at a minimum, oper-  
6 ation-specific and aircraft-specific weight  
7 and balance calculations, preflight inspec-  
8 tions, emergency and recovery procedures,  
9 and parachutist egress procedures for each  
10 type of aircraft flown, as well as com-  
11 petency flight checks to determine pilot  
12 competence in practical skills and tech-  
13 niques in each type of aircraft;

14 (B) the revision of guidance material con-  
15 tained in Advisory Circular 105-2E (relating to  
16 sport parachute jumping), to include guidance  
17 for parachute operations in implementing the  
18 Federal Aviation Administration-approved air-  
19 craft maintenance and inspection program and  
20 the pilot training and pilot proficiency checking  
21 programs required under any new or revised  
22 regulations issued in accordance with paragraph  
23 (1); and

24 (C) the revision of guidance materials  
25 issued in Order 8900.1 entitled "Flight Stand-

1           ards Information Management System”, to in-  
2           clude guidance for Federal Aviation Adminis-  
3           tration inspectors who oversee part 91 of title  
4           14 Code of Federal Regulations, operations con-  
5           ducted under any of the exceptions specified in  
6           section 119.1(e) of title 14, Code of Federal  
7           Regulations, which include parachute oper-  
8           ations.

9           (2) MEMBERSHIP.—The aviation rulemaking  
10          committee under paragraph (1) shall consist of  
11          members appointed by the Administrator, includ-  
12          ing—

13                (A) representatives of industry, including  
14                manufacturers of aircraft and aircraft tech-  
15                nologies;

16                (B) representatives of parachute operator  
17                organizations; and

18                (C) aviation safety experts with specific  
19                knowledge of safety management systems and  
20                flight data monitoring programs under part 135  
21                and part 105 of title 14, Code of Federal Regu-  
22                lations.

23          (3) DUTIES.—

24                (A) IN GENERAL.—The Administrator  
25                shall direct the aviation rulemaking committee

1 to make findings and submit recommendations  
2 regarding each of the matters specified in sub-  
3 paragraphs (A) through (C) of paragraph (1).

4 (B) CONSIDERATIONS.—In carrying out its  
5 duties under subparagraph (A), the Adminis-  
6 trator shall direct the aviation rulemaking com-  
7 mittee to consider—

8 (i) findings and recommendations of  
9 the National Transportation Safety Board  
10 generally as relevant and specifically those  
11 related to parachute operations, including  
12 the June 21, 2019, incident in Mokuia,  
13 Hawaii;

14 (ii) recommendations of previous avia-  
15 tion rulemaking committees that consid-  
16 ered similar issues;

17 (iii) recommendations from industry  
18 safety organizations, including, but not  
19 limited to, the United States Parachute  
20 Association;

21 (iv) appropriate use of data for modi-  
22 fying behavior to prevent accidents;

23 (v) data gathered from aviation safety  
24 reporting programs;

- 1                   (vi) the need to accommodate diversity  
2                   of operations and mission sets;  
3                   (vii) accommodations necessary for  
4                   small businesses; and  
5                   (viii) other issues as necessary.

6                   (4) REPORTS AND REGULATIONS.—The Admin-  
7                   istrator shall—

8                   (A) not later than 20 months after the  
9                   date of enactment of this section, submit to the  
10                  appropriate committees of Congress a report  
11                  based on the findings of the aviation rule-  
12                  making committee;

13                  (B) not later than 12 months after the  
14                  date of submission of the report under subpara-  
15                  graph (A); and after consideration of the rec-  
16                  ommendations of the aviation rulemaking com-  
17                  mittee, issue, as necessary, an intent to proceed  
18                  with proposed rulemakings regarding each of  
19                  the matters specified in subparagraphs (A)  
20                  through (C) of paragraph (1); and

21                  (C) not later than 3 years after the date  
22                  of enactment of this section, issue, as nec-  
23                  essary, a final rule with respect to each of the  
24                  matters specified in such subparagraphs of  
25                  paragraph (1).

1 (e) DEFINITIONS.—In this section:

2 (1) AIR CARRIER.—The term “air carrier” has  
3 the meaning given that term in section 40102 of  
4 title 49, United States Code.

5 (2) COMMERCIAL AIR TOUR.—The term “com-  
6 mercial air tour” means a flight conducted for com-  
7 pensation or hire in an airplane or helicopter where  
8 a purpose of the flight is sightseeing.

9 (3) COMMERCIAL AIR TOUR OPERATOR.—The  
10 term “commercial air tour operator” means any per-  
11 son who conducts a commercial air tour.

12 (4) PARACHUTE OPERATION.—The term “para-  
13 chute operation” has the meaning given that term in  
14 section 105.3 of title 14, Code of Federal Regula-  
15 tions (or any successor regulation).

16 **SEC. 316. INTERNATIONAL AVIATION SAFETY ASSESSMENT**  
17 **PROGRAM.**

18 Section 44701 of title 49, United States Code, is  
19 amended by adding at the end the following:

20 “(g) AVIATION SAFETY OVERSIGHT MEASURES CAR-  
21 RIED OUT BY FOREIGN COUNTRIES.—

22 “(1) ASSESSMENT.—

23 “(A) IN GENERAL.—At intervals the Ad-  
24 ministrator considers necessary in the interests  
25 of safety, the Administrator, in consultation

1 with the Secretary of Transportation and the  
2 Secretary of State, shall assess the effectiveness  
3 of the aviation safety oversight measures ear-  
4 ried out by a foreign country—

5 “(i) from which a foreign air carrier  
6 serves the United States;

7 “(ii) from which a foreign air carrier  
8 seeks to serve the United States;

9 “(iii) whose air carriers code-share  
10 with a United States air carrier; or

11 “(iv) as the Administrator considers  
12 appropriate.

13 “(B) REQUIREMENTS.—In conducting an  
14 assessment under subparagraph (A), the Ad-  
15 ministrator shall—

16 “(i) consult with the appropriate au-  
17 thorities of the government of the foreign  
18 country concerned;

19 “(ii) determine the extent to which  
20 such country effectively maintains and ear-  
21 ries out its aviation safety oversight meas-  
22 ures pursuant to the Convention on Inter-  
23 national Civil Aviation (in this section re-  
24 ferred to as the ‘Chicago Convention’); and



1           “(iii) use a standard that will result in  
2           an analysis of the aviation safety oversight  
3           measures carried out by such country  
4           based on the minimum standards con-  
5           tained in Annexes 1, 6, and 8 to the Chi-  
6           cago Convention in effect on the date of  
7           the assessment.

8           “(C) NON-COMPLIANCE FINDINGS.—

9           “(i) IN GENERAL.—When the assess-  
10          ment required by this subsection identifies  
11          areas of non-compliance to the safety over-  
12          sight measures in the Chicago Convention,  
13          the Administrator shall conduct final dis-  
14          cussions with the foreign country within 90  
15          days of the assessment to determine  
16          whether the non-compliance findings have  
17          been corrected and the foreign country is  
18          now in compliance with the applicable  
19          international standards for effective avia-  
20          tion safety oversight.

21          “(ii) CORRECTION.—If the Adminis-  
22          trator determines that the foreign country  
23          has corrected identified area of non-compli-  
24          ance by the close of final discussions, the  
25          Federal Aviation Administration will issue

1 or continue to issue operations specifica-  
2 tions to the foreign operator to enable the  
3 United States air service or to the United  
4 States operator if the foreign operator is to  
5 carry its airline code.

6 “(iii) ~~NON-CORRECTION.~~—If the Ad-  
7 ministrator determines that the foreign  
8 country has not has corrected identified  
9 area of non-compliance by the close of final  
10 discussions—

11 “(I) immediate notification will  
12 be made to the Secretary of Transporta-  
13 tion and the Secretary of State, that  
14 a condition exists that threatens the  
15 safety of passengers, aircraft, or crew  
16 traveling to or from the foreign coun-  
17 try; and

18 “(II) notwithstanding section  
19 40105(b), the Administrator, after  
20 consulting with the appropriate civil  
21 aviation authority of the foreign coun-  
22 try concerned and notification to the  
23 Secretary of Transportation and the  
24 Secretary of State, may withhold, re-  
25 voke, or prescribe conditions on the

1 operating authority of a foreign air  
2 carrier that provides foreign air trans-  
3 portation.

4 “(D) AUTHORITY.—Notwithstanding sub-  
5 paragraphs (B) and (C), the Administrator re-  
6 tains the ability to initiate immediate safety  
7 oversight action when justified based on avail-  
8 able safety information.

9 “(2) NOTIFICATION.—At the conclusion of the  
10 international aviation safety assessment process, the  
11 Administrator, after advising the Secretary of  
12 Transportation and the Secretary of State, shall in-  
13 form the foreign country of the determination re-  
14 garding its compliance to ICAO standards. The de-  
15 termination shall—

16 “(A) for foreign countries determined to be  
17 compliant in ICAO standards, state that no fur-  
18 ther action is needed; and

19 “(B) for foreign countries determined to be  
20 non-compliant in ICAO standards, recommend  
21 the actions necessary to bring the aviation safe-  
22 ty oversight measures carried out by that coun-  
23 try into compliance with the international  
24 standards contained in the Chicago Convention,

1 as used by the Federal Aviation Administration  
2 in making the assessment.

3 ~~“(3) FAILURE TO MAINTAIN AND CARRY OUT~~  
4 ~~STANDARDS.—~~

5 ~~“(A) IN GENERAL.—Subject to subpara-~~  
6 ~~graph (B), if the Administrator determines that~~  
7 ~~a foreign country does not maintain and carry~~  
8 ~~out effective aviation safety oversight measures,~~  
9 ~~the Administrator shall—~~

10 ~~“(i) notify the appropriate authorities~~  
11 ~~of the government of the foreign country~~  
12 ~~consistent with paragraph (2);~~

13 ~~“(ii) publish the identity of the for-~~  
14 ~~ign country on the Federal Aviation Ad-~~  
15 ~~ministration website, in the Federal Reg-~~  
16 ~~ister, and through other mediums to pro-~~  
17 ~~vide notice to the public;~~

18 ~~“(iii) transmit the identity of the for-~~  
19 ~~ign country to the Secretary of State to~~  
20 ~~inform the relevant travel advisories; and~~

21 ~~“(iv) provide the identity of the for-~~  
22 ~~ign country and any critical safety infor-~~  
23 ~~mation resulting from the assessment to~~  
24 ~~the Committee on Commerce, Science, and~~  
25 ~~Transportation of the Senate and the~~

1           Committee on Transportation and Infra-  
2           structure of the House of Representatives.

3           “(B) IMMEDIATE EXERCISE OF AUTHOR-  
4           ITY.—

5                   “(i) IN GENERAL .—The Adminis-  
6           trator may immediately exercise authority  
7           under subparagraph (A) if the Adminis-  
8           trator, in consultation with the Secretary  
9           of Transportation and the Secretary of  
10          State, determines that a condition exists  
11          that threatens the safety of passengers,  
12          aircraft, or crew traveling to or from the  
13          foreign country.

14                   “(ii) NOTIFICATION TO THE SEC-  
15          RETARY OF STATE.—The Administrator  
16          shall immediately notify the Secretary of  
17          State of a determination under clause (i)  
18          so that the Secretary of State may issue a  
19          travel advisory with respect to the foreign  
20          country.

21                   “(4) ACCURACY OF THE IASA LIST.—To meet  
22          the need for the public to have timely and accurate  
23          information about the aviation safety oversight of  
24          foreign countries, the Administrator shall regularly  
25          review the activity of foreign air carriers serving the

1 United States and carrying the code of a United  
2 States air carrier. Countries with no such operations  
3 for an extended period of time, as determined by the  
4 Administrator, will be removed from the public list-  
5 ings for inactivity, after advisement with the Sec-  
6 retary of Transportation and the Secretary of State.

7 “(5) TRAINING.—The Federal Aviation Admin-  
8 istration shall use data, tools, and methods in order  
9 to ensure transparency and repeatable results of the  
10 assessments conducted under this subsection. The  
11 Federal Aviation Administration shall ensure that  
12 Federal Aviation Administration personnel are prop-  
13 erly and adequately trained to carry out the assess-  
14 ments set forth in this subsection, including with re-  
15 spect to ICAO standards and their implementation  
16 by foreign countries.

17 “(6) REPORT TO CONGRESS.—Not later than 1  
18 year after the date of enactment of this subsection,  
19 and annually thereafter, the Administrator shall sub-  
20 mit to the Committee on Commerce, Science, and  
21 Transportation of the Senate and the Committee on  
22 Transportation and Infrastructure of the House of  
23 Representatives a report on the assessments con-  
24 ducted under this subsection, including the results of  
25 any corrective action period.”

1 **SEC. 317. CHANGED PRODUCT RULE REFORM.**

2 (a) **IN GENERAL.**—Not later than 1 year after the  
3 date of enactment of this section, the Administrator shall  
4 issue a notice of proposed rulemaking to revise section  
5 21.101 of title 14, Code of Federal Regulations, to achieve  
6 the following objectives:

7 (1) For any significant design change, as deter-  
8 mined by the Administrator, to require that any ex-  
9 ception from the requirement to comply with the lat-  
10 est amendments of the applicable airworthiness  
11 standards in effect on the date of application for the  
12 change be approved only after providing public no-  
13 tice and opportunity to comment on such exception.

14 (2) To ensure appropriate documentation of  
15 any exception or exemption from airworthiness re-  
16 quirements codified in title 14, Code of Federal Reg-  
17 ulations, as in effect on the date of application for  
18 the change.

19 (b) **CONGRESSIONAL BRIEFING.**—Not later than 1  
20 year after the date of enactment of this section, the Ad-  
21 ministrator shall provide to the appropriate committees of  
22 Congress a briefing on the FAA's implementation of the  
23 recommendations of the Changed Product Rule Inter-  
24 national Authorities Working Group, established under  
25 Section 117 of the Aircraft Certification, Safety, and Ac-  
26 countability Act (49 U.S.C. 44704 note), including rec-

1 ommendations on harmonized changes and reforms re-  
2 garding the impractical exception.

3 **SEC. 318. DEVELOPMENT OF LOW-COST VOLUNTARY ADS-B.**

4 (a) ~~IN GENERAL.~~—Not later than 24 months after  
5 the date of enactment of this section, the Administrator,  
6 working with representatives from industry groups, includ-  
7 ing pilots, aircraft owners, avionics manufacturers, and  
8 any others deemed necessary to offer technical expertise,  
9 shall develop a report regarding the development of a suit-  
10 able position reporting system for voluntary use in air-  
11 space not mandated for Automatic Dependent Surveil-  
12 lance-Broadcast Out equipment and use (in this section  
13 referred to as “~~ADS-B Out~~”) by section 91.225 of title  
14 14, Code of Federal Regulations, to facilitate traffic  
15 awareness.

16 (b) ~~REQUIREMENTS.~~—The report developed under  
17 subsection (a) shall—

18 (1) ~~research and catalog equipment, standards,~~  
19 ~~and systems (including international) relating to~~  
20 ~~ADS-B Out available as of the date on which the re-~~  
21 ~~port is submitted under subsection (c);~~

22 (2) ~~address strengths and weaknesses of the~~  
23 ~~such equipment, standards and systems, including~~  
24 ~~with respect to costs;~~



1           (3) outline potential regulatory and procedural  
2 changes that may need to be undertaken by the  
3 FAA and other government entities, as well as  
4 equipment, standards, and systems that may need to  
5 be developed and required, to enable the develop-  
6 ment and voluntary use of equipment (existing or  
7 new) that enables the use of portable, and installed,  
8 low cost position reporting in airspace not mandated  
9 for ADS-B Out;

10           (4) determine market size, development costs,  
11 and barriers that may need to be overcome for the  
12 development of technology that enables the use of  
13 portable, and installed, low cost position reporting in  
14 airspace not mandated for ADS-B Out; and

15           (5) include a communication strategy that is  
16 targeted towards potential users and promotes the  
17 benefits of the position reporting solutions to en-  
18 hance traffic awareness for voluntary use in airspace  
19 not mandated for ADS-B Out, when such technology  
20 is available for commercial use.

21           (c) REPORT TO CONGRESS.—Not later than 30 day  
22 after the date on which the report developed under sub-  
23 section (a) is finalized, the Administrator shall submit the  
24 report to the appropriate committees of Congress.

1 **SEC. 319. PUBLIC AIRCRAFT FLIGHT TIME LOGGING ELIGI-**  
2 **BILITY.**

3 (a) FORESTRY AND FIRE PROTECTION FLIGHT TIME  
4 LOGGING.—

5 (1) IN GENERAL.—Notwithstanding any other  
6 provision of law, aircraft under the direct oper-  
7 ational control of forestry and fire protection agen-  
8 cies are eligible to log pilot flight times, if the flight  
9 time was acquired by the pilot while engaged on an  
10 official forestry or fire protection flight, in the same  
11 manner as aircraft under the direct operational con-  
12 trol of a Federal, State, county, or municipal law en-  
13 forcement agency.

14 (2) RETROACTIVE APPLICATION.—Paragraph  
15 (1) shall be applied as if enacted on October 8,  
16 2018.

17 (b) REGULATIONS.—Not later than 180 days after  
18 the date of enactment of this section, the Administrator  
19 shall make such regulatory changes as are necessary as  
20 a result of the enactment of subsection (a).

21 **SEC. 320. SAFETY MANAGEMENT SYSTEMS.**

22 (a) FINDING.—Congress finds that on January 11,  
23 2023, the FAA released a notice of proposed rulemaking  
24 to update and expand the requirements for safety manage-  
25 ment systems.

1 (b) As the FAA reviews comments to the notice of  
2 proposed rulemaking described in subsection (a) and  
3 drafts the final rule, the Administrator shall ensure that  
4 safety management systems program requirements can be  
5 appropriately scaled to the size and complexity of each op-  
6 erator.

7 **SEC. 321. AVIATION SAFETY INFORMATION ANALYSIS AND**  
8 **SHARING PROGRAM.**

9 Not later than 180 days after the date of enactment  
10 of this section, the Administrator shall submit to the ap-  
11 propriate committees of Congress, a report on the FAA's  
12 progress with respect to the Aviation Safety Information  
13 Analysis and Sharing (ASIAS) program that—

14 (1) describes the phased approach the FAA is  
15 following to construct the ASIAS system;

16 (2) describes the efforts of the FAA to secure  
17 increased safety data from—

18 (A) commercial air carriers;

19 (B) general aviation operators;

20 (C) helicopter operators;

21 (D) unmanned aircraft system operators;

22 and

23 (E) other aircraft operators; and

24 (3) provides a summary of the efforts of the  
25 FAA to address gaps in safety data provided from

1 any of the classes of operators described in para-  
 2 graph (2).

3 **SEC. 322. CONSISTENT AND TIMELY PILOT CHECKS FOR**  
 4 **AIR CARRIERS.**

5 (a) ESTABLISHMENT OF WORKING GROUP.—Not  
 6 later than 180 days after the date of enactment of this  
 7 section, subject to subsection (b)(2), the Administrator  
 8 shall establish a working group for purposes of reviewing,  
 9 evaluating, and making recommendations on check pilot  
 10 functions for air carriers operating under part 135 of title  
 11 14, Code of Federal Regulations.

12 (b) MEMBERSHIP.—

13 (1) IN GENERAL.—The working group required  
 14 by this section shall include—

15 (A) employees of the FAA who serve as  
 16 check pilots (as described in section 91.1089 of  
 17 title 14, Code of Federal Regulations);

18 (B) representatives of air carriers oper-  
 19 ating under such part 135; and

20 (C) industry associations representing such  
 21 air carriers.

22 (2) EXISTING WORKING GROUP.—The Adminis-  
 23 trator may assign the duties of the working group  
 24 described in subsection (c) to an existing FAA work-  
 25 ing group if—

1           (A) the membership of the existing work-  
2           ing group includes the members required under  
3           paragraph (1); or

4           (B) the members required under para-  
5           graph (1) are added to the membership of the  
6           existing working group.

7           (c) DUTIES.—The working group shall review, evalu-  
8           ate, and make recommendations on the following:

9           (1) Methods for approving check pilots for air  
10           carriers operating under such part 135.

11           (2) Actions required to ensure such air carriers  
12           are authorized an adequate number of check pilots  
13           to enable timely occurrence of pilot checks.

14           (3) Differences in qualification standards ap-  
15           plied to—

16           (A) employees of the FAA who serve as  
17           check pilots; and

18           (B) check pilots of an authorized air ear-  
19           rier.

20           (4) Methods to standardize the qualification  
21           standards for check pilots, including check pilots  
22           who are employees of the FAA and or of an author-  
23           ized air carrier.

24           (5) Methods to improve the training and quali-  
25           fication of check pilots.

1           (6) Prior recommendations made by FAA advi-  
2           sory committees or working groups regarding check  
3           pilot functions.

4           (7) Petitions for rulemaking submitted to the  
5           FAA regarding check pilot functions.

6           (d) BRIEFING TO CONGRESS.—Not later than 1 year  
7           after than the date on which the Administrator establishes  
8           the working group under subsection (a) (or tasks an exist-  
9           ing FAA working group under subsection (b)(2) with the  
10          duties described in subsection (c)); the Administrator shall  
11          brief the appropriate committees of Congress on the  
12          progress and recommendations of the working group; as  
13          well as the Administrator’s efforts to implement such rec-  
14          ommendations.

15   **SEC. 323. ENHANCING PROCESSES FOR AUTHORIZING AIR-**  
16                           **CRAFT FOR SERVICE IN COMMUTER AND ON**  
17                           **DEMAND OPERATIONS.**

18          (a) ESTABLISHMENT OF WORKING GROUP.—Not  
19          later than 180 days after the date of enactment of this  
20          section, the Administrator shall establish a Part 135 Air-  
21          craft Conformity Working Group (in this section referred  
22          to as the “Working Group”). The Working Group shall  
23          study methods and make recommendations to clarify re-  
24          quirements and standardize the process for conducting  
25          and completing aircraft conformity processes for existing

1 part 135 air carriers and operators in a timely manner  
2 and entering those aircraft into service.

3 (b) MEMBERSHIP.—The Working Group shall be  
4 comprised of representatives of the FAA, existing part 135  
5 air carriers and operators, and associations or trade  
6 groups representing such class of air carriers or operators.

7 (c) DUTIES.—The Working Group shall consider all  
8 aspects of the current FAA processes for ensuring aircraft  
9 conformity and make recommendations to enhance those  
10 processes, including with respect to—

11 (1) methodologies for air carriers and operators  
12 to document and attest to aircraft conformity in ac-  
13 cordance with the requirements of part 135;

14 (2) streamlined protocols for part 135 operators  
15 to add an aircraft that was listed on another part  
16 135 certificate immediately prior to moving to the  
17 new air carrier; and

18 (3) changes to FAA policy and documentation  
19 necessary to implement the recommendations of the  
20 Working Group.

21 (d) CONGRESSIONAL BRIEFING.—Not later than 1  
22 year after the date on which the Administrator establishes  
23 the Working Group, the Administrator shall brief the ap-  
24 propriate committees of Congress on the progress made  
25 by the Working Group in carrying out the duties specified

1 in subsection (c), recommendations of the Working Group,  
2 and the Administrator's efforts to implement such rec-  
3 ommendations.

4 (e) DEFINITION OF PART 135.—In this section the  
5 term “part 135” means part 135 of title 14, Code of Fed-  
6 eral Regulations.

7 **SEC. 324. TOWER MARKING COMPLIANCE.**

8 (a) IN GENERAL.—Not later than 180 days after the  
9 date of enactment of this section, the Administrator shall  
10 provide a briefing to the appropriate committees of Con-  
11 gress on implementation of the requirements of section  
12 2110 of the FAA Extension, Safety, and Security Act of  
13 2016 (49 U.S.C. 44718 note) (as amended by section 576  
14 of the FAA Reauthorization Act of 2018 (Public Law  
15 115–254, 132 Stat. 3391)).

16 (b) REQUIREMENTS.—The briefing required by sub-  
17 section (a) shall include the following:

18 (1) A description of, and timeframe for, the Ad-  
19 ministrator's development of requirements to file no-  
20 tice of construction of meteorological evaluation tow-  
21 ers and other renewable energy projects under the  
22 notice of proposed rulemaking RIN 2120-AK77.

23 (2) A description of the FAA's use of existing  
24 publicly accessible databases to collect and make  
25 available information about certain structures that



1 are required to, or voluntarily, file notice with the  
2 FAA.

3 ~~(3) For the period beginning on July 15, 2016,~~  
4 ~~and ending on the date the briefing required by sub-~~  
5 ~~section (a) is provided, a list of aircraft accidents~~  
6 ~~during such period that are associated with covered~~  
7 ~~towers (as such term is defined in section~~  
8 ~~2110(b)(1)(A) of the FAA Extension, Safety, and~~  
9 ~~Security Act of 2016 (49 U.S.C. 44718 note) that~~  
10 ~~are not marked in accordance with applicable guid-~~  
11 ~~ance in the advisory circular of the FAA issued De-~~  
12 ~~cember 4, 2015 (AC 70/7460-IL).~~

13 **SEC. 325. ADMINISTRATIVE AUTHORITY FOR CIVIL PEN-**  
14 **ALTIES.**

15 Section 46301(d) of title 49, United States Code, is  
16 amended—

17 ~~(1) in paragraph (4), by striking subparagraph~~  
18 ~~(A) and inserting the following:~~

19 ~~“(A) the amount in controversy is more~~  
20 ~~than—~~

21 ~~“(i) \$400,000 if the violation was~~  
22 ~~committed by any person other than an in-~~  
23 ~~dividual or small business concern before~~  
24 ~~the date of enactment of the FAA Reau-~~  
25 ~~thorization Act of 2023;~~

1           ~~“(ii) \$50,000 if the violation was com-~~  
 2           ~~mitted by an individual or small business~~  
 3           ~~concern before the date of enactment of~~  
 4           ~~the FAA Reauthorization Act of 2023;~~

5           ~~“(iii) \$10,000,000 if the violation was~~  
 6           ~~committed by a person other than an indi-~~  
 7           ~~vidual or small business concern on or~~  
 8           ~~after the date of enactment of the FAA~~  
 9           ~~Reauthorization Act of 2023;~~

10           ~~“(iv) \$250,000 if the violation was~~  
 11           ~~committed by an individual on or after the~~  
 12           ~~date of enactment of the FAA Reautho-~~  
 13           ~~zation Act of 2023; or~~

14           ~~“(v) \$2,500,000 if the violation was~~  
 15           ~~committed by a small business concern on~~  
 16           ~~or after the date of enactment of the FAA~~  
 17           ~~Reauthorization Act of 2023;”;~~

18           (2) by striking paragraph (8) and inserting the  
 19           following:

20           ~~“(8) The maximum civil penalty the Adminis-~~  
 21           ~~trator of the Transportation Security Administra-~~  
 22           ~~tion, Administrator of the Federal Aviation Adminis-~~  
 23           ~~tration, or Board may impose under this subsection~~  
 24           ~~is—~~

1           “(A) \$400,000 if the violation was com-  
2           mitted by a person other than an individual or  
3           small business concern before the date of enact-  
4           ment of the FAA Reauthorization Act of 2023;

5           “(B) \$50,000 if the violation was com-  
6           mitted by an individual or small business con-  
7           cern before the date of enactment of the FAA  
8           Reauthorization Act of 2023;

9           “(C) \$10,000,000 if the violation was com-  
10          mitted by a person other than an individual or  
11          small business concern on or after the date of  
12          enactment of the FAA Reauthorization Act of  
13          2023;

14          “(D) \$250,000 if the violation was com-  
15          mitted by an individual on or after the date of  
16          enactment of the FAA Reauthorization Act of  
17          2023; or

18          “(E) \$2,500,000 if the violation was com-  
19          mitted by a small business concern on or after  
20          the date of enactment of the FAA Reauthoriza-  
21          tion Act of 2023.”; and

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

23          “(10) The maximum amounts authorized in  
24          clauses (iii) through (v) of paragraph (4)(A) and in  
25          subparagraphs (C) through (E) of paragraph (8) of

1 this subsection shall be adjusted for inflation no less  
2 frequently than every 5 years.”.

3 **SEC. 326. CIVIL PENALTIES FOR WHISTLEBLOWER PROTEC-**  
4 **TION PROGRAM VIOLATIONS.**

5 Section 46301(d)(2) of title 49, United States Code,  
6 is amended by inserting “subchapter III of chapter 421,”  
7 before “chapter 441”.

8 **SEC. 327. FLIGHT SERVICE STATIONS.**

9 (a) **REPEAL.**—Section 44514 of title 49, United  
10 States Code, and the item relating to that section in the  
11 analysis for chapter 445 of such title 49 are repealed.

12 (b) **CONFORMING AMENDMENT.**—Section  
13 106(g)(1)(D) of title 49, United States Code, is amended  
14 by striking “44514.”.

15 **SEC. 328. TECHNICAL ASSISTANCE AGREEMENTS.**

16 Section 40104(b) of title 49, United States Code, is  
17 amended by adding at the end the following new para-  
18 graphs:

19 “(3) **STATE-TO-STATE AGREEMENTS.**—The Ad-  
20 ministrator shall promote efficient delivery of bilat-  
21 eral and multilateral engagement and technical as-  
22 sistance by waiving the requirement for State-to-  
23 State agreements for the provision of technical as-  
24 sistance and training if the Administrator deter-  
25 mines that—

1           “(A) a foreign government would benefit  
2           from technical assistance pursuant to this sub-  
3           section to strengthen aviation safety, efficiency,  
4           and security; and

5           “(B) the engagement is to provide inher-  
6           ently governmental technical assistance and  
7           training.

8           “(4) DEFINITION.—In this subsection, the term  
9           ‘inherently governmental technical assistance and  
10          training’ means technical assistance and training  
11          that—

12           “(A) relies upon or incorporates Federal  
13           Aviation Administration-specific program, sys-  
14           tem, policy, or procedural matters;

15           “(B) must be accomplished using agency  
16           expertise and authority; and

17           “(C) relates to—

18           “(i) international aviation safety as-  
19           sessment technical reviews and technical  
20           assistance;

21           “(ii) aerodrome safety and certifi-  
22           cation;

23           “(iii) aviation system certification ac-  
24           tivities based on Federal Aviation Adminis-  
25           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) related training and exercises in  
8           support of aviation safety, efficiency, and  
9           security.”.

10 **SEC. 329. RESTORATION OF AUTHORITY.**

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

14 **“§ 40119. Security and research and development ac-**  
15 **tivities**

16       “(a) GENERAL REQUIREMENTS.—The Administrator  
17 of the Federal Aviation Administration shall conduct re-  
18 search (including behavioral research) and development  
19 activities appropriate to develop, modify, test, and evaluate  
20 a system, procedure, facility, or device to protect pas-  
21 sengers and property against acts of criminal violence, air-  
22 craft piracy, and terrorism and to ensure security.

23       “(b) DISCLOSURE.—

24           “(1) REGULATIONS PROHIBITING DISCLO-  
25       SURE.—Notwithstanding the establishment of a De-

1 department of Homeland Security, the Secretary of  
2 Transportation, in accordance with section  
3 ~~552(b)(3)(B)~~ of title 5, United States Code, shall  
4 prescribe regulations prohibiting disclosure of infor-  
5 mation obtained or developed in ensuring security  
6 under this title if the Secretary of Transportation  
7 decides disclosing the information would—

8 “(A) be an unwarranted invasion of per-  
9 sonal privacy;

10 “(B) reveal a trade secret or privileged or  
11 confidential commercial or financial informa-  
12 tion; or

13 “(C) be detrimental to transportation safe-  
14 ty.

15 “(2) DISCLOSURE TO CONGRESS.—Paragraph  
16 (1) of this subsection does not authorize information  
17 to be withheld from a committee of Congress author-  
18 ized to have the information.

19 “(3) SENSITIVE SECURITY INFORMATION.—  
20 Nothing in paragraph (1) shall be construed to au-  
21 thorize the designation of information as sensitive  
22 security information (as defined in section 15.5 of  
23 title 49, Code of Federal Regulations)—

24 “(A) to conceal a violation of law, ineffi-  
25 ciency, or administrative error;

1           “(B) to prevent embarrassment to a per-  
2           son, organization, or agency;

3           “(C) to restrain competition; or

4           “(D) to prevent or delay the release of in-  
5           formation that does not require protection in  
6           the interest of transportation security, including  
7           basic scientific research information not clearly  
8           related to transportation security.

9           “(4) LAW ENFORCEMENT DISCLOSURE.—Sec-  
10          tion 552a of title 5, United States Code, shall not  
11          apply to disclosures that the Administrator may  
12          make from the systems of records of the Federal  
13          Aviation Administration to any Federal law enforce-  
14          ment, intelligence, protective service, immigration, or  
15          national security official in order to assist the offi-  
16          cial receiving the information in the performance of  
17          official duties.

18          “(e) TRANSFERS OF DUTIES AND POWERS PROHIB-  
19          ITED.—Except as otherwise provided by law, a duty or  
20          power under this section may not be transferred to an-  
21          other department, agency, or instrumentality of the  
22          United States Government.”.

23          (b) EFFECTIVE DATE.—The amendments made by  
24          this section shall be effective as of October 5, 2018, and  
25          all authority restored to the Secretary and the FAA under



1 this section shall be treated as if it had never been re-  
 2 pealed by the FAA Reauthorization Act of 2018 (Public  
 3 Law ~~115-254~~; ~~132 Stat. 3186~~).

4 (c) CONFORMING AMENDMENTS.—

5 (1) CHAPTER ~~401~~ ANALYSIS.—The analysis for  
 6 chapter ~~401~~ of title 49, United States Code, is  
 7 amended by inserting after the item relating to sec-  
 8 tion ~~40118~~ the following:

“~~40119~~. Security and research and development activities.”.

9 (2) OTHER DISCLOSURE REQUIREMENTS.—See  
 10 tion ~~44912~~ of title 49, United States Code, is  
 11 amended in subsection (d) by striking paragraph (2)  
 12 and redesignating paragraph (3) as paragraph (2).

13 **SEC. 330. TARMAC OPERATIONS MONITORING STUDY.**

14 (a) IN GENERAL.—The Director of the Bureau of  
 15 Transportation Statistics (referred to in this section as the  
 16 “Director”); in consultation with other offices within the  
 17 Office of the Secretary of Transportation and the FAA,  
 18 shall conduct a study to explore the capture, storage, anal-  
 19 ysis, and feasibility of monitoring ground source data at  
 20 airports in the United States.

21 (b) OBJECTIVES.—The objectives of the study con-  
 22 ducted under subsection (a) shall include:

23 (1) Determining the current state of ground  
 24 source data coverage at airports in the United  
 25 States.

1           (2) Understanding the technology requirements  
2 for monitoring ground movements at airports  
3 through sensors, receivers, or other technologies.

4           (3) Conducting data collection through a pilot  
5 program and developing ground-based tarmac delay  
6 statistics.

7           (4) Performing an evaluation and feasibility  
8 analysis of potential system-level tarmac operations  
9 monitoring solutions.

10 (c) PILOT PROGRAM.—

11           (1) IN GENERAL.—Not later than 180 days  
12 after the date of enactment of this section, the Di-  
13 rector shall establish a pilot program for the pur-  
14 poses of collecting data and developing ground-based  
15 tarmac delay statistics or other relevant statistics  
16 with respect to airports in the United States.

17           (2) REQUIREMENTS.—The pilot program estab-  
18 lished under paragraph (1) shall—

19                   (A) include up to 6 airports that the Direc-  
20 tor determines reflect a diversity of factors in-  
21 cluding, geography, size, and air traffic;

22                   (B) terminate not more than 3 years after  
23 the date of enactment of this section; and

24                   (C) be subject to any guidelines issued by  
25 the Director.

1 (d) REPORT.—Not later than 4 years after the date  
2 of enactment of this section, the Director shall publish the  
3 results of the study conducted under subsection (a) and  
4 the pilot program established under subsection (c) on a  
5 publicly available website.

6 **SEC. 331. GAO REPORT ON CYBERSECURITY OF COMMERCIAL AVIATION AVIONICS.**  
7

8 (a) IN GENERAL.—The Comptroller General shall  
9 conduct a review on the consideration, identification, and  
10 inclusion of aircraft cybersecurity into the strategic frame-  
11 work for aviation security as part of the FAA’s cybersecu-  
12 rity strategy.

13 (b) CONTENTS OF THE REVIEW.—The review re-  
14 quired by subsection (a) shall assess—

15 (1) how onboard aircraft cybersecurity risks  
16 and vulnerabilities are defined and accounted for in  
17 the strategy aviation security framework, particu-  
18 larly in pillar 2 of that framework to “protect and  
19 defend FAA networks and systems to mitigate risks  
20 to FAA missions and service delivery”;

21 (2) how onboard aircraft cybersecurity, particu-  
22 larly of the aircraft avionics, is considered, incor-  
23 porated, and prioritized in the cybersecurity strategy  
24 pursuant to section 509 of the FAA Reauthorization  
25 Act of 2018 (49 U.S.C. 44903 note);

1           (3) how roles and responsibilities for aircraft  
2           and ground systems cybersecurity are differentiated  
3           and enforced between the Transportation Security  
4           Agency and the FAA;

5           (4) how aircraft and ground systems cybersecu-  
6           rity vulnerabilities are being identified and  
7           prioritized for mitigation, particularly considering  
8           the commercial technology ecosystem; and

9           (5) the budgets of the parties responsible for  
10          implementing the strategy framework for aviation  
11          security, as identified in subsection (a), to satisfy  
12          those mitigation requirements necessary to secure  
13          the aviation ecosystem from onboard cybersecurity  
14          vulnerabilities.

15          (c) REPORT REQUIRED.—Not later than 1 year after  
16          the date of the enactment of this section, the Comptroller  
17          General shall submit a report containing the results of the  
18          review required by this section to—

19                 (1) the appropriate committees of Congress;

20                 (2) the Committee on Homeland Security of the  
21                 House of Representatives; and

22                 (3) the Committee on Homeland Security and  
23                 Government Affairs of the Senate.

1 **SEC. 332. SECURING AIRCRAFT AVIONICS SYSTEMS.**

2 Section 506(a) of the FAA Reauthorization Act of  
3 2018 (42 U.S.C. 44704 note) is amended—

4 (1) in the matter preceding paragraph (1), by  
5 striking “consider, where appropriate, revising” and  
6 inserting “revise, where appropriate, existing”;

7 (2) in paragraph (1), by striking “and” after  
8 the semicolon;

9 (3) in paragraph (2), by striking the period at  
10 the end and inserting “; and”;

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

12 “(3) to require that software-based systems and  
13 equipment, including aircraft flight critical systems,  
14 be verified to ensure the software-based systems and  
15 equipment have not been compromised by unauthor-  
16 ized external and internal access.”.

17 **SEC. 333. MAINTENANCE DATA AVAILABILITY.**

18 (a) IN GENERAL.—The Administrator shall assign to  
19 the Aviation Rulemaking Advisory Committee the task  
20 of—

21 (1) performing a comprehensive review of pre-  
22 vious and current FAA regulations and related in-  
23 ternal and external guidance material related to in-  
24 structions for continue airworthiness (in this section  
25 referred to as “ICA”); and

1           (2) developing and submitting to the Adminis-  
2           trator recommendations for guidance or regulatory  
3           changes to—

4                   (A) clarify the obligations of design ap-  
5                   proval holders to develop and make ICA avail-  
6                   able;

7                   (B) create methods to identify and provide  
8                   access to ICA; and

9                   (C) create mechanisms to accept com-  
10                   plaints, resolve disputes, and enforce obliga-  
11                   tions.

12           (b) **REPORT TO CONGRESS.**—Not later than 1 year  
13           after receiving the recommendations under subsection (a),  
14           the Administrator shall submit to the appropriate commit-  
15           tees of Congress a report that describes such recommenda-  
16           tions and the Administrator's plan, if any, to implement  
17           such recommendations.

18           **SEC. 334. STUDY ON AIRWORTHINESS STANDARDS COMPLI-**  
19                                   **ANCE.**

20           (a) **STUDY.**—The Administrator shall conduct a  
21           study on the safety consequences of a transport airplane  
22           design approved by a domestic or foreign aviation manu-  
23           facturer failing to comply with the applicable airworthi-  
24           ness standards. The study shall identify—

1           (1) each final airworthiness directive applicable  
2           to transport airplanes that was issued by the FAA  
3           in the 2-year period prior to the date of enactment  
4           of this section to address unsafe conditions resulting  
5           from the approval of designs that were non-compli-  
6           ant with an applicable airworthiness standard; and

7           (2) for each such airworthiness directive—

8           (A) the airworthiness standard with which  
9           the affected products failed to comply, as well  
10          as the resulting unsafe condition and whether  
11          such condition resulted in an accident;

12          (B) the methods by which the noncompli-  
13          ance was discovered and brought to the atten-  
14          tion of the FAA;

15          (C) an analysis of whether the method  
16          used by the applicant to show compliance was  
17          acceptable and whether other compliance meth-  
18          ods would have identified the noncompliance  
19          during the type certification process;

20          (D) the date of approval of the relevant  
21          type design and the date of issuance of the air-  
22          worthiness directive;

23          (E) any corrective action mandated to ad-  
24          dress the identified unsafe condition;

1           (F) the period of time specified for the in-  
2           corporation of the corrective action, during  
3           which the affected products were allowed to op-  
4           erate before the unsafe condition was corrected;  
5           and

6           (G) the total cost of compliance estimated  
7           in the final rule adopting the airworthiness di-  
8           rective.

9           (b) COORDINATION.—In conducting the study under  
10          subsection (a), the Administrator shall coordinate with,  
11          and solicit comments from, union representatives of the  
12          aviation safety engineers involved in the development of  
13          airworthiness directives.

14          (c) REPORT TO CONGRESS.—Not later than 1 year  
15          after the date of enactment of this section, the Adminis-  
16          trator shall submit to the appropriate committees of Con-  
17          gress a report that includes—

18                (1) the results of the study conducted under  
19                subsection (a);

20                (2) a description of any root cause of unsafe  
21                conditions identified by such study, as well as an  
22                identification of any action required to address any  
23                such root cause;

24                (3) the union representative comments solicited  
25                under subsection (b); and



1           (4) any other recommendations for legislative or  
2           administrative action determined appropriate by the  
3           Administrator.

4           (d) DEFINITION OF TRANSPORT AIRPLANE.—For  
5           purposes of this section, the term “transport airplane” has  
6           the meaning given such term in FAA Notice N 8900.649,  
7           titled “Use of Air Carrier Pilots During Flight Standard-  
8           ization Board Evaluations for Transport Airplanes”  
9           (issued December 23, 2022).

10   **SEC. 335. FIRE PROTECTION STANDARDS.**

11           (a) INTERNAL REGULATORY REVIEW TEAM.—

12                 (1) ESTABLISHMENT.—Not later than 60 days  
13           after the date of enactment of this section, the Ad-  
14           ministrator shall establish an internal regulatory re-  
15           view team (in this section referred to as the  
16           “Team”).

17                 (2) REVIEW.—

18                     (A) IN GENERAL.—Not later than 180  
19           days after the date on which the Team is estab-  
20           lished, the Team shall conduct a review of for-  
21           eign airworthiness standards and guidance for  
22           firewalls to determine best practices that should  
23           be adopted by the FAA and submit to the Ad-  
24           ministrator a report on the findings of such re-  
25           view.

1           (B) REQUIREMENTS.—In conducting the  
2 review, the team shall—

3           (i) identify any significant differences  
4 in standards or guidance with respect to  
5 test article selection, fire test boundaries,  
6 and evaluation criteria for such tests, in-  
7 cluding the use of certification by analysis  
8 where substantially similar designs have  
9 passed burn tests;

10           (ii) assess the safety implications for  
11 any products imported into the United  
12 States that do not comply with the FAA's  
13 firewall requirements; and

14           (iii) consult with industry stakeholders  
15 to the maximum extent practicable.

16       (b) DUTIES OF THE ADMINISTRATOR.—The Adminis-  
17 trator shall—

18           (1) not later than 60 days after the date on  
19 which the Team reports the findings of the review  
20 to the Administrator, update the FAA's Significant  
21 Standards List based on such findings; and

22           (2) not later than 90 days after such date, sub-  
23 mit to the appropriate committees of Congress a re-  
24 port on such findings, together with recommenda-

1 tions for such legislative or administrative action as  
2 the Administrator determines appropriate.

3 **SEC. 336. CABIN AIR SAFETY.**

4 (a) **DEADLINE FOR SUBMISSIONS TO CONGRESS.—**

5 Not later than 60 days after the date of enactment of this  
6 section, the Administrator shall complete the requirements  
7 of section 326 of the FAA Reauthorization Act of 2018  
8 (49 U.S.C. 40101 note) and submit to the appropriate  
9 Congressional committees the following:

10 (1) The study by the Airliner Cabin Environ-  
11 mental Research Center of Excellence on bleed air  
12 required by subsection (e) of such section.

13 (2) The report on the feasibility, efficacy, and  
14 cost-effectiveness of certification and installation of  
15 systems to evaluate bleed air quality required by  
16 subsection (d) of such section.

17 (b) **RULEMAKING.—**Not later than 1 year after such  
18 date of enactment, the Administrator may issue a notice  
19 of proposed rulemaking to establish requirements for  
20 scheduled passenger air carrier operations under part 121  
21 of title 14, Code of Federal Regulations, with respect to  
22 incidents onboard aircraft involving oil and hydraulic fluid  
23 fume events. The rulemaking shall include, as necessary,  
24 the study and report required under subsection (a) and  
25 may include the following:

1           (1) Training for flight attendants, pilots, air-  
2           craft maintenance technicians, airport first respond-  
3           ers, and emergency responders on how to respond to  
4           incidents on aircraft involving smoke or fume events.

5           (2) A standardized FAA form and system for  
6           reporting incidents involving smoke or fume events  
7           onboard aircraft.

8           (3) The development of investigative procedures  
9           for the FAA to follow after receipt of a report of an  
10          incident involving an oil and hydraulic fluid event  
11          onboard aircraft in which at least 1 passenger or  
12          crew member required medical attention as a result  
13          of the incident.

14          (4) Installation onboard aircraft of detectors  
15          and other air quality monitoring equipment situated  
16          in the air supply system to enable pilots and mainte-  
17          nance technicians to locate the sources of air supply  
18          contamination, including carbon monoxide.

19 **SEC. 337. AIRPORT AIR SAFETY.**

20          The Administrator shall evaluate whether there are  
21          impacts to travelers due to poor air quality and bleed air  
22          inside Washington Dulles International Airport.

1 **SEC. 338. AIRCRAFT INTERCHANGE AGREEMENT LIMITA-**  
2 **TIONS.**

3 (a) **IN GENERAL.**—Not later than 6 months after the  
4 date of enactment of this section, the Administrator shall  
5 revise section part 121.569 of title 14, Code of Federal  
6 Regulations, to include each of the provisions described  
7 in subsection (b).

8 (b) **PROVISIONS DESCRIBED.**—The provisions de-  
9 scribed in this subsection are the following:

10 (1) A 30-day limit on foreign aircraft inter-  
11 change agreements.

12 (2) A minimum break between foreign aircraft  
13 interchange renewals of 90 days.

14 (3) A limit of no more than 1 foreign aircraft  
15 interchange agreement between 2 airlines.

16 (4) A limit of no more than 2 foreign aircraft  
17 on the interchange agreement.

18 **SEC. 339. WILDFIRE SUPPRESSION.**

19 (a) **IN GENERAL.**—To ensure that sufficient fire-  
20 fighting resources are available to suppress wildfires and  
21 protect public safety and property, and notwithstanding  
22 any other provision of law or agency regulation, not later  
23 than 18 months after the date of enactment of this sec-  
24 tion, the Administrator shall promulgate an interim final  
25 rule under which—

1           (1) an operation described in section  
2           21.25(b)(7) of title 14, Code of Federal Regulations,  
3           shall allow for the transport of firefighters to and  
4           from the site of a wildfire to perform ground wildfire  
5           suppression and designate the firefighters con-  
6           ducting such an operation as essential crewmembers  
7           on board a covered aircraft operated on a mission to  
8           suppress wildfire;

9           (2) the aircraft maintenance, inspections, and  
10          pilot training requirements under part 135 of such  
11          title 14 may apply to such an operation, if deter-  
12          mined by the Administrator to be necessary to main-  
13          tain the safety of firefighters carrying out wildfire  
14          suppression missions; and

15          (3) the noise standards described in part 36 of  
16          such title 14 shall not apply to such an operation.

17          (b) SURPLUS MILITARY AIRCRAFT.—In promul-  
18          gating any rule under subsection (a), the Administrator  
19          shall not enable any aircraft of a type that has been manu-  
20          factured in accordance with the requirements of and ac-  
21          cepted for use by, any branch of the United States Mili-  
22          tary and has been later modified to be used for wildfire  
23          suppression operations.

24          (c) CONFORMING AMENDMENTS TO FAA DOCU-  
25          MENTS.—In promulgating an interim final rule under sub-

1 section (a), the Administrator shall amend FAA Order  
2 8110.56, Restricted Category Type Certification (dated  
3 February 27, 2006), as well as any corresponding policy  
4 or guidance material, to reflect the requirements of sub-  
5 section (a).

6 (d) SAVINGS PROVISION.—Nothing in this section  
7 shall be construed to limit the Administrator’s authority  
8 to take action otherwise authorized by law to protect avia-  
9 tion safety or passenger safety.

10 (e) DEFINITIONS.—For purposes of this section:

11 (1) COVERED AIRCRAFT.—The term “covered  
12 aircraft” means an aircraft type-certificated in the  
13 restricted category under section 21.25 of title 14,  
14 Code of Federal Regulations, used for transporting  
15 firefighters to and from the site of a wildfire in  
16 order to perform ground wildfire suppression for the  
17 purpose of extinguishing a wildfire on behalf of, or  
18 pursuant to a contract with, a Federal, State, or  
19 local government agency.

20 (2) FIREFIGHTERS.—The term “firefighters”  
21 means a trained fire suppression professional the  
22 transport of whom is necessary to accomplish a wild-  
23 fire suppression operation.

1 **SEC. 340. STUDY ON IMPACTS OF TEMPERATURE IN AIR-**  
2 **CRAFT CABINS.**

3 (a) **STUDY.**—

4 (1) **IN GENERAL.**—Not later than 2 years after  
5 the date of enactment of this section, the Adminis-  
6 trator shall enter into appropriate arrangements  
7 with the National Academies of Sciences, Engineer-  
8 ing, and Medicine (in this subsection referred to as  
9 the “National Academies”) under which the Na-  
10 tional Academies will conduct a 1-year study on the  
11 health and safety impacts, with respect to pas-  
12 sengers and crewmembers during each season in  
13 which the study is conducted, of the temperature of  
14 a covered aircraft cabin falling outside of a tempera-  
15 ture between 65 and 85 degrees Fahrenheit during  
16 all phases of flight operation.

17 (2) **CONSULTATION.**—In conducting the study  
18 required by paragraph (1), the National Academies  
19 shall consult with the FAA Civil Aerospace Medical  
20 Institute, air carriers operating under part 121 of  
21 title 14, Code of Federal Regulations, and applicable  
22 aviation labor organizations.

23 (3) **FLIGHT DEFINITION.**—For purposes of  
24 paragraph (1), the term “flight operation” means  
25 the period beginning on the moment an individual  
26 boards the covered aircraft with the intention of



1 work and duty related to the flight until such time  
2 as all such individuals have disembarked from the  
3 covered aircraft.

4 (b) REPORTS.—

5 (1) TO THE ADMINISTRATOR.—Not later than  
6 180 days after the date on which the study under  
7 subsection (a) is completed, the National Academies  
8 shall submit to the Administrator a report on the re-  
9 sults of such study, together with recommendations  
10 determined appropriate by the National Academies.

11 (2) TO CONGRESS.—Not later than 60 days  
12 after the date on which the National Academies sub-  
13 mits the report under paragraph (1), the Adminis-  
14 trator shall submit to the appropriate committees of  
15 Congress a report describing the results of the study  
16 required by subsection (a), together with rec-  
17 ommendations for further action deemed appropriate  
18 by the Administrator.

19 (c) DEFINITION OF COVERED AIRCRAFT.—For pur-  
20 poses of this section, the term “covered aircraft” means  
21 an aircraft operated under part 121 of title 14, Code of  
22 Federal Regulations.

1 **SEC. 341. PART 135 PILOT SUPPLEMENTAL OXYGEN RE-**  
2 **QUIREMENT.**

3 Not later than 1 year after the date of enactment  
4 of this section, the Administrator shall issue a notice of  
5 proposed rulemaking concerning whether to revise the re-  
6 quirements under paragraphs (3) and (4) of section  
7 135.89(b) of title 14, Code of Federal Regulations, to only  
8 apply to aircraft operating at altitudes above flight level  
9 410. In the notice of proposed rulemaking, the Adminis-  
10 trator shall consider applicable safety data and risks, in-  
11 cluding in relation to applicable incidents and accidents,  
12 as well as the investigations and recommendations of the  
13 National Transportation Safety Board.

14 **SEC. 342. CREWMEMBER PUMPING GUIDANCE.**

15 (a) **IN GENERAL.**—Not later than 180 days after the  
16 date of enactment of this section, the Administrator shall  
17 issue guidance to Part 121 air carriers relating to the ex-  
18 pression of milk by crewmembers on an aircraft during  
19 non-critical phases of flight, consistent with the perform-  
20 ance of the crewmember's duties aboard the aircraft. The  
21 guidance shall be equally applicable to any lactating crew-  
22 member. In developing the guidance, the Administrator  
23 shall—

24 (1) consider multiple methods of expressing  
25 breast milk that could be used by crewmembers, in-  
26 cluding the use of wearable lactation technology; and

1           (2) ensure that complying with the advisory cir-  
2           cular will not require an air carrier or foreign air  
3           carrier to incur significant expense, such as through  
4           the addition of an extra crewmember in response to  
5           providing a break, removal or retrofitting of seats on  
6           the aircraft, or modification or retrofitting of an air-  
7           craft.

8           (b) DEFINITIONS.—In this section:

9           (1) CREWMEMBER.—The term “crewmember”  
10          has the meaning given such term in section 1.1 of  
11          title 14, Code of Federal Regulations.

12          (2) CRITICAL PHASES OF FLIGHT.—The term  
13          “critical phases of flight” has the meaning given  
14          such term in section 121.542 of title 14, Code of  
15          Federal Regulations.

16          (3) PART 121.—The term “Part 121” means  
17          part 121 of title 14, Code of Federal Regulations.

18          (c) AVIATION SAFETY.—Nothing in this section shall  
19          limit the Administrator’s authority for aviation safety  
20          under subtitle VII of title 49, United States Code.

1 **SEC. 343. REAUTHORIZATION OF CERTAIN PROVISIONS OF**  
2 **THE AIRCRAFT CERTIFICATION, SAFETY, AND**  
3 **ACCOUNTABILITY ACT.**

4 (a) **OVERSIGHT OF ORGANIZATION DESIGNATION**  
5 **AUTHORIZATION UNIT MEMBERS.**—Section 44741 of title  
6 49, United States Code, is amended—

7 (1) in subsection (f)(2), in the matter preceding  
8 subparagraph (A), by striking “September 30,  
9 2023” and inserting “September 30, 2028”; and

10 (2) in subsection (j), by striking “2023” and  
11 inserting “2028”.

12 (b) **INTEGRATED PROJECT TEAMS.**—Section 108(f)  
13 of division V of the Consolidated Appropriations Act, 2021  
14 (49 U.S.C. 44704 note) is amended by striking “fiscal  
15 year 2023” and inserting “fiscal year 2028”.

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

20 (d) **PROFESSIONAL DEVELOPMENT, SKILLS EN-**  
21 **HANCEMENT, CONTINUING EDUCATION AND TRAINING.**—  
22 Section 44519(e) of title 49, United States Code, is  
23 amended by striking “2023” and inserting “2028”.

24 (e) **VOLUNTARY SAFETY REPORTING PROGRAM.**—  
25 Section 113(f) of division V of the Consolidated Appro-  
26 priations Act, 2021 (49 U.S.C. 44701 note) is amended

1 by striking “fiscal year 2023” and inserting “fiscal year  
2 2028”.

3 (f) CHANGED PRODUCT RULE.—Section 117(b)(1) of  
4 division V of the Consolidated Appropriations Act, 2021  
5 (49 U.S.C. 44704 note) is amended by striking “fiscal  
6 year 2023” and inserting “fiscal year 2028”.

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

11 (h) OVERSIGHT OF FAA COMPLIANCE PROGRAM.—  
12 Section 122 of division V of the Consolidated Appropria-  
13 tions Act, 2021 is amended—

14 (1) in subsection (e)(4), by striking “October 1,  
15 2023” and inserting “October 1, 2028”; and

16 (2) in subsection (d), by striking “2023” and  
17 inserting “2028”.

18 (i) NATIONAL AIR GRANT FELLOWSHIP PROGRAM.—  
19 Section 131(d) of division V of the Consolidated Appropria-  
20 tions Act, 2021 (49 U.S.C. 40101 note) is amended  
21 by striking “2025” and inserting “2028”.

1     **TITLE IV—MODERNIZING THE**  
2     **NATIONAL AIRSPACE SYSTEM**

3     **SEC. 401. NEXTGEN ACCOUNTABILITY TASK FORCE.**

4         (a) **ESTABLISHMENT.**—The Administrator shall es-  
5     tablish a task force, to be known as the “NextGen Ac-  
6     countability Task Force” (referred to in this section as  
7     the “Task Force”) to provide recommendations on the  
8     most effective operational metrics that can be used to as-  
9     sess the performance of the FAA in delivering and imple-  
10    menting quantifiable operational benefits to the national  
11    airspace system within the Next Generation Air Transpor-  
12    tation System (NextGen) project.

13         (b) **MEMBERSHIP.**—

14             (1) **IN GENERAL.**—The Task Force shall be  
15     composed of, at a minimum, representatives from—

16                 (A) the FAA;

17                 (B) trade associations representing avi-  
18     onics manufacturers;

19                 (C) trade associations representing air ear-  
20     riers

21                 (D) trade associations representing busi-  
22     ness or general aviation operators;

23                 (E) labor organizations representing air  
24     traffic controllers; and

1           ~~(F)~~ any other interested parties that the  
2 Administrator determines may provide expertise  
3 and assist the Task Force to fulfill its obliga-  
4 tions.

5           ~~(2)~~ APPOINTMENT.—The Administrator shall  
6 appoint each member of the Task Force.

7           ~~(3)~~ VACANCIES.—A vacancy in the Task Force  
8 shall be filled in the manner in which the original  
9 appointment was made.

10       ~~(c)~~ DUTIES.—The Task Force shall —

11           ~~(1)~~ leverage current metrics used by the FAA  
12 to quantify the benefits of NextGen technology and  
13 investments;

14           ~~(2)~~ validate current and establish additional  
15 metrics for the FAA to track national airspace sys-  
16 tem throughput and savings due to NextGen invest-  
17 ments by calculating a weighted average by distance,  
18 on a per flight basis—

19           ~~(A)~~ reduction and cumulative savings of  
20 track miles and time savings;

21           ~~(B)~~ reduction and cumulative savings of  
22 emissions and fuel burn;

23           ~~(C)~~ reduction of aircraft operation time;  
24 and

1           (D) any other metrics that the Adminis-  
2           trator determines may provide quantifiable ben-  
3           efits for operators in the national airspace sys-  
4           tem; and

5           (3) validate current and establish metrics for  
6           the FAA to track and assess fleet equipage across  
7           operators in the national airspace system includ-  
8           ing—

9           (A) percentage of aircraft equipped with  
10          NextGen avionics equipment as recommended  
11          in the Minimum Capabilities List (MCL) Ad  
12          Hoc Team, NextGen Advisory Committee  
13          (NAC) Task 19-1 Report completed in Novem-  
14          ber 2020;

15          (B) quantified costs and benefits for an  
16          operator to properly equip with baseline  
17          NextGen avionics equipment over the aircraft's  
18          lifecycle; and

19          (C) cumulative unrealized NextGen bene-  
20          fits associated with rates of mixed equipage  
21          across operators.

22          (d) REPORT.—Not later than 270 days after the date  
23          of enactment of this section, the Task Force shall submit  
24          to the Administrator a report with its findings and rec-



1 ommendations and metrics developed pursuant to sub-  
 2 sections (a) and (c).

3 (c) PUBLIC DISPLAY.—Not later than 180 days after  
 4 receiving the report required under subsection (d), the Ad-  
 5 ministrator shall establish a website of the FAA that can  
 6 be used to present, track, and update through 2030—

7 (1) the metrics recommended and established  
 8 by the Task Force on a quarterly and annual basis  
 9 depending on the metric; and

10 (2) the total amount invested in NextGen tech-  
 11 nologies and resulting quantifiable benefits on a  
 12 quarterly basis until the Administrator declares the  
 13 completion of NextGen implementation.

14 (f) FEDERAL ADVISORY COMMITTEE ACT.—Chapter  
 15 10 of title 5, United States Code (commonly known as  
 16 the “Federal Advisory Committee Act”), shall not apply  
 17 to the Task Force.

18 (g) SUNSET.—The Task Force shall terminate on the  
 19 date on which the Administrator receives the report re-  
 20 quired under subsection (d).

21 **SEC. 402. USE OF ADVANCED SURVEILLANCE IN OCEANIC**  
 22 **AIRSPACE.**

23 (a) IN GENERAL.—Not later than 180 days after the  
 24 date of enactment of this section, the Administrator shall  
 25 develop a plan to—

1           (1) coordinate with counterparts at air service  
2 navigation providers in airspace that is adjacent to  
3 United States airspace or international airspace del-  
4 egated to the United States to—

5           (A) adopt reduced separation standards in  
6 oceanic airspace;

7           (B) implement procedures that will permit  
8 user preferred routes to increase fuel efficiency  
9 and reduce greenhouse gas emissions; and

10          (C) exercise leadership in setting global  
11 standards by harmonizing the safety and effi-  
12 ciency of air traffic operations in airspace  
13 neighboring any airspace delegated to the  
14 United States; and

15          (2) utilize Automatic Dependent Surveillance-  
16 Broadcast (ADS-B) relay service within United  
17 States airspace or international airspace delegated to  
18 the United States for—

19           (A) positive air traffic control, including  
20 separation of aircraft by implementing the  
21 ICAO Advanced Surveillance-Enhanced Proce-  
22 dural Separation standard;

23           (B) air traffic flow management;

24           (C) search and rescue;

25           (D) accident investigation; and

1                   ~~(E)~~ data analytics.

2           (b) ~~REPORT.~~—Not later than 120 days after the date  
3 on which the Administrator completes development of the  
4 plan required by subsection (a), the Administrator shall  
5 submit to the appropriate committees of Congress a report  
6 that—

7                   (1) details the actions the Administrator shall  
8 take to implement the plan, including specifying the  
9 required technical system upgrades, operational pro-  
10 cedure modifications, new training requirements,  
11 and a transition plan;

12                   ~~(2)~~ details a schedule with milestones for imple-  
13 mentation of the use of advanced surveillance sys-  
14 tems or services and coordination of such use with  
15 international air service navigation providers; and

16                   ~~(3)~~ describes any anticipated safety enhance-  
17 ments, fuel and operating cost savings, and reduc-  
18 tion in carbon emissions of aircraft operating  
19 through airspace in which such advanced surveil-  
20 lance systems or services are used.

21 **SEC. 403. GPS MONITORING PILOT PROGRAM.**

22           (a) ~~ESTABLISHMENT.~~—The Administrator shall con-  
23 duct a pilot program to evaluate technologies to detect,  
24 measure, and locate disrupting sources of interference to  
25 the GPS Standard Positioning Service in order to mitigate

1 the impacts on air commerce and other related govern-  
2 ment and civilian functions within the air traffic manage-  
3 ment ecosystem.

4 (b) EVALUATION OF TECHNOLOGIES.—

5 (1) TYPES OF TECHNOLOGIES.—The pilot pro-  
6 gram shall evaluate commercially available tech-  
7 nologies, as well as technologies under development  
8 by the FAA, the Department of Transportation, the  
9 Department of Defense, the Department of Home-  
10 land Security, and the National Aeronautics and  
11 Space Administration.

12 (2) SCOPE.—The pilot program shall consider  
13 technologies that have both physical electronics  
14 equipment and software components, as well as tech-  
15 nologies with only software components.

16 (c) NUMBER OF EVALUATION SITES.—The pilot pro-  
17 gram shall evaluate technologies for the purposes de-  
18 scribed in subsection (a) at not less than 5, and not more  
19 than 7, airports unless the Administrator determines that  
20 additional evaluation sites are needed to carry out the pilot  
21 program.

22 (d) LOCATION OF EVALUATION SITES.—

23 (1) IN GENERAL.—The pilot program shall be  
24 conducted at each of the following types of airports:

25 (A) A primary airport in Class B airspace.

1           (B) A primary airport in Class C airspace.

2           (C) A primary airport in Class D airspace.

3           (D) An airport in Class E airspace.

4           (E) A Joint-Use Airport.

5           (2) DOCUMENTED INTERFERENCE.—In deter-  
6           mining whether an airport should be an evaluation  
7           site for the pilot program, the Administrator shall  
8           consider airports described in paragraph (1) that  
9           have experienced documented instances of inter-  
10          ference to the GPS Standard Positioning Service  
11          during the 5-year period ending with the date of en-  
12          actment of this section.

13          (e) PRIVATE SECTOR PARTICIPATION.—The Admin-  
14          istrator shall collaborate with the private sector, including  
15          providers of technology that can cost-effectively implement  
16          a capability to potentially mitigate the impacts of GPS  
17          Standard Positioning Service interference on air com-  
18          merce.

19          (f) CONGRESSIONAL BRIEFINGS.—Beginning 12  
20          months after the date of enactment of this section, and  
21          annually thereafter until the date on which the report re-  
22          quired by subsection (g) is submitted, the Administrator  
23          shall provide the appropriate committees of Congress with  
24          a briefing summarizing the status of, and findings from,  
25          the pilot program.

1 (g) REPORT.—Not later than 180 days after date on  
2 which pilot program is terminated, the Administrator shall  
3 provide a report to the appropriate committees of Con-  
4 gress on the results of the pilot program.

5 (h) GPS STANDARD POSITIONING SERVICE DE-  
6 FINED.—In this section, the term “GPS Standard Posi-  
7 tioning Service” has the meaning given such term in sec-  
8 tion 2281(d)(2) of title 10, United States Code.

9 **SEC. 404. RUNWAY SAFETY TECHNOLOGIES.**

10 (a) STUDY.—The Administrator shall conduct a  
11 study of runway safety incidents and accidents at airports  
12 in the United States and identify technologies that may  
13 prevent or reduce the risk of such incidents and accidents.

14 (b) REPORT.—Not later than 9 months after the date  
15 of enactment of this section, the Administrator shall sub-  
16 mit to the appropriate committees of Congress a report  
17 containing the results of the study conducted under sub-  
18 section (a) that includes the following:

19 (1) Recommendations for preventative meas-  
20 ures, including process changes and identification of  
21 available technologies, to mitigate the risks of run-  
22 way safety incidents and accidents at or near air-  
23 ports in the United States.

24 (2) Recommendations for additional airports in  
25 the United States, based on a risk-based analysis,

1 that would be viable candidates for installation of  
2 runway safety technologies.

3 (3) The FAA's timeline and action plan for re-  
4 placing, maintaining, or enhancing the operational  
5 capability provided by the Airport Surface Detection  
6 System - Model X (ASDE-X) and the Airport Sur-  
7 face Surveillance Capability (ASSC) legacy surveil-  
8 lance systems, and implementing runway safety  
9 technologies at airports currently without surface  
10 surveillance systems, as needed to improve runway  
11 safety.

12 (4) An explanation of the decision-making proce-  
13 ss used by the FAA to determine whether to intro-  
14 duce runway safety technologies, like ASDE-X,  
15 ASSC, or other appropriate surface surveillance sys-  
16 tems, at additional airports.

17 (e) BRIEFINGS.—Following the submission of the re-  
18 port under subsection (b) and annually thereafter, the Ad-  
19 ministrator shall brief the appropriate committees of Con-  
20 gress on the progress of the action plan under subsection  
21 (b)(3), including on the—

22 (1) status of implementing new surface surveil-  
23 lance systems at additional airports; and

24 (2) justification for delaying or not imple-  
25 menting additional surface surveillance systems at

1 airports identified by the Administrator under sub-  
2 section (b)(2).

3 **SEC. 405. FLIGHT PROFILE OPTIMIZATION.**

4 (a) PILOT PROGRAM.—

5 (1) ESTABLISHMENT.—Not later than 90 days  
6 after the date of enactment of this section, the Ad-  
7 ministrator shall establish a pilot program to award  
8 grants to air traffic flow management technology  
9 providers to develop prototype capabilities to incor-  
10 porate flight profile optimization (in this section re-  
11 ferred to as “FPO”) into the FAA’s trajectory  
12 based-operations air traffic flow management sys-  
13 tem.

14 (2) CONSIDERATIONS.—In establishing the pilot  
15 program under paragraph (1), the Administrator  
16 shall consider the following:

17 (A) The extent to which developed FPO  
18 capabilities may reduce strain on the national  
19 airspace system infrastructure while facilitating  
20 safe and efficient flow of future air traffic vol-  
21 umes and diverse range of aircraft and ad-  
22 vanced aviation aircraft.

23 (B) The extent to which developed FPO  
24 capabilities may achieve environmental benefits  
25 and time savings.



1           (C) The perspectives of FAA employees re-  
2           sponsible for air traffic flow management devel-  
3           opment projects, bilateral civil aviation regu-  
4           latory partners, and industry applicants on the  
5           FAA's performance in carrying out air traffic  
6           flow management system development projects.

7           (D) Any other information the Adminis-  
8           trator deems appropriate.

9           (3) APPLICATION.—To be eligible to receive a  
10          grant under the program, an air traffic flow man-  
11          agement technology provider shall submit an appli-  
12          cation to the Administrator at such time, in such  
13          manner, and containing such information as the Ad-  
14          ministrator may require.

15          (4) MAXIMUM AMOUNT.—A grant awarded  
16          under the program shall not exceed \$2,000,000 to a  
17          single air traffic flow management technology pro-  
18          vider.

19          (b) BRIEFING TO CONGRESS.—Not later than 180  
20          days after the establishment of the pilot program under  
21          subsection (a), and annually thereafter until the termi-  
22          nation of the pilot program, the Administrator shall brief  
23          the appropriate committees of Congress on the progress  
24          of the pilot program under this section, including any im-  
25          plementation challenges of the program, detailed metrics

1 of the program, and any suggested action to achieve the  
2 adoption of FPO.

3 (c) DEFINITION OF TRAJECTORY-BASED OPER-  
4 ATIONS.—The term “trajectory-based operations” means  
5 an air traffic flow management method for strategically  
6 planning, managing, and optimizing flights that uses time-  
7 based management, performance-based navigation, and  
8 other capabilities and processes to achieve air traffic flow  
9 management operational objectives and improvements.

10 **SEC. 406. STARS REMOTE SURVEILLANCE DISPLAYS.**

11 (a) CERTIFICATION.—

12 (1) IN GENERAL.—Not later than 1 year after  
13 the date of enactment of this section, the Adminis-  
14 trator shall define minimum performance and tech-  
15 nical requirements in order to provide a mechanism  
16 to certify a commercial radar display capable of dis-  
17 playing primary and secondary radar targets for use  
18 by controllers in FAA Contract Tower program tow-  
19 ers.

20 (2) STARS.—With respect to a Standard Ter-  
21 minal Automation Replacement System or any  
22 equivalent system procured directly from an original  
23 equipment manufacturer (in this section referred to  
24 as an “OEM”), the Administrator shall move expedi-  
25 tiously to certify such systems for Federal contract

1 towers and identify such systems by issuing an advisory circular regarding the certification of such systems.  
2  
3

4 (3) **MINIMUM EQUIPMENT LIST.**—The FAA  
5 may add Standard Terminal Automation Replacement System equipment to the minimum level of equipment necessary for Federal contract towers to perform their function, as applicable.  
6  
7  
8

9 (b) **INSTALLATION AND MAINTENANCE.**—Not later  
10 than December 31, 2025, the Administrator shall allow  
11 airports to—

12 (1) procure, install, and maintain a Standard  
13 Terminal Automation Replacement System or any  
14 equivalent system through the FAA; or

15 (2) purchase a Standard Terminal Automation  
16 Replacement System or any equivalent system and  
17 installation and maintenance services directly from  
18 an OEM.

19 **SEC. 407. AUDIT OF LEGACY SYSTEMS.**

20 (a) **IN GENERAL.**—Not later than 120 days after the  
21 date of enactment of this section, the Administrator shall  
22 initiate an audit of all legacy systems to determine their  
23 level of operational risk, functionality, security, and compatibility with current and future technology.  
24

1 (b) SCOPE OF AUDIT.—The audit required by sub-  
2 section (a)—

3 (1) shall be conducted by an independent third-  
4 party contractor or a Federally funded research and  
5 development center (FFRDC) selected by the Ad-  
6 ministrator;

7 (2) shall include an assessment of whether a  
8 legacy system is outdated, insufficient, unsafe, or  
9 unstable, as defined in subsection (f); and

10 (3) with respect to any legacy systems identified  
11 in the audit as outdated, insufficient, unsafe, or un-  
12 stable, shall include—

13 (A) an analysis of the operational risks as-  
14 sociated with using such legacy systems;

15 (B) recommendations for replacement or  
16 enhancement of such legacy systems; and

17 (C) an analysis of any potential impact on  
18 aviation safety and efficiency.

19 (c) DEADLINE.—Not later than December 31, 2025,  
20 the audit required by subsection (a) shall be completed.

21 (d) REPORT.—Not later than 180 days after the  
22 audit required by subsection (a) is completed, the Admin-  
23 istrator shall provide a report to the appropriate commit-  
24 tees of Congress on the audit's findings and recommenda-  
25 tions, including—

1           (1) an inventory of the legacy systems in use;

2           (2) an assessment of the operational condition  
3 of the legacy systems in use; and

4           (3) the average age of in-service legacy systems  
5 and, for each legacy system in use, the intended de-  
6 sign life of the system, by type.

7       (c) ~~COLLABORATION WITH INDUSTRY ON PLAN TO~~  
8 ~~ACCELERATE DRAWDOWN, REPLACEMENT, OR ENHANCE-~~  
9 ~~MENT OF LEGACY SYSTEMS.—~~

10           (1) ~~IN GENERAL.—~~Not later than 120 days  
11 after the date on which the Administrator provides  
12 the report required by subsection (d), the Adminis-  
13 trator shall initiate a plan, in coordination with in-  
14 dustry, to accelerate drawdown, replacement, or en-  
15 hancement of any legacy systems that are identified  
16 in the audit required by subsection (a) as outdated,  
17 insufficient, unsafe, or unstable.

18           (2) ~~PRIORITIES.—~~The Administrator shall  
19 prioritize the drawdown, replacement, or enhance-  
20 ment of such legacy systems based on the oper-  
21 ational risks such legacy systems pose to air safety  
22 and the costs associated with the replacement or en-  
23 hancement of such legacy systems.

24           (3) ~~COLLABORATION.—~~The Administrator shall  
25 work with industry to develop a plan to replace or

1 enhance the identified legacy systems within a rea-  
2 sonable time frame.

3 (4) PROGRESS UPDATES.—The Administrator  
4 shall provide the appropriate committees of Congress  
5 with semi-annual updates on the progress made in  
6 replacing or enhancing the identified legacy systems.

7 (f) DEFINITIONS.—In this section:

8 (1) INDUSTRY.—The term “industry” means  
9 the aviation industry, limited to organizations with  
10 expertise in aviation-dedicated network systems, sys-  
11 tems engineering platforms, aviation software serv-  
12 ices, air traffic management, flight operations, and  
13 International Civil Aviation Organization (ICAO)  
14 standards.

15 (2) LEGACY SYSTEMS.—The term “legacy sys-  
16 tems” means any communication, navigation, sur-  
17 veillance, or automation or network applications or  
18 ground-based aviation infrastructure owned by the  
19 FAA that were deployed prior to the year 2000, in-  
20 cluding the Notice to Air Missions (NOTAM) sys-  
21 tem.

22 (3) OUTDATED, INSUFFICIENT, UNSAFE, OR  
23 UNSTABLE.—The term “outdated, insufficient, un-  
24 safe, or unstable” means a legacy system for which  
25 the likelihood of failure creates a risk to air safety

1 or security due to the legacy system's age, ability to  
2 be cost-effectively maintained, or any other factors  
3 that may compromise the performance or security of  
4 the legacy system. Such term includes a legacy sys-  
5 tem with a risk of a single point of failure or that  
6 lacks of sufficient back-up capability in the event of  
7 a failure.

8 **SEC. 408. AERONAUTICAL MOBILE COMMUNICATIONS**  
9 **SERVICES.**

10 (a) **SATELLITE VOICE COMMUNICATIONS SERV-**  
11 **ICES.**—The Administrator shall evaluate the addition of  
12 satellite voice communication services (referred to in this  
13 section as “SatVoice”) to the Aeronautical Mobile Com-  
14 munications program (in this section referred to as the  
15 “AMCS program”) that provides for the delivery of air  
16 traffic control messages in oceanic and remote continental  
17 airspace.

18 (b) **ANALYSIS AND IMPLEMENTATION PROCE-**  
19 **DURES.**—Not later than 120 days after the date of enact-  
20 ment of this Act, the Administrator shall begin to develop  
21 the safety case analysis and stated implementation proce-  
22 dures for SatVoice instructions over the FAA's controlled  
23 oceanic and remote continental airspace regions.

1 (c) REQUIREMENTS.—The analysis and implementa-  
2 tion procedures required under subsection (b) shall in-  
3 clude, at a minimum, the following:

4 (1) Network and protocol testing and integra-  
5 tion with satellite service providers.

6 (2) Operational testing with aircraft to identify  
7 and resolve performance issues.

8 (3) Collaboration with the International Civil  
9 Aviation Organization in defining Satcom Standards  
10 and Recommended Practices (SARPs), which shall  
11 include an RCP-130 performance standard as well  
12 as SatVoice standards.

13 (4) Training of radio operators on new oper-  
14 ation procedures and protocols.

15 (5) A phased implementation plan for incor-  
16 porating SatVoice services into the AMCS program.

17 (6) The estimated cost of the implementation  
18 procedures for relevant stakeholders.

19 (d) HF/VHF MINIMUM EQUIPAGE.—The addition of  
20 SatVoice capability as an added means of communication  
21 in oceanic and remote continental airspace shall in no way  
22 affect the current HF/VHF equipage requirement for  
23 communications in such airspace. The Administrator shall  
24 maintain existing HF/VHF services as minimum equipage  
25 under the AMCS program to provide for auxiliary commu-



1 nication and maintain safety in the event of a satellite out-  
 2 age.

3 **SEC. 409. LOW ALTITUDE ROUTES FOR VERTICAL FLIGHT.**

4 (a) SENSE OF CONGRESS.—It is the sense of Con-  
 5 gress that the national airspace system requires additional  
 6 rotorcraft, including advanced air mobility aircraft, low-  
 7 altitude instrument flight rules routes leveraging advances  
 8 in performance based navigation to operate on direct, safe,  
 9 and reliable routes that ensure sufficient separation from  
 10 higher altitude fixed wing aircraft traffic.

11 (b) LOW-ALTITUDE ROTORCRAFT INSTRUMENT  
 12 FLIGHT ROUTES.—

13 (1) IN GENERAL.—Not later than 1 year after  
 14 the date of enactment of this section, the Adminis-  
 15 trator shall initiate a rulemaking process to—

16 (A) incorporate instrument flight rules  
 17 rotorcraft operations into the low-altitude per-  
 18 formance based navigation procedure infra-  
 19 structure;

20 (B) prioritize the development of new heli-  
 21 copter area navigation (RNAV) instrument  
 22 flight rules routes, acting through notice and  
 23 comment rulemaking, as part of the United  
 24 States air traffic service route (ATS) structure  
 25 that utilize performance based navigation, such

1 as Global Positioning System (GPS) and Global  
2 Navigation Satellite System (GNSS) equipment.

3 ~~(2) CONSULTATION.~~—In carrying out the rule-  
4 making process under paragraph (1), the Adminis-  
5 trator shall consult with—

6 (A) stakeholders in the airport, heliport,  
7 rotorcraft manufacturer, rotorcraft operator,  
8 general aviation operator, commercial air ear-  
9 rier, and performance based navigation tech-  
10 nology manufacturer sectors;

11 (B) the United States Helicopter Safety  
12 Team; and

13 (C) other stakeholders determined appro-  
14 priate by the Administrator.

15 **SEC. 410. ADS-B OUT EQUIPAGE STUDY; VEHICLE-TO-VEHI-**  
16 **CLE LINK PROGRAM.**

17 (a) **STUDY AND BRIEFING ON ADS-B OUT EQUI-**  
18 **PAGE.**—

19 (1) **STUDY.**—Not later than 90 days after the  
20 date of enactment of this section, the Administrator  
21 shall initiate a study to determine—

22 (A) the number of aircraft registered in  
23 the United States and other devices operating  
24 in the airspace of the United States that are

1 not equipped with Automatic Dependent Sur-  
2 veillance-Broadcast (ADS-B) out equipment;

3 (B) the requirements for and impact of ex-  
4 panding the dual-link architecture that is used  
5 below an altitude of FL180 to any altitude  
6 below the current radar floor;

7 (C) the costs and benefits of equipage; and

8 (D) the cost and benefits of any accommo-  
9 dation made for aircraft with inoperable ADS-  
10 B out equipment.

11 (2) ANNUAL BRIEFINGS.—Not later than 1 year  
12 after the date of enactment of this section, and an-  
13 nually thereafter through 2025, the Administrator  
14 shall brief the appropriate committees of Congress  
15 on the results of the study conducted under para-  
16 graph (1), including any updates thereof.

17 (b) VEHICLE-TO-VEHICLE LINK PROGRAM.—Not  
18 later than 270 days after the date of enactment of this  
19 section, the Administrator, in coordination with the Ad-  
20 ministrator of the National Aeronautics and Space Admin-  
21 istration and the Chair of the Federal Communications  
22 Commission, shall establish an interagency coordination  
23 program to advance Vehicle-to-Vehicle link programs  
24 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. 411. EXTENSION OF ENHANCED AIR TRAFFIC SERV-**  
6 **ICES PILOT PROGRAM.**

7           Section 547 of the FAA Reauthorization Act of 2018  
8 (~~49 U.S.C. 40103~~ note) is amended—

9           (1) by striking subsection (d) and inserting the  
10 following:

11           “(d) DEFINITIONS.—

12           ~~“(1) CERTAIN NEXTGEN AVIONICS.—~~The term  
13 ‘certain NextGen avionics’ means those avionics and  
14 baseline capabilities as recommended in the Min-  
15 imum Capabilities List (MCL) Ad Hoc Team,  
16 NextGen Advisory Committee (NAC) Task 19-1 Re-  
17 port completed in November 2020.

18           ~~“(2) PREFERENTIAL BASIS.—~~The term ‘pref-  
19 erential basis’ means prioritizing aircraft equipped  
20 with certain NextGen avionics by providing them  
21 more efficient service, shorter queuing, or priority  
22 clearances to the maximum extent possible without  
23 reducing overall capacity or safety of the national  
24 airspace system.”; and

1           (2) in subsection (e), by striking “September  
2           30, 2023” and inserting “September 30, 2028”.

3 **SEC. 412. NEXTGEN EQUIPAGE PLAN.**

4           (a) PLAN.—

5           (1) IN GENERAL.—The Administrator shall de-  
6           velop a 2-year implementation plan to further  
7           incentivize the acceleration of the equipage rates of  
8           certain NextGen avionics in the active commercial  
9           and regional fleet of the national airspace system.

10           (2) CONTENTS.—The plan required under para-  
11           graph(1) shall, at a minimum, evaluate and consider  
12           recommendations to—

13                   (A) provide for further implementation and  
14                   deployment of NextGen operational improve-  
15                   ments to incentivize universal equipage across  
16                   the active fleet for commercial and regional air-  
17                   craft;

18                   (B) identify any remaining barriers for op-  
19                   erators to properly equip with certain NextGen  
20                   avionics, including any methods to address such  
21                   barriers;

22                   (C) provide for the use of the best methods  
23                   to highlight and enhance the benefits realizable  
24                   by operators equipping with certain NextGen  
25                   avionics; and

1           (D) contain any equipage guidelines and  
2 regulations the Administrator deems necessary  
3 and appropriate.

4           (3) CONSULTATION.—In developing the plan  
5 under paragraph (1), the Administrator shall consult  
6 with representatives from—

7           (A) trade associations representing air car-  
8 riers;

9           (B) trade associations representing avi-  
10 onics manufacturers;

11           (C) labor organizations representing air  
12 traffic controllers; and

13           (D) any other representatives the Adminis-  
14 trator determines appropriate.

15           (b) SUBMISSION OF PLAN.—Not later than 1 year  
16 after the date of enactment of this section, the Adminis-  
17 trator shall consider the recommendations under sub-  
18 section (a) and submit to the appropriate committees of  
19 Congress the plan required under subsection (a).

20           (c) RULEMAKING.—Not later than 180 days after the  
21 date on which the plan required under subsection (a) is  
22 submitted to the appropriate committees of Congress  
23 under subsection (b), the Administrator shall, if Adminis-  
24 trator determined appropriate, initiate a rulemaking pro-

1 ceeding to address one or more of the recommendations  
2 contained in the plan.

3 (d) DEFINITION.—In this section the term “certain  
4 NextGen avionics” means those avionics and baseline ca-  
5 pabilities as recommended in the Minimum Capabilities  
6 List (MCL) Ad Hoc Team, NextGen Advisory Committee  
7 (NAC) Task 19-1 Report completed in November 2020.

8 **SEC. 413. PERFORMANCE BASED NAVIGATION REPORT AND**  
9 **UTILIZATION PLAN.**

10 (a) REPORT ON PERFORMANCE BASED NAVIGA-  
11 TION.—

12 (1) IN GENERAL.—Not later than 1 year after  
13 the date of enactment of this section, the Adminis-  
14 trator shall publish on the website of the FAA a  
15 progress report on the utilization, implementation,  
16 and operational benefits of performance based navi-  
17 gation (in this section referred to as “PBN”) proce-  
18 dures of the FAA within the national airspace sys-  
19 tem.

20 (2) CONTENTS.—The report shall include, at a  
21 minimum, a detailed implementation plan with re-  
22 spect to the recommendations made by—

23 (A) the PBN Clarification Ad Hoc Team,  
24 NextGen Advisory Committee (in this section

1 referred to as the “NAC”) Task 19-4 Report  
2 completed in November 2020;

3 (B) the Final Report of the Major Air Car-  
4 rier Performance Based Navigation (PBN) Way  
5 Forward Workgroup for the FAA’s PBN Clari-  
6 fication Tasking to the NAC dated June 2020;

7 (C) the NAC Subcommittee Update on Op-  
8 portunities dated June 2020;

9 (D) the Barriers to Established on Re-  
10 quired Navigation Performance Procedures  
11 dated November 2019; and

12 (E) the FAA Reauthorization Act of 2018,  
13 Section 547 Enhanced Air Traffic Services,  
14 NAC Task 20-3 Report dated March 2021.

15 (b) UTILIZATION ACTION PLAN.—180 days after the  
16 completion of the report under subsection (a), the Admin-  
17 istrator shall, in consultation with representatives of air  
18 traffic controllers, develop an action plan to utilize PBN  
19 as a primary means of navigation to further reduce the  
20 dependency on legacy systems within the national airspace  
21 system.

22 (c) BRIEFING.—Not later than 1 year after the devel-  
23 opment of the action plan under subsection (b), and annu-  
24 ally thereafter, the Administrator shall submit to appro-  
25 priate committees of Congress a report on the implemen-



1 tation of the action plan, including the utilization rate of  
 2 PBN as a primary means of navigation.

3 **SEC. 414. AIR TRAFFIC CONTROL FACILITY REALIGNMENT**  
 4 **STUDY.**

5 (a) **IN GENERAL.**—Not later than 180 days after the  
 6 date of enactment of this section, the Administrator shall  
 7 partner with a third party to conduct an Air Traffic Con-  
 8 trol Facility Realignment report to examine consolidating  
 9 or otherwise reorganizing air traffic control work facilities  
 10 and locations and airspace structure management.

11 (b) **CONTENTS.**—The report required by subsection  
 12 (a) shall do the following:

13 (1) Evaluate the potential efficiencies that may  
 14 result from a reorganization.

15 (2) Identify whether certain areas prone to con-  
 16 gestion or staff shortages would benefit from en-  
 17 hanced flexibilities.

18 (3) Recommend opportunities for integration of  
 19 separate facilities to create a more collaborative and  
 20 efficient traffic control environment.

21 (c) **REPORT AND BRIEFING.**—

22 (1) **TO THE ADMINISTRATOR.**—Not later than  
 23 September 30, 2025, the third party described in  
 24 subsection (a) shall submit to the Administrator a  
 25 report on the recommendations described in sub-

1 section (b)(3), and a copy of such report shall be  
 2 transmitted to the labor organization representing  
 3 air traffic controllers.

4 (2) TO CONGRESS.—Not later than 60 days  
 5 after receiving the recommendations described in  
 6 subsection (b)(3), the Administrator shall brief the  
 7 relevant Congressional committees on such rec-  
 8 ommendations, as well as the Administrator’s plan,  
 9 if any, to implement such recommendations.

## 10 **TITLE V—AVIATION**

### 11 **WORKFORCE**

#### 12 **Subtitle A—Civil Aviation**

#### 13 **Workforce**

#### 14 **SEC. 501. AVIATION WORKFORCE DEVELOPMENT GRANTS.**

15 (a) IN GENERAL.—Section 625 of the FAA Reau-  
 16 thorization Act of 2018 (49 U.S.C. 40101 note) is amend-  
 17 ed—

18 (1) in subsection (a)—

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

21 (B) in paragraph (2), by striking the pe-  
 22 riod at the end and inserting “; and”; and

23 (C) by adding at the end the following new  
 24 paragraph:

1           “(3) a program to provide grants for eligible  
2 projects to support the education and recruitment of  
3 aviation manufacturing technical workers and the  
4 development of the aviation manufacturing work-  
5 force.”;

6           (2) in subsection (b)—

7           (A) in paragraph (1), by striking “2023”  
8 each place it appears and inserting “2028”;

9           (B) by redesignating paragraph (2) as  
10 paragraph (3);

11           (C) by inserting after paragraph (1) the  
12 following new paragraph:

13           “(2) ADDITIONAL FUNDING.—In addition to  
14 amounts available for grants pursuant to paragraph  
15 (1), there is authorized to be appropriated—

16           “(A) \$10,000,000 for each of fiscal years  
17 2024 through 2028 to provide grants under the  
18 program established under subsection (a)(1);

19           “(B) \$10,000,000 for each of fiscal years  
20 2024 through 2028 to provide grants under the  
21 program established under subsection (a)(2);  
22 and

23           “(C) \$10,000,000 for each of fiscal years  
24 2024 through 2028 to provide grants under the

1 program established under subsection (a)(3).”;  
2 and

3 (D) in paragraph (3), as redesignated by  
4 subparagraph (B), by inserting “(or, in the case  
5 of fiscal years 2024 through 2028,  
6 \$1,000,000)” after “\$500,000”;

7 (3) in subsection (c)—

8 (A) in paragraph (1)(B), by inserting “, a  
9 postsecondary vocational institution (as defined  
10 in section 102 of the Higher Education Act of  
11 1965 (20 U.S.C. 1002),” after “(20 U.S.C.  
12 1001))”;

13 (B) in paragraph (2)(B), by inserting “, a  
14 postsecondary vocational institution (as defined  
15 in section 102 of the Higher Education Act of  
16 1965 (20 U.S.C. 1002),” after “(20 U.S.C.  
17 1001))”; and

18 (C) by adding at the end the following new  
19 paragraph:

20 “(3) An application for a grant under the pro-  
21 gram established under subsection (a)(3) shall be  
22 submitted, in such form as the Secretary may speci-  
23 fy, by—

24 “(A) a holder of a type or production cer-  
25 tificate or similar authorization issued under

1 section 44704 of title 49, United States Code,  
2 or a credible applicant for such a certificate as  
3 determined by the Secretary;

4 “(B) an accredited institution of higher  
5 education (as defined in section 101 of the  
6 Higher Education Act of 1965 (20 U.S.C.  
7 1001)); a postsecondary vocational institution  
8 (as defined in section 102 of the Higher Edu-  
9 cation Act of 1965 (20 U.S.C. 1002); or a high  
10 school or secondary school (as defined in section  
11 7801 of the Elementary and Secondary Edu-  
12 cation Act of 1965 (20 U.S.C. 7801); and

13 “(C) a State or local governmental enti-  
14 ty.”;

15 (4) by striking subsection (d) and inserting the  
16 following:

17 “(d) ELIGIBLE PROJECTS.—For purposes of a pro-  
18 gram established under subsection (a), an eligible project  
19 is a project—

20 “(1) to create and deliver a program designed  
21 to provide students with meaningful aviation edu-  
22 cation that is designed to prepare the students to be-  
23 come aircraft pilots, aerospace engineers, unmanned  
24 aircraft systems operators, aviation maintenance  
25 technical workers, or aviation manufacturing tech-

1 nical workers (as applicable to the relevant program  
2 described in subsection (a));

3 “(2) to support the professional development of  
4 teachers and other educators implementing a pro-  
5 gram described in paragraph (1);

6 “(3) to establish new educational programs that  
7 teach technical skills used by aircraft pilots, aero-  
8 space engineers, unmanned aircraft systems opera-  
9 tors, aviation maintenance technical workers, or  
10 aviation manufacturing technical workers (as appli-  
11 cable to the relevant program described in sub-  
12 section (a)); including purchasing equipment, or to  
13 improve existing such programs;

14 “(4) to establish scholarships or registered ap-  
15 prenticeships for individuals pursuing employment  
16 as aircraft pilots, aerospace engineers, unmanned  
17 aircraft systems operators, aviation maintenance  
18 technical workers, or aviation manufacturing tech-  
19 nical workers (as applicable to the relevant program  
20 described in subsection (a));

21 “(5) to support outreach about careers as air-  
22 craft pilots, aerospace engineers, unmanned aircraft  
23 systems operators, aviation maintenance technical  
24 workers, or aviation manufacturing technical work-

1 ers (as applicable to the relevant program described  
2 in subsection (a)) to—

3 “(A) primary, secondary, and post-sec-  
4 ondary school students; or

5 “(B) communities underrepresented in the  
6 applicable industry;

7 “(6) to support educational opportunities in  
8 both urban and rural areas;

9 “(7) to support transition to careers as aircraft  
10 pilots, aerospace engineers, unmanned aircraft sys-  
11 tems operators, aviation maintenance technical  
12 workers, or aviation manufacturing technical work-  
13 ers (as applicable to the relevant program described  
14 in subsection (a)), including for veterans and mem-  
15 bers of the Armed Forces; or

16 “(8) to otherwise enhance or expand the air-  
17 craft pilot, aerospace engineer, unmanned aircraft  
18 system operator workforces, aviation maintenance  
19 technical worker, or aviation manufacturing tech-  
20 nical worker workforces.”;

21 (5) in subsection (e)

22 (A) in paragraph (1)—

23 (i) by inserting “aviation manufactur-  
24 ers,” after “repair stations,” and

25 (ii) by striking “and” at the end;

1           (B) in paragraph (2), by striking the pe-  
2           riod at the end and inserting “; and”; and

3           (C) by adding at the end the following new  
4           paragraph:

5           “(3) give priority to applicants who partner  
6           with, or establish links between, secondary schools  
7           and post-secondary schools and who work collabo-  
8           ratively or participate in industry or sector partner-  
9           ships.”; and

10          (6) by adding at the end the following new sub-  
11          section:

12          “(f) CONSULTATION WITH THE SECRETARY OF EDU-  
13          CATION.—The Secretary may consult with the Secretary  
14          of Education in—

15                 “(1) developing the design of the grant applica-  
16                 tion under this section;

17                 “(2) reviewing and selecting applications for  
18                 grants for eligible projects under this section; and

19                 “(3) establishing considerations regarding pro-  
20                 gram quality and measurement of student out-  
21                 comes.”.

22          (b) CONFORMING AMENDMENT.—Paragraph (4) of  
23          section 48105 of title 49, United States Code, is amended  
24          by striking “2023” and inserting “2028”.



1       (c) NATIONAL STRATEGIC PLAN FOR AVIATION  
2 WORKFORCE DEVELOPMENT.—

3           (1) IN GENERAL.—Not later than 1 year after  
4 the date of enactment of this section, the Adminis-  
5 trator shall, to the extent practicable and in con-  
6 sultation with other Federal agencies and private in-  
7 dividuals, establish a national strategic plan for ad-  
8 dressing projected shortages of aviation workers in  
9 the aviation industry, including—

10           (A) any short-term, medium-term, and  
11 long-term needs critical to the economy, na-  
12 tional security, workforce readiness, environ-  
13 mental concerns, and priorities of the United  
14 States aviation sector, such as emergency readi-  
15 ness and resilience; and

16           (B) any situation or condition that war-  
17 rants special attention by the Federal Govern-  
18 ment.

19           (2) REQUIREMENTS.—The national strategic  
20 plan established under paragraph (1) shall—

21           (A) take into account the activities and ac-  
22 complishments of all agencies in the executive  
23 branch of the Federal Government that are re-  
24 lated to carrying out such national strategic  
25 plan; and

1           (B) include recommendations for legisla-  
 2           tion, regulations, and budget proposals to carry  
 3           out such national strategic plan.

4 **SEC. 502. WOMEN IN AVIATION ADVISORY COMMITTEE.**

5           (a) ESTABLISHMENT.—There is established within  
 6 the Department of Transportation the Women in Aviation  
 7 Advisory Committee (in this section referred to as the  
 8 “Committee”).

9           (b) MEMBERSHIP.—

10           (1) COMPOSITION.—

11           (A) IN GENERAL.—Subject to subpara-  
 12 graph (C), the Committee shall be composed of  
 13 up to 16 members appointed by the Secretary,  
 14 including representatives from the following:

15           (i) Passenger and cargo air carriers  
 16 operating under part 121 of title 14, Code  
 17 of Federal Regulations.

18           (ii) Aircraft manufacturers and aero-  
 19 space companies.

20           (iii) Nonprofit organizations within  
 21 the aviation industry, including at least 1  
 22 State aviation agency.

23           (iv) Airport operators and employees.

24           (v) Aviation business associations.

25           (vi) Engineering business associations.

1                   (vii) United States Air Force Auxil-  
2                   iary, Civil Air Patrol.

3                   (viii) Institutions of higher education  
4                   and aviation trade schools.

5                   (ix) The Department of Labor.

6                   (x) The Department of Education.

7                   (xi) Nonprofit labor organizations rep-  
8                   resenting aviation workers, including orga-  
9                   nizations representing aviation mainte-  
10                  nance workers and pilots for cargo and  
11                  passenger air carriers operating under part  
12                  121 of title 14, Code of Federal Regula-  
13                  tions.

14                  (xii) The FAA.

15                  (B) DATE.—The appointments described  
16                  in subparagraph (A) shall be made not later  
17                  than 9 months after the date of enactment of  
18                  this section.

19                  (C) EX OFFICIO MEMBERS.—The Sec-  
20                  retary shall appoint 1 member from the Office  
21                  of Civil Rights of the FAA to serve in an ex  
22                  officio capacity.

23                  (2) SUBCOMMITTEES.—The Committee may es-  
24                  tablish subcommittees as the Committee determines  
25                  appropriate.

1           ~~(3) CHAIR, SUBCOMMITTEE CHAIRS.—~~The Com-  
2       mittee—

3           ~~(A) shall select a Chair from among the~~  
4       members of the Committee; and

5           ~~(B) may select subcommittee chairs from~~  
6       among the members of the Committee, as the  
7       Committee determines appropriate.

8       ~~(4) TERM OF SERVICE.—~~

9           ~~(A) IN GENERAL.—~~Each member of the  
10      Committee shall serve until the termination  
11      date described in subsection (c).

12      ~~(B) SUCCESSORS.—~~

13           ~~(i) DEATH OR RESIGNATION.—~~If a  
14      member of the Committee dies or resigns  
15      during their term of service, the Secretary  
16      shall designate a successor for the unex-  
17      pired term of such member.

18           ~~(ii) EXPIRED TERM.—~~Any member of  
19      the Committee whose term of office has ex-  
20      pired shall continue to serve as a member  
21      until their successor is appointed by the  
22      Secretary.

23      ~~(5) ADMINISTRATIVE SUPPORT.—~~The Secretary  
24      shall furnish the Committee logistical and adminis-

1 trative support to enable the Committee to perform  
2 its duties.

3 (6) COMPENSATION.—Each member of the  
4 Committee shall serve without compensation.

5 (e) DUTIES.—

6 (1) ADVISORY ROLE.—The Committee—

7 (A) shall advise the Secretary and the Ad-  
8 ministratoꝛ on matters related to promoting  
9 women in the aviation industry, including edu-  
10 cation, training, recruitment, retention, and ea-  
11 reer advancement;

12 (B) shall review and update the rec-  
13 ommendations directed to FAA and non-FAA  
14 entities produced by the Advisory Board created  
15 under section 612 of the FAA Reauthorization  
16 Act of 2018 (49 U.S.C. 40101 note) and rec-  
17 ommend how to engage with those entities to  
18 improve the implementation of such rec-  
19 ommendations;

20 (C) shall coordinate with the Department  
21 of Transportation Office of Civil Rights and the  
22 FAA’s Federal Women’s Program to not dupli-  
23 cate the objectives of such program; and

1           (D) shall not duplicate the objectives of the  
2 Air Carrier Training Aviation Rulemaking  
3 Committee.

4           (2) REPORTS.—

5           (A) ANNUAL REPORT.—Not later than Oc-  
6 tober 31 of the first calendar year beginning  
7 after the date on which the Committee is estab-  
8 lished under subsection (a), and annually there-  
9 after, the Committee shall submit to Congress,  
10 the Secretary, and the Administrator a report  
11 that contains a detailed statement of the Com-  
12 mittee's recommendations under subparagraphs  
13 (A) and (B) of paragraph (1), together with the  
14 recommendations of the Committee for such  
15 legislation and administrative actions as the  
16 Committee considers appropriate.

17           (B) ADDITIONAL REPORTS.—The Com-  
18 mittee may submit to Congress, the Secretary,  
19 and the Administrator additional reports and  
20 recommendations related to education, training,  
21 recruiting, retaining, and advancing women in  
22 the aviation industry as the Committee deter-  
23 mines appropriate.

24           (d) REVIEW OF RECOMMENDATIONS.—Not later than  
25 60 days after the date on which the Secretary receives a

1 report from the Committee under subsection (c)(2); the  
 2 Secretary shall submit to Congress a report that indi-  
 3 cates—

4           (1) which recommendations of the Committee  
 5 that the Secretary has determined the Department  
 6 of Transportation is able to address and provide an  
 7 update regarding the implementation of such rec-  
 8 ommendations on an annual basis; and

9           (2) which such recommendations the Secretary  
 10 is not able to implement (including any rec-  
 11 ommendations for legislation) and a rationale for  
 12 that determination.

13       (c) SUNSET.—The Committee shall terminate on  
 14 September 30, 2028.

15 **SEC. 503. STUDY OF HIGH SCHOOL AVIATION MAINTENANCE TRAINING PROGRAMS.**

16       (a) STUDY.—

17           (1) IN GENERAL.—Not later than 180 days  
 18 after the date of enactment of this section, the  
 19 Comptroller General shall initiate a study to assess  
 20 the aviation maintenance technician workforce pipe-  
 21 line in the United States, as well as any barriers for  
 22 students enrolled in high school aviation mainte-  
 23 nance programs with respect to—  
 24

1           (A) entering airframe and powerplant me-  
2           chanic programs; or

3           (B) accessing pathways to mechanic cer-  
4           tification.

5           (2) CONTENTS.—The study required under  
6           paragraph (1) shall assess the following:

7           (A) The number of high school aviation  
8           maintenance programs in the United States and  
9           the typical career outcomes for graduates of  
10          such programs.

11          (B) The extent to which high school avia-  
12          tion maintenance programs offer curricula that  
13          align with FAA mechanic airman certification  
14          standards.

15          (C) The opportunities afforded to students  
16          enrolled in alternative or high school mainte-  
17          nance programs partnered with aviation mainte-  
18          nance technician schools (as described in sec-  
19          tion 147.15 of title 14, Code of Federal Regula-  
20          tions).

21          (D) Alternate paths to a certificated avia-  
22          tion maintenance technician school for the ful-  
23          fillment of the experience requirements de-  
24          scribed in section 65.75(e) of such title 14.



1           (E) Any barriers to entry associated  
2 with—

3           (i) developing and attaining the  
4 knowledge and experience requirements de-  
5 scribed in section 65.75 and section 147.31  
6 of such title 14; or

7           (ii) access to the mechanic certifi-  
8 cation process.

9           (F) The level of engagement between the  
10 FAA and high school aviation maintenance pro-  
11 grams with respect to developing curricula that  
12 assist with building foundational knowledge and  
13 skills necessary to attain FAA mechanic certifi-  
14 cations and associated ratings.

15           (G) Any barriers to accessing the general  
16 knowledge test described in section 65.71(a)(3)  
17 of such title 14.

18           (H) Whether allowing mechanic certificate  
19 applicants to take the general knowledge test  
20 prior to such applicants meeting the relevant  
21 experience requirements would present a safety  
22 risk.

23           (I) Whether regulatory changes could re-  
24 duce any barriers described in this paragraph.

1 (b) REPORT.—Not later than 2 years after the date  
2 of enactment of this section, the Comptroller General shall  
3 provide to the Administrator and the appropriate commit-  
4 tees of Congress a report and briefing on the findings of  
5 the study conducted under subsection (a), together with  
6 recommendations for such legislative and administrative  
7 action as the Comptroller General deems appropriate.

8 **SEC. 504. MILITARY AVIATION MAINTENANCE TECHNI-**  
9 **CIANS RULE.**

10 (a) STREAMLINED CERTIFICATION FOR ELIGIBLE  
11 MILITARY MAINTENANCE TECHNICIANS.—Not later than  
12 2 years after the date of enactment of this section, the  
13 Administrator shall issue a final rule that revises part 65  
14 of title 14, Code of Federal Regulations, to—

15 (1) create a military mechanic written com-  
16 petency test; and

17 (2) develop, as necessary, a relevant Airman  
18 Certification Standard to qualify eligible military  
19 maintenance technicians for a mechanic certificate  
20 with airframe or powerplant ratings; and

21 (3) allow a certificate of eligibility from the  
22 Joint Services Aviation Maintenance Technician Cer-  
23 tification Council (in this section referred to as the  
24 “JSAMTCC”) evidencing completion of a training  
25 curriculum for any rating sought to serve as a sub-

1       stitute to fulfill the requirement under such part 65  
2       for oral and practical tests administered by a Des-  
3       ignated Mechanic Examiner (in this section referred  
4       to as a “DME”) for eligible military maintenance  
5       technicians.

6       (b) AERONAUTICAL KNOWLEDGE SUBJECT AREAS.—

7           (1) IN GENERAL.—The military mechanic writ-  
8       ten competency test and Airman Certification Stand-  
9       ard described in subsection (a) shall focus on the  
10      aeronautical knowledge subject areas contained in  
11      the Aviation Mechanic General, Airframe, and Pow-  
12      erplant Airman Certification Standards, as appro-  
13      priate to the rating sought.

14          (2) IDENTIFICATION OF SUBJECT AREAS.—The  
15      aeronautical knowledge subject areas shall be identi-  
16      fied and recommended to the Administrator, in con-  
17      sultation with industry stakeholders, through the  
18      FAA Aviation Rulemaking Advisory Committee Air-  
19      man Certification System Working Group.

20      (c) EXPANSION OF TESTING LOCATIONS.—Not later  
21      than 1 year after the date of enactment of this section,  
22      the Administrator, in consultation with the Secretary of  
23      Defense and the Secretary of Homeland Security, shall de-  
24      termine whether an expansion of the number of active  
25      testing locations operated within military installation test-

1 ing centers would increase access to testing, as well as how  
2 to implement such expansion.

3 (d) **OUTREACH AND AWARENESS.**—Not later than 1  
4 year after the date of enactment of this section, the Ad-  
5 ministrator, in coordination with the Secretary of Defense,  
6 the Secretary of Veterans Affairs, and the Secretary of  
7 Homeland Security, shall develop a plan to increase out-  
8 reach and awareness regarding—

9 (1) the services made available by the  
10 JSAMTCC; and

11 (2) the military mechanic written competency  
12 test established under subsection (a).

13 (e) **REPORT.**—Not later than 180 days after the date  
14 on which the Administrator issues the final rule under  
15 subsection (a), the Administrator shall submit to the Com-  
16 mittee on Commerce, Science, and Transportation and the  
17 Committee on Veterans' Affairs of the Senate and the  
18 Committee on Transportation and Infrastructure and the  
19 Committee on Veterans' Affairs of the House of Rep-  
20 resentatives a report on the activities carried out under  
21 this section, together with recommendations for such legis-  
22 lative or administrative action as the Administrator deter-  
23 mines appropriate.

24 (f) **ELIGIBLE MILITARY MAINTENANCE TECHNICIAN**  
25 **DEFINED.**—For purposes of this section, the term “eligi-

1 ble military maintenance technician” means an individual  
 2 who is a current or former maintenance technician who  
 3 was honorably discharged or has retired from the United  
 4 States Armed Forces (as defined in section 101 of title  
 5 10, United States Code) and meets the following require-  
 6 ments:

7           (1) The individual presents an official United  
 8 States Armed Forces record confirming that the in-  
 9 dividual is or was a military aviation maintenance  
 10 technician, holding an appropriate Military Occupa-  
 11 tional Specialty (MOS) Code, as determined by the  
 12 Administrator, in coordination with the Secretary of  
 13 Defense.

14           (2) The individual presents documentary evi-  
 15 dence of experience in accordance with the require-  
 16 ments under section 65.77 of title 14, Code of Fed-  
 17 eral Regulations.

18 **SEC. 505. PROHIBITION OF REMOTE DISPATCHING.**

19 (a) AMENDMENTS TO PROHIBITION.—

20           (1) IN GENERAL.—Section 44711(a) of title 49,  
 21 United States Code, is amended—

22                   (A) in paragraph (9), by striking “or”  
 23 after the semicolon;

24                   (B) by redesignating paragraph (10) as  
 25 paragraph (11); and

1           (C) by inserting after paragraph (9) the  
2 following new paragraph:

3           “~~(10)~~ work as an aircraft dispatcher outside of  
4 a physical location designated as a dispatching cen-  
5 ter or flight following center of an air carrier; or”.

6           ~~(2)~~ REGULATIONS.—Not later than 1 year after  
7 the date of enactment of this section, the Adminis-  
8 trator shall promulgate regulations requiring persons  
9 and air carriers to comply with paragraph ~~(10)~~ of  
10 section 44711(a) of title 49, United States Code (as  
11 added by paragraph ~~(1)~~).

12           ~~(3)~~ EFFECTIVE DATE.—The amendments made  
13 by subsection (a) shall take effect on the date that  
14 is 1 year after the date of enactment of this section,  
15 without regard to whether the regulations required  
16 by paragraph ~~(2)~~ have been promulgated as of that  
17 date.

18           ~~(b)~~ AIRCRAFT DISPATCHING.—

19           ~~(1)~~ IN GENERAL.—Chapter 447 of title 49,  
20 United States Code, as amended by section 304(a),  
21 is amended by adding at the end the following new  
22 section:

23 **“§ 44746. Aircraft dispatching**

24           “(a) IN GENERAL.—Each air carrier shall establish  
25 and maintain sufficient dispatch centers and flight fol-

1 lowing centers to maintain operational control of each  
2 flight of the air carrier at all times.

3 “(b) REQUIREMENTS.—An air carrier shall ensure  
4 that each dispatch center and flight following center of  
5 the air carrier—

6 “(1) has a sufficient number of aircraft dis-  
7 patchers on duty at the dispatch center or flight fol-  
8 lowing center to ensure proper operational control of  
9 each flight of the air carrier at all times;

10 “(2) has the necessary equipment, in good re-  
11 pair, to maintain proper operational control of each  
12 flight of the air carrier at all times; and

13 “(3) includes the presence of physical security  
14 and cybersecurity protections to prevent unauthor-  
15 ized access to the dispatch center or flight following  
16 center or to the operations of either such center.

17 “(c) PROHIBITION.—

18 “(1) IN GENERAL.—Subject to paragraph (2),  
19 an air carrier may not dispatch aircraft from any lo-  
20 cation other than the dispatch center or flight fol-  
21 lowing center of the air carrier.

22 “(2) EMERGENCY AUTHORITY.—In the event of  
23 an emergency, an air carrier may dispatch aircraft  
24 from a location other than the dispatch center or  
25 flight following center of the air carrier for a brief

1 period of time, but not to exceed a period of 24 con-  
 2 secutive hours per location.”.

3 (2) ~~CLERICAL AMENDMENT.~~—The analysis for  
 4 chapter 447 of such title, as amended by section  
 5 304(b), is amended by inserting after the item relat-  
 6 ing to section 44744 the following:

“44746. Aircraft dispatching.”.

7 **SEC. 506. EMPLOYEE ASSAULT PREVENTION AND RE-**  
 8 **SPONSE PLAN STANDARDS AND BEST PRAC-**  
 9 **TICES.**

10 (a) ~~SENSE OF CONGRESS.~~—It is the sense of Con-  
 11 gress that:

12 (1) Each air carrier operating under part 121  
 13 of title 14, Code of Federal Regulations, shall sub-  
 14 mit to the Administrator an Employee Assault Pre-  
 15 vention and Response Plan pursuant to section 551  
 16 of the FAA Reauthorization Act of 2018 (49 U.S.C.  
 17 44903 note).

18 (2) Each such air carrier should have in place  
 19 and deploy an Employee Assault Prevention and Re-  
 20 sponse Plan to facilitate appropriate protocols,  
 21 standards, and training to equip employees with best  
 22 practices and the experience necessary to respond ef-  
 23 fectively to hostile situations and disruptive behavior  
 24 and maintain a safe traveling experience.



1           (b) **REQUIRED BRIEFING.**—Section 551 of the FAA  
2 Reauthorization Act of 2018 (49 U.S.C. 44903 note) is  
3 amended by adding at the end the following new sub-  
4 section:

5           “(f) **BRIEFING TO CONGRESS.**—Not later than 90  
6 days after the date of enactment of this subsection, the  
7 Administrator of the Federal Aviation Administration  
8 shall provide to the appropriate committees of Congress  
9 a briefing on the Employee Assault Prevention and Re-  
10 sponse Plan submitted by each air carrier pursuant to this  
11 section.”.

12 **SEC. 507. CREWMEMBER SELF-DEFENSE TRAINING.**

13           Section 44918(a) of title 49, United States Code, is  
14 amended—

15           (1) in paragraph (1), by inserting “and unruly  
16 passenger behavior” before the period at the end;

17           (2) in paragraph (2)—

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

20           “(A) Recognize suspicious behavior and ac-  
21 tivities and determine the seriousness of any oc-  
22 currence.”;

23           (B) in subparagraph (D), by inserting “,  
24 including training to defend against the use of

1 edged or contact weapons” before the period at  
2 the end;

3 (C) by striking subparagraph (H) and in-  
4 serting the following:

5 “(H) De-escalation training based on rec-  
6 ommendations issued by the Air Carrier Train-  
7 ing Aviation Rulemaking Committee.”;

8 (D) by redesignating subparagraphs (I)  
9 and (J) as subparagraphs (J) and (K), respec-  
10 tively; and

11 (E) by inserting after subparagraph (H)  
12 the following:

13 “(I) Methods to subdue and restrain an ac-  
14 tive attacker.”;

15 (3) by striking paragraph (4) and inserting the  
16 following:

17 “(4) MINIMUM STANDARDS.—Not later than  
18 180 days after the date of enactment of the FAA  
19 Reauthorization Act of 2023, the Administrator of  
20 the Transportation Security Administration, in con-  
21 sultation with the Federal Air Marshal Service and  
22 the Aviation Security Advisory Committee, shall es-  
23 tablish minimum standards for—

24 “(A) the training provided under this sub-  
25 section and for recurrent training; and

1           “(B) the individuals or entities providing  
2 such training.”;

3           (4) in paragraph (6)—

4           (A) in the first sentence—

5           (i) by inserting “and the Federal Air  
6 Marshal Service” after “consultation with  
7 the Administrator”;

8           (ii) by striking “and periodically  
9 shall” and inserting “and shall periodi-  
10 cally”; and

11           (iii) by inserting “based on changes in  
12 the potential or actual threat conditions”  
13 before the period at the end; and

14           (B) in the second sentence, by inserting “,  
15 including self-defense training expertise and ex-  
16 perience” before the period at the end; and

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

18           “(8) AIR CARRIER ACCOMMODATION.—An air  
19 carrier with a crew member participating in the  
20 training program under this subsection shall provide  
21 a process through which each such crew member  
22 may obtain reasonable accommodations.”.

23 **SEC. 508. IMPROVING APRON SAFETY.**

24           (a) **STUDY AND REPORT ON ENGINE INGESTION**  
25 **ZONE AND JET BLAST ZONE ACCIDENTS.—**

1           (1) ~~STUDY.~~—The Administrator shall conduct a  
2 study on ways to minimize or eliminate engine inges-  
3 tion zone and jet blast zone accidents, including  
4 through—

5           (A) improving markings on the apron to  
6 clearly define and graphically indicate the en-  
7 gine ingestion zones and envelope of safety for  
8 the variety of aircraft that may park at the  
9 same gate of the airport;

10          (B) incorporating markings on aircraft to  
11 indicate the engine inlet danger zone, using  
12 hazard warning stripes, decals, or other meas-  
13 ures;

14          (C) limiting ground service personnel ac-  
15 cess to an aircraft until the engines of the air-  
16 craft are no longer running, the beacon on top  
17 of the aircraft has been turned off, the indi-  
18 vidual blades of the engine fan can be observed,  
19 and there is a notification from the flight deck  
20 crew confirming the engines are off (including  
21 the time for cool down, particularly for engines  
22 with low ground clearance);

23          (D) improving aircraft engine design to  
24 prevent or minimize engine ingestion, such as

1 the use of stationary inlet guide vanes or engine  
2 guarding;

3 ~~(E)~~ improving the use of or requirements  
4 for Auxiliary Power Units (APUs) or electrical  
5 systems maintenance or incorporating changes  
6 to other systems or apron operation procedures  
7 to eliminate or minimize the length of time an  
8 aircraft engine runs (or be permitted to run)  
9 while the aircraft is at the gate or stopped on  
10 the ground; and

11 ~~(F)~~ improving communication devices and  
12 requirements for operable radios and headsets.

13 ~~(2) REPORT.~~—Not later than 1 year after the  
14 date of enactment of this section, the Administrator  
15 shall submit to the appropriate committees of Con-  
16 gress a report on the study conducted under sub-  
17 section (a), together with recommendations for such  
18 legislative or administrative action as determined ap-  
19 propriate by the Administrator.

20 ~~(b) IMPROVED TRAINING.~~—

21 ~~(1) IN GENERAL.~~—Not later than 1 year after  
22 the date of enactment of this section, the Adminis-  
23 trator may, as appropriate, develop and publish  
24 training and related educational materials about air-  
25 craft engine ingestion and jet blast hazards for

1 ground crews (including supervisory employees) that  
2 includes information on—

3 (A) the specific dangers and consequences  
4 of entering engine ingestion or jet blast zones;

5 (B) proper protocols to avoid entering an  
6 engine ingestion or jet blast zone; and

7 (C) on-the-job, instructor-led training to  
8 physically demonstrate the engine ingestion  
9 zone boundaries and jet blast zones for each  
10 kind of aircraft the ground crew may encounter.

11 (2) TRAINING REGULATIONS.—Not later than  
12 180 days after the publication of the training and  
13 related educational materials described in paragraph  
14 (1), the Administrator may promulgate regulations  
15 to require any new, transferred, or current (as of the  
16 date of enactment of this section) employee of the  
17 FAA to receive the relevant engine ingestion and jet  
18 blast zone hazard training before such employee may  
19 perform work on the apron.

20 **SEC. 509. AVIATION MEDICAL INNOVATION AND MOD-**  
21 **ERNIZATION WORKING GROUP.**

22 (a) IN GENERAL.—Not later than 120 days after the  
23 date of enactment of this section, the Administrator shall  
24 establish the Aviation Medical Innovation and Moderniza-  
25 tion Working Group (in this section referred to as the

1 “Working Group”) and appoint members of the Working  
2 Group in accordance with subsection (b).

3 (b) MEMBERSHIP.—

4 (1) NUMBER.—The members of the Working  
5 Group shall not exceed 20 individuals.

6 (2) COMPOSITION.—

7 (A) FEDERAL AIR SURGEON.—The Federal  
8 Air Surgeon shall be a member of the Working  
9 Group and shall be the Chair of the Working  
10 Group.

11 (B) SENIOR AVIATION MEDICAL EXAM-  
12 INERS.—In addition to the Federal Air Sur-  
13 geon, at least 8 members of the Working Group  
14 shall be individuals who are Senior Aviation  
15 Medical Examiners.

16 (C) OTHER MEMBERS.—In addition to the  
17 Federal Air Surgeon and the members ap-  
18 pointed under subparagraph (B), the remaining  
19 members shall be licensed medical physicians  
20 with substantial expertise in—

21 (i) aerospace medicine;

22 (ii) psychological medicine;

23 (iii) neurological medicine;

24 (iv) cardiovascular medicine; or

25 (v) internal medicine.

1           (D) PREFERENCE IN APPOINTMENTS.—

2           The Administrator shall give preference to ap-  
3           pointing members of the Working Group who  
4           are Aviation Medical Examiners or licensed  
5           medical physicians who have demonstrated re-  
6           search and expertise in aviation medical issues.

7           (E) USE OF SUBGROUPS.—The Working

8           Group Administrator may use subgroups to de-  
9           velop the recommendations under subsection  
10          (e).

11          (e) RECOMMENDATIONS.—The Working Group shall  
12          develop a report that includes recommendations with re-  
13          spect to the following areas:

14               (1) Evaluation of the conditions an Aviation  
15               Medical Examiner can issue (CACI).

16               (2) Improvements and reforms to the Special  
17               Issuance process, including whether, after initial  
18               medical certification by the FAA, renewals can be  
19               based on a medical evaluation and treatment plan by  
20               a pilot's treating medical specialist with concurrence  
21               from the pilot's Aviation Medical Examiner.

22               (3) Development of an online medical portal ad-  
23               ministered by the FAA that—

24                       (A) adheres to cybersecurity protections  
25                       and protocols;



1           (B) authorizes Aviation Medical Exam-  
2           iners, pilots, or their designee, to securely share  
3           medical records;

4           (C) provides timely updates for a pilot's  
5           medical application and improves return to fly-  
6           ing timelines;

7           (D) provides pilots with the ability to sub-  
8           mit additional information requested from the  
9           FAA;

10          (E) includes the method to contact the re-  
11          viewing office; and

12          (F) such other requirements as the Work-  
13          ing Group may recommend.

14          (4) The use of technologies to address forms of  
15          red-green color blindness for pilots.

16          (5) Improvements to Attention-Deficit Hyper-  
17          activity Disorder and Attention Deficit Disorder pro-  
18          tocols.

19          (6) Improvements to neurology protocols, spe-  
20          cifically, stroke, head injury, and known loss of con-  
21          sciousness.

22          (7) Improvements to FAA mental health proto-  
23          cols, including, but not limited to, mental health  
24          conditions such as depression and anxiety, the use of

1 medications for treating mental health conditions,  
2 and neurocognitive testing rules and applicability.

3 (d) REPORT.—Not later than 1 year after the date  
4 on which the Working Group is established—

5 (1) the Working Group shall submit the report  
6 developed in accordance with subsection (c) to the  
7 Administrator, along with recommendations for such  
8 legislation and administrative action as the Working  
9 Group determines appropriate; and

10 (2) the Administrator shall submit such report  
11 and recommendations to the appropriate committees  
12 of Congress.

13 (e) ACTIONS BY THE ADMINISTRATOR.—The Admin-  
14 istrator may take such action as the Administrator deter-  
15 mines appropriate to implement the recommendations in  
16 the report under submitted under subsection (d).

17 (f) EXEMPTION FROM THE FEDERAL ADVISORY  
18 COMMITTEE ACT.—Chapter 10 of title 5, United States  
19 Code, shall not apply to the Working Group.

20 (g) SUNSET.—The Working Group shall terminate on  
21 the date on which the Working Group submits the report  
22 required by subsection (d).

23 **SEC. 510. AIRMAN CERTIFICATION STANDARDS.**

24 (a) IN GENERAL.—The Administrator shall use the  
25 Aviation Rulemaking Advisory Committee Airman Certifi-

1 cation System Working Group (in this section referred to  
 2 as the “Working Group”) to obtain industry recommenda-  
 3 tions on maintaining and updating Airman Certification  
 4 Standards.

5 (b) DUTIES.—In carrying out its activities, the Work-  
 6 ing Group shall—

7 (1) ensure that testing remains correlated and  
 8 corresponds to current regulations, procedures,  
 9 equipment, aviation infrastructure, and safety  
 10 trends;

11 (2) work with industry to solicit recommenda-  
 12 tions on airman certification and testing, including  
 13 new, and revisions to existing, Airman Certification  
 14 Standards guidance documents and airman tests;  
 15 and

16 (3) ensure other tasks carried out by the Work-  
 17 ing Group are addressed and completed in a timely  
 18 and efficient manner.

## 19 **Subtitle B—FAA Workforce**

### 20 **SEC. 521. AIR TRAFFIC CONTROL STAFFING STANDARDS.**

21 (a) FAA AIR TRAFFIC CONTROL STAFFING STAND-  
 22 ARDS.—The Administrator shall complete the require-  
 23 ments of subsection (b) and implement revisions to the  
 24 FAA Certified Professional Controller (in this section re-  
 25 ferred to as “CPC”) operational staffing targets, in con-

1 sultation with appropriate stakeholders including the ex-  
2 clusive bargaining representative of air traffic control spe-  
3 cialists of the FAA certified under section 7111 of title  
4 5, United States Code, by September 30, 2024.

5 (b) NATIONAL ACADEMY OF SCIENCES STUDY.—

6 (1) STUDY.—Not later than 30 days after the  
7 date of enactment of this section, the Administrator  
8 shall enter into appropriate arrangements with the  
9 National Academies of Sciences, Engineering, and  
10 Medicine (in this subsection referred to as the “Na-  
11 tional Academies”) under which the National Acad-  
12 emies will conduct a study of the methodology used  
13 by the Collaborative Resource Workgroup (in this  
14 subsection referred to as “CRWG”) to determine  
15 CPC operational staffing targets needed to meet fa-  
16 cility operational, statutory, and contractual require-  
17 ments, including resources to develop, evaluate, and  
18 implement processes and initiatives affecting the na-  
19 tional airspace system.

20 (2) CONTENTS.—The study required by para-  
21 graph (1) shall include the following elements:

22 (A) A review of similarities and discrep-  
23 ancies between methodologies used to develop  
24 the CRWG CPC operational staffing targets  
25 and the staffing targets developed by the FAA

1 as reflected by the staffing standards used in  
2 the 2023 Controller Workforce Plan.

3 (B) An examination of the discrepancies  
4 between the CRWG CPC staffing targets and  
5 the FAA-developed CPC staffing standards  
6 used in the 2023 Controller Workforce Plan  
7 that contribute to a significant divergence in  
8 operational staffing headcounts (including with  
9 respect to CPCs, CPCs-in-training at new facili-  
10 ties, and trainees), CPC staffing targets, and  
11 staffing needs for air traffic controllers between  
12 fiscal year 2027 and fiscal year 2032 to ensure  
13 the safe and efficient operation of the national  
14 airspace system.

15 (C) An evaluation of—

16 (i) air traffic in the airspace of each  
17 air traffic control facility operated by the  
18 FAA;

19 (ii) air traffic controller position utili-  
20 zation;

21 (iii) attrition rates at each air traffic  
22 control facility operated by the FAA; and

23 (iv) the time needed to meet facility  
24 operational, statutory, and contractual re-  
25 quirements, including resources to develop;

1 evaluate, and implement processes and ini-  
2 tiatives affecting the national airspace sys-  
3 tem.

4 ~~(D)~~ For each air traffic control facility op-  
5 erated by the FAA, a description of—

6 (i) the current CPC staffing levels;

7 (ii) the operational staffing targets for  
8 CPCs;

9 (iii) the anticipated CPC attrition for  
10 each of the next 3 years; and

11 (iv) the number of CPC trainees.

12 ~~(E)~~ An examination of the FAA's current  
13 and estimated budgets and funding needed to  
14 implement the CRWG CPC operational staffing  
15 targets and needs in comparison to such fund-  
16 ing needed to implement the staffing standards  
17 developed by the FAA as reflected in the 2023  
18 Controller Workforce Plan.

19 ~~(F)~~ An analysis of the recommendations  
20 included in Transportation Research Board  
21 Special Report 314, titled "The Federal Avia-  
22 tion Administration's Approach for Determining  
23 Future Air Traffic Controller Staffing Needs"  
24 that have not yet been addressed or imple-  
25 mented by the Administrator.

1           (G) Recommendations for further action  
2           by the Administrator, as appropriate, to—

3                   (i) address operational staffing re-  
4                   quirements to meet facility operational,  
5                   statutory, and contractual requirements;  
6                   and

7                   (ii) provide fulsome air traffic con-  
8                   troller staffing to ensure the safe and effi-  
9                   cient operation of the national airspace  
10                  system, including the integration of new  
11                  users, technologies, and procedures.

12           (3) CONSULTATION.—In conducting the study  
13           required by paragraph (1), the National Academies  
14           shall consult with—

15                   (A) Federal Government and industry rep-  
16                   resentatives;

17                   (B) the exclusive bargaining representative  
18                   of air traffic control specialists of the FAA cer-  
19                   tified under section 7111 of title 5, United  
20                   States Code; and

21                   (C) other parties determined appropriate  
22                   by the National Academies.

23           (4) REPORTS.—

24                   (A) TO THE ADMINISTRATOR.—Not later  
25                   than 180 days after the date of enactment of

1 this section, the National Academies shall sub-  
 2 mit to the Administrator a report on the results  
 3 of the study required by paragraph (1); to-  
 4 gether with recommendations determined ap-  
 5 propriate by the National Academies.

6 (B) TO CONGRESS.—Not later than 180  
 7 days after the date on which the National Acad-  
 8 emies submits the report under subparagraph  
 9 (A), the Administrator shall submit to the ap-  
 10 propriate committees of Congress a report de-  
 11 scribing—

12 (i) the results of the study required by  
 13 paragraph (1);

14 (ii) the report submitted by the Na-  
 15 tional Academies, including the rec-  
 16 ommendations of the National Academies;  
 17 and

18 (iii) the Administrator's implementa-  
 19 tion action required by subsection (a).

20 (e) REVISIONS TO THE CONTROLLER WORKFORCE  
 21 PLAN.—Section 44506(e) of title 49, United States Code  
 22 is amended—

23 (1) in paragraph (1)—



1           (A) by inserting “Collaborative Resource  
2           Workgroup (CRWG)” before “staffing stand-  
3           ards”; and

4           (B) by striking “the number of air traffic  
5           controllers needed” and inserting “the number  
6           of fully certified air traffic controllers needed”;

7           (2) by redesignating paragraphs (2) and (3) as  
8           paragraphs (3) and (4), respectively; and

9           (3) by adding after paragraph (1) the following  
10          new paragraph:

11          “(2) for each air traffic control facility operated  
12          by the Federal Aviation Administration—

13                 “(A) the current certified professional con-  
14                 troller staffing levels;

15                 “(B) the Collaborative Resource  
16                 Workgroup (CRWG) operational staffing tar-  
17                 gets for certified professional controllers;

18                 “(C) the anticipated certified professional  
19                 controller attrition for each of the next 3 years;  
20                 and

21                 “(D) the number of certified professional  
22                 controller trainees;”.

23          (d) **EFFECTIVE DATE.**—The amendments made by  
24          subsection (c) shall take effect and apply to any reports  
25          submitted pursuant to section 44506(e) of title 49, United

1 States Code, for each Controller Workforce Plan sub-  
2 mitted after September 30, 2024.

3 **SEC. 522. FAA WORKFORCE REVIEW AUDIT.**

4 (a) IN GENERAL.—Not later than 90 days after the  
5 date of enactment of this section, the Inspector General  
6 of the Department of Transportation shall initiate an  
7 audit of any FAA workforce plans related to aviation safe-  
8 ty completed during the past 5 fiscal years.

9 (b) CONTENTS.—In conducting the audit under sub-  
10 section (a), the Inspector General shall—

11 (1) identify whether any safety-critical positions  
12 have not been reviewed within the timeframe speci-  
13 fied in subsection (a);

14 (2) review FAA workforce gaps in safety-critical  
15 and senior positions, including the average vacancy  
16 period of such positions during the latest fiscal year;

17 (3) review whether existing FAA workforce de-  
18 velopment programs are producing intended results,  
19 such as increased recruitment and retention of agen-  
20 cy personnel; and

21 (4) evaluate the extent to which the FAA  
22 leverages its direct hire authority to recruit subject  
23 matter experts and other technical personnel to fill  
24 key senior and technical positions.

25 (c) REPORT AND RECOMMENDATIONS.—

1           (1) INSPECTOR GENERAL REPORT.—Not later  
 2 than 1 year after the date of enactment of this sec-  
 3 tion, the Inspector General shall submit to the Ad-  
 4 ministrator and the appropriate committees of Con-  
 5 gress a report on the results of the audit conducted  
 6 under subsection (a), together with recommendations  
 7 for such legislative and administrative action as the  
 8 Inspector General determines appropriate.

9           (2) CONGRESSIONAL BRIEFING.—Not later than  
 10 90 days after receiving the report under paragraph  
 11 (1), the Administrator shall provide a briefing to ap-  
 12 propriate committees of Congress on—

13                   (A) the Administrator’s response to the  
 14 recommendations of the Inspector General con-  
 15 tained in such report; and

16                   (B) any plans of the Administrator for the  
 17 implementation of such recommendations.

18 **SEC. 523. DIRECT HIRE AUTHORITY UTILIZATION.**

19           (a) IN GENERAL.—Section 40122 of title 49, United  
 20 States Code, is amended by adding at the end the fol-  
 21 lowing:

22           “(k) DIRECT HIRE AUTHORITY.—The Administrator  
 23 of the Federal Aviation Administration shall utilize exist-  
 24 ing direct hire authority to expedite the hiring process and  
 25 hire individuals on a non-competitive basis for safety crit-

1 ical and safety technical positions related to aircraft cer-  
 2 tification and aviation safety more broadly to maintain the  
 3 gold standard of aviation safety and, as necessary, fulfill  
 4 any gaps identified in workforce reviews at the Federal  
 5 Aviation Administration.”.

6 (b) CONGRESSIONAL BRIEFING.—Not later than 180  
 7 days after the date of enactment of this section, and annu-  
 8 ally thereafter through 2028, the Administrator shall brief  
 9 the appropriate committees of Congress on the status of—

10 (1) utilization of the direct hire authority de-  
 11 scribed subsection (k) of such section 40122, as  
 12 added subsection (a); and

13 (2) the number of employees hired under such  
 14 authority, the relevant line of business to which such  
 15 employees were hired, and the occupation type of the  
 16 positions filled.

17 **SEC. 524. STAFFING MODEL FOR AVIATION SAFETY INSPEC-**  
 18 **TORS.**

19 (a) IN GENERAL.—Not later than October 1, 2024,  
 20 the Administrator shall review and revise as necessary the  
 21 staffing model for aviation safety inspectors.

22 (b) REQUIREMENTS.—

23 (1) CONSIDERATION OF PRIOR STUDIES AND  
 24 REPORTS.—In revising the model, the Administrator

1 shall take into consideration the recommendations  
2 outlined in the following:

3 (A) The 2006 report released by the Na-  
4 tional Research Council entitled “Staffing  
5 Standards for Aviation Safety Inspectors”.

6 (B) The 2007 study released by the Na-  
7 tional Academy of Sciences entitled “Staffing  
8 Standards for Aviation Safety Inspectors”.

9 (C) The 2013 report released by Grant  
10 Thornton LLP, entitled “ASTARS Gap Anal-  
11 ysis Study: Comparison of the AVS Staffing  
12 Model for Aviation Safety Inspectors to the Na-  
13 tional Academy of Sciences’ Recommendations  
14 Final Report”.

15 (D) The 2021 report released by the In-  
16 spector General of the Department of Trans-  
17 portation entitled “FAA Can Increase Its In-  
18 spector Staffing Model’s Effectiveness by Im-  
19 plementing System Improvements and Maxi-  
20 mizing Its Capabilities”.

21 (E) The FAA Fiscal Year 2023 Aviation  
22 Safety Workforce Plan conducted to satisfy the  
23 requirements of section 104 of the Aircraft Cer-  
24 tification, Safety, and Accountability Act, as en-

1           acted in the Consolidated Appropriations Act,  
2           2021 (49 U.S.C. 44701 note).

3           (2) SERVICE AND OFFICE STAFFING LEVEL.—

4           The model will project staffing at the service and of-  
5           fice level and require managers to use the model as  
6           part of the resource assessment for aviation safety  
7           inspector resources.

8           (3) ATTRITION.—The aviation safety inspector  
9           staffing model will take into consideration forecasted  
10          attrition.

11          (4) CONSULTATION.—In revising the model, the  
12          Administrator shall consult with interested persons,  
13          including the exclusive collective bargaining rep-  
14          resentative for aviation safety inspectors certified  
15          under section 7111 of title 5, United States Code.

16 **SEC. 525. SAFETY CRITICAL STAFFING.**

17          (a) IMPLEMENTATION OF STAFFING STANDARDS FOR  
18          SAFETY INSPECTORS.—Upon completion of the revised  
19          staffing model for aviation safety inspectors under section  
20          524, and validation of the model by the Administrator,  
21          the Administrator shall take all appropriate actions in re-  
22          sponse to the number of aviation safety inspectors, avia-  
23          tion safety technicians, and operation support positions  
24          that such model determines are required to meet the re-  
25          sponsibilities of the Flight Standards Service and Aircraft

1 Certification Service, including increasing the number of  
 2 safety critical positions in the Flight Standards Service  
 3 and Aircraft Certification Service per fiscal year as appro-  
 4 priate, provided that such staffing increases shall be meas-  
 5 ured relative to the number of persons serving in safety  
 6 critical positions as of September 30, 2023. Any increase  
 7 in safety critical staffing pursuant to this subsection shall  
 8 be subject to the availability of appropriations.

9 (b) SAFETY CRITICAL POSITIONS DEFINED.—In this  
 10 section, the term “safety critical positions” means—

11 (1) aviation safety inspectors, aviation safety  
 12 specialists (1801 series), aviation safety technicians,  
 13 and operations support positions in the Flight  
 14 Standards Service; and

15 (2) manufacturing safety inspectors, pilots, en-  
 16 gineers, Chief Scientist Technical Advisors, aviation  
 17 safety specialists (1801 series), safety technical spe-  
 18 cialists, and operational support positions in the Air-  
 19 craft Certification Service.

20 **SEC. 526. INSTRUMENT LANDING SYSTEM INSTALLATION.**

21 (a) IN GENERAL.—Section 44502(a)(4) of title 49,  
 22 United States Code, is amended by adding at the end the  
 23 following:

24 “(C) INSTALLATION.—The Administrator  
 25 shall expedite the installation of at a minimum

1           15 instrument landing systems (referred to in  
2           this subparagraph as ‘ILS’) in the national air-  
3           space system by January 1, 2025, by utilizing  
4           the existing ILS contract vehicle and the Fed-  
5           eral Aviation Administration workforce.”.

6           (b) EXPEDITED INSTALLATION OF ILS EQUIP-  
7           MENT.—

8           (1) IN GENERAL.—Not later than 180 days  
9           after the date of enactment of this section, the Ad-  
10          ministrator shall initiate action to utilize the existing  
11          instrument landing systems (referred to in this sub-  
12          section as “ILS”) contract vehicle and FAA employ-  
13          ees in facilitating the expedited installation of ILS  
14          equipment into the national airspace system. In ear-  
15          rying out this subsection, the Administrator shall—

16                (A) incorporate lessons learned from the  
17                installations under section 44502(a)(4) of title  
18                49, United States Code;

19                (B) record metrics of cost and time savings  
20                of expedited installations; and

21                (C) consider opportunities to further de-  
22                velop ILS technical expertise among the FAA  
23                workforce.

24           (2) CONSIDERATIONS.—During the implemen-  
25          tation planning to carry out this subsection and sub-



1 paragraph (C) of section 44502(a)(4) of title 49,  
2 United States Code, as added by subsection (a), the  
3 Administrator shall consider the cost-benefit analysis  
4 of utilizing the existing ILS contract vehicle, the  
5 FAA workforce, or both, to accelerate the installa-  
6 tion and deployment of procured equipment.

7 (3) REPORT TO CONGRESS.—Not later than  
8 June 30, 2025, the Administrator shall report to the  
9 appropriate committees of Congress on the ILS in-  
10 stallation results, near-term ILS installations  
11 planned, and shall outline the FAA’s approach to ac-  
12 celerate future procurement and installation of ILS  
13 throughout the national airspace system in a manner  
14 consistent with the requirements of title VIII of divi-  
15 sion J of the Infrastructure Investment and Jobs  
16 Act (Public Law 117–58).

17 **SEC. 527. AVIATION CERTIFICATION FELLOWSHIP PRO-**  
18 **GRAM.**

19 (a) PROGRAM.—

20 (1) ESTABLISHMENT.—

21 (A) IN GENERAL.—Not later than 1 year  
22 after the date of enactment of this section, the  
23 Administrator shall establish within the FAA a  
24 program to be known as the “Aviation Certifi-  
25 cation Professional Fellowship Program” (in

1 this section referred to as the “Program”) to  
2 facilitate the assignment of individuals from a  
3 private-sector organization to the FAA to serve  
4 on a temporary basis in positions relating to  
5 aircraft certification.

6 (B) APPOINTMENTS.—In appointing indi-  
7 viduals under the Program, the Administrator  
8 shall enter into agreements with private-sector  
9 organizations employing such individuals and  
10 selected individuals to participate in the Pro-  
11 gram pursuant to terms and conditions of serv-  
12 ice determined appropriate by the Adminis-  
13 trator.

14 (C) ACTIONS SUBJECT TO AVAILABILITY  
15 OF FUNDS.—Any action taken by the Adminis-  
16 trator under this section shall be subject to the  
17 availability of appropriations authorized under  
18 subsection (e).

19 (2) RESPONSIBILITIES.—

20 (A) GUIDELINES.—The Administrator  
21 shall establish guidelines related to the activi-  
22 ties and responsibilities of the fellowships under  
23 subsection (b).

24 (B) QUALIFICATIONS.—The Administrator  
25 shall prescribe the qualifications required for

1 designation of certification professional fellow-  
2 ships under subsection (b):

3 (C) ~~AUTHORITY.~~—In order to carry out  
4 the provisions of this section, the Administrator  
5 may—

6 (i) appoint, assign the duties of, and  
7 transfer such personnel as may be nec-  
8 essary;

9 (ii) make appointments with respect  
10 to temporary and intermittent services;

11 (iii) enter into contracts, cooperative  
12 agreements, and other transactions without  
13 regard to section 6101 of title 41, United  
14 States Code;

15 (iv) accept funds from other Federal  
16 departments and agencies to pay for, and  
17 add to, activities authorized by this sec-  
18 tion; and

19 (v) promulgate such rules and regula-  
20 tions as may be necessary and appropriate.

21 (b) ~~SPECIAL RULES FOR FELLOWSHIPS.~~—Under the  
22 Program, the Administrator shall do the following:

23 (1) Appoint highly qualified, experienced profes-  
24 sionals to advisory positions related to certification  
25 that require specialized, unique, or extensive skills in

1 occupations within the FAA, and allow such profes-  
 2 sionals to occupy specialty or hard-to-fill positions  
 3 that require specialized knowledge of aircraft design,  
 4 manufacturing, safety, and certification processes.

5 (2) Allow appointed individuals to be utilized  
 6 across the aircraft certification spectrum as appro-  
 7 priate.

8 (3) Open the fellowships to citizens and nation-  
 9 als of the United States.

10 (4) Limit the term of appointment to up to 1  
 11 year with an option to extend for up to an additional  
 12 year (with no appointment exceeded a total of 2  
 13 years).

14 (5) Reserve the right to terminate individuals  
 15 participating in the fellowship for any violation of  
 16 the terms and conditions of service established by  
 17 the Administrator.

18 (6) Make clear that any responsibilities of indi-  
 19 viduals participating in the fellowship program con-  
 20 stitute acting in an advisory role for aircraft certifi-  
 21 cation and are subject to conflict-of-interest condi-  
 22 tions and FAA supervision and control.

23 (c) RULES FOR PAY AND BENEFITS FOR INDIVID-  
 24 UALS EMPLOYED BY PRIVATE-SECTOR ORGANIZATIONS.—

25 An individual employed by a private-sector organization

1 who is participating in the Program at the FAA shall con-  
2 tinue to receive pay and benefits from such private-sector  
3 organizations and shall not receive pay or benefits from  
4 the FAA for the duration of the individual's participation  
5 in the Program.

6 (d) CONFLICTS OF INTEREST.—The Administrator  
7 shall implement policies to identify, mitigate, and manage  
8 any perceived or actual conflict of interest as a condition  
9 of an individual's participation in the Program. Such poli-  
10 cies shall include the following:

11 (1) A prohibition on an individual participating  
12 in the Program from being assigned to a position  
13 that has decision-making authority or influence over  
14 an application or project submitted to the FAA by  
15 the private-sector organization employing such indi-  
16 vidual.

17 (2) A requirement that an individual partici-  
18 pating in the Program who has access to proprietary  
19 or non-public information at the FAA must sign a  
20 non-disclosure agreement prohibiting the sharing of  
21 such information that is of commercial value with  
22 the private-sector organization employing such indi-  
23 vidual or with other individuals (whether or not em-  
24 ployed by such private-sector organization) or orga-  
25 nizations, during the period of the individual's par-

1 participation in the Program and after the individual's  
2 participation in the Program has concluded.

3 ~~(3) A prohibition on an individual participating~~  
4 ~~in the Program from improperly using pre-decisional~~  
5 ~~or draft FAA information that such individual may~~  
6 ~~be privy to or aware of during, or as a result of, the~~  
7 ~~individual's participation in the Program for the~~  
8 ~~benefit of the private-sector organization employing~~  
9 ~~such individual,~~

10 ~~(4) Appropriate post-service limitations for indi-~~  
11 ~~viduals participating in the Program.~~

12 ~~(5) Other elements determined appropriate by~~  
13 ~~the Administrator.~~

14 ~~(e) AUTHORIZATION OF APPROPRIATIONS.—There is~~  
15 ~~authorized to be appropriated such sums as may be nec-~~  
16 ~~essary to carry out this section. Amounts appropriated~~  
17 ~~under the preceding sentence shall remain available until~~  
18 ~~expended.~~

19 ~~(f) RULE OF CONSTRUCTION.—Nothing in this sec-~~  
20 ~~tion shall be construed as a delegation of authority by the~~  
21 ~~Administrator to individuals participating in the Program.~~

22 ~~(g) PROGRAM REVIEW AND REPORT.—~~

23 ~~(1) REVIEW.—The Comptroller General of the~~  
24 ~~United States (in this subsection referred to as the~~  
25 ~~“Comptroller General”) shall conduct a comprehen-~~

1 sive review of the Program, including the impact of  
2 the Program on the FAA's aircraft certification  
3 processes and the presence of any conflicts of inter-  
4 est under the Program.

5 (2) REPORT.—Not later than 3 years after the  
6 date of enactment of this section, the Comptroller  
7 General shall submit to the appropriate committees  
8 of Congress a report containing the results of the re-  
9 view conducted under paragraph (1), together with  
10 recommendations for such legislation and adminis-  
11 trative action as the Comptroller General determines  
12 appropriate.

13 (h) SUNSET.—The Program shall terminate on the  
14 date that is 5 years after the date of enactment of this  
15 section.

16 (i) CERTIFIED PROFESSIONAL DEFINED.—In this  
17 section, the term “certification professional” means an in-  
18 dividual with expertise and background in a line or field  
19 that is concerned with, or likely to improve, the safety cer-  
20 tification of aircraft and other airborne objects and sys-  
21 tems, including the following:

- 22 (1) Aerospace engineering.
- 23 (2) Aerospace physiology.
- 24 (3) Aeronautical engineering.
- 25 (4) Airworthiness engineering.

1           (5) Electrical engineering.

2           (6) Human factors engineering.

3           (7) Software engineering.

4           (8) Systems engineering.

5 **SEC. 528. CONTRACT TOWER PROGRAM AIR TRAFFIC CON-**  
6 **TROLLER TRAINING PROGRAMS.**

7           Section 47124 of title 49, United States Code, is  
8 amended—

9           (1) by redesignating subsection (e) as sub-  
10 section (f);

11           (2) by inserting after subsection (d), the fol-  
12 lowing new subsection:

13           “(e) AIR TRAFFIC CONTROLLER TRAINING PRO-  
14 GRAMS.—

15           “(1) IN GENERAL.—Not later than 180 days  
16 after the date of enactment of this subsection, the  
17 Secretary shall coordinate with air traffic control  
18 contractors to create air traffic controller training  
19 programs and shall incorporate the use of such pro-  
20 grams into new contracts or the exercise of future  
21 options entered into under the Contract Tower Pro-  
22 gram and the Cost-share Program. Such programs  
23 shall allow air traffic control contractors to—

24           “(A) provide initial training to candidates  
25 who do not have a Control Tower Operator cer-



1           tificate or Federal Aviation Administration  
2           tower credential; and

3           “(B) provide training to controllers who  
4           have completed an approved Air Traffic Colle-  
5           giate Training Initiative (AT-CTI) program  
6           from an accredited school that has a dem-  
7           onstrated successful curriculum.

8           “(2) AUTHORITY.—An air traffic control con-  
9           tractor shall be permitted to train controllers under  
10          programs established under paragraph (1) notwith-  
11          standing section 65.39(a) of title 14, Code of Fed-  
12          eral Regulations (as in effect on the date of enact-  
13          ment of this subsection).

14          “(3) RULE OF CONSTRUCTION.—Nothing in  
15          this subsection shall be construed as a delegation of  
16          authority by the Administrator to air traffic control  
17          contractors for the purposes of conducting initial  
18          testing of, and issuing initial certifications to, air  
19          traffic controllers.

20          “(4) PROGRAM REVIEW.—

21                  “(A) IN GENERAL.—Not later than 3 years  
22                  after the incorporation of training programs op-  
23                  erated by air traffic control contractors under  
24                  the Contract Tower Program and the Cost-  
25                  share Program, the Secretary shall conduct a

1 review of such training programs and issue rel-  
2 evant findings. In conducting the review, the  
3 Secretary shall identify the degree to which  
4 such programs improve workforce development  
5 at air traffic control tower facilities staffed  
6 through the Contract Tower Program or the  
7 Cost-share Program, air traffic control towers  
8 staffed by the Federal Aviation Administration,  
9 and any related impact such training may have  
10 on air traffic controller staffing more broadly.

11 “(B) REPORT.—Not later than 1 year  
12 after the date on which the Secretary initiates  
13 the review required by subparagraph (A), the  
14 Secretary shall submit a report to the appro-  
15 priate committees of Congress on the results of  
16 the review, along with such recommendations as  
17 the Secretary determines appropriate.

18 “(5) DEFINITIONS.—In this subsection, the  
19 term ‘demonstrated successful curriculum’ means an  
20 AT-CTI program curriculum with a demonstrated  
21 record of graduated students that have enrolled at  
22 the FAA Academy and subsequently completed Cer-  
23 tified Tower Operator certificates at an 80 percent  
24 success rate for a consecutive period of 5 years.

1           “(6) SUNSET.—The provisions of this sub-  
 2           section shall terminate on September 30, 2028.”;  
 3           and

4           (3) in subsection (f) (as redesignated by para-  
 5           graph (1)), by adding at the end the following:

6           “(3) APPROPRIATE COMMITTEES OF CON-  
 7           GRESS.—The term ‘appropriate committees of Con-  
 8           gress’ means—

9                   “(A) the Committee on Commerce,  
 10                   Science, and Transportation of the Senate; and

11                   “(B) the Committee on Transportation  
 12                   and Infrastructure of the House of Representa-  
 13                   tives.”.

14   **SEC. 529. REVIEW OF FAA AND INDUSTRY COOPERATIVE**  
 15                   **FAMILIARIZATION PROGRAMS.**

16           (a) REVIEW.—Not later than 270 days after the date  
 17           of enactment of this section, the Administrator shall com-  
 18           plete a review of options for employees of the FAA whose  
 19           responsibilities directly relate to certification, to gain or  
 20           enhance technical expertise, knowledge, skills, and abili-  
 21           ties, including subject matter relating to innovative and  
 22           complex aviation technologies, through cooperative train-  
 23           ing and visitation with aerospace companies.

24           (b) CONFLICTS OF INTEREST.—In conducting the re-  
 25           view in subsection (a), the Administrator shall ensure that

1 such options for FAA employees would occur on a short-  
2 term basis and avoid both conflicts of interest and the ap-  
3 pearance of such conflicts pursuant to chapter 131 of title  
4 5, United States Code, chapter 11 of title 18, United  
5 States Code, subchapter B of chapter XVI of title 5, Code  
6 of Federal Regulations, sections 2635.101 and 2635.502  
7 of title 5, Code of Federal Regulations, and any other reg-  
8 ulations as deemed appropriate by the Administrator. The  
9 Administrator shall also identify any conflicts with FAA  
10 policies relating to FAA employee interactions with indus-  
11 try and determine appropriate obligations of such employ-  
12 ees upon returning to the FAA after engaging in relevant  
13 cooperative training and visitation.

14 (c) CONSIDERATIONS.—As part of the review re-  
15 quired by subsection (a), the Administrator shall consider  
16 the following, provided that such actions satisfy conflicts  
17 of interest requirements referred to in subsection (b):

18 (1) Expanding existing familiarization pro-  
19 grams.

20 (2) Leveraging cooperative training programs to  
21 support credentialing and recurrent training activi-  
22 ties for FAA employees.

23 (3) Evaluating the options described in sub-  
24 section (a) based on the level of experience of par-

1        participating FAA employees and intended benefits re-  
2        lated to such participation.

3        (d) REPORT.—Not later than 90 days after com-  
4        pleting the review required by subsection (a), the Adminis-  
5        trator shall submit a report to the appropriate committees  
6        of Congress on the results of the review and relevant rec-  
7        ommendations.

8        **SEC. 530. IMPROVED ACCESS TO AIR TRAFFIC CONTROL**  
9                                    **SIMULATION TRAINING.**

10        (a) ACCESS.—The Administrator shall make tower  
11        simulator systems (in this section referred to as “TSS”)  
12        more accessible to all air traffic controller specialists as-  
13        signed to an air traffic control tower of the FAA (in this  
14        section referred to as an “ATCT”), regardless of facility  
15        assignment, by carrying out the following:

16                    (1) CLOUD-BASED VISUAL DATABASE AND  
17                    SOFTWARE SYSTEM.—Not later than 30 months  
18                    after the date of enactment of this section, the Ad-  
19                    ministrator shall develop and implement a cloud-  
20                    based visual database and software system that is  
21                    compatible with existing and future TSS that in-  
22                    eludes, at a minimum—

23                    (A) every ATCT’s unique runway layout,  
24                    approach paths, and lines of sight; and

1           ~~(B)~~ specifications that meet all applicable  
2           data security requirements.

3           ~~(2)~~ UPGRADING TSS.—Not later than 2 years  
4           after the date of enactment of this section, the Ad-  
5           ministratoꝛ shall upgrade existing, permanent TSS  
6           so that the TSS is capable of, at a minimum—

7                   ~~(A)~~ securely and quickly downloading data  
8                   from the cloud-based visual database and soft-  
9                   ware system implemented under paragraph ~~(1)~~;

10                   ~~(B)~~ running scenarios for each ATCT in-  
11                   volving differing levels of air traffic volume; and

12                   ~~(C)~~ running scenarios for each ATCT in-  
13                   volving varying complexities of air traffic (in-  
14                   cluding, but not limited to, aircraft emer-  
15                   gencies, rapidly changing weather, issuance of  
16                   safety alerts, and recovering from unforeseen  
17                   events or losses of separation).

18           ~~(3)~~ MOBILE TSS.—Not later than 4 years after  
19           the date of enactment of this section, the Adminis-  
20           tratoꝛ shall acquire and implement mobile TSS at  
21           each ATCT that is without an existing, permanent  
22           TSS so that the mobile TSS is capable of, at a min-  
23           imum, the functions described in subparagraphs ~~(A)~~;  
24           ~~(B)~~, and ~~(C)~~ of paragraph ~~(2)~~.

1 (b) COLLABORATION.—In carrying out the activities  
 2 under subsection (a), the Administrator may collaborate  
 3 with the exclusive bargaining representative of air traffic  
 4 controllers certified under section 7111 of title 5, United  
 5 States Code.

6 **SEC. 531. AIR TRAFFIC CONTROLLER INSTRUCTOR PIPE-**  
 7 **LINE.**

8 (a) IN GENERAL.—No later than 270 days after the  
 9 date of enactment of this section, the Administrator shall  
 10 initiate a study examining the pipeline of air traffic con-  
 11 troller instructors and the projected number of instructors  
 12 needed to maintain the safety of the national airspace sys-  
 13 tem over the 5-fiscal year period beginning with fiscal year  
 14 2024.

15 (b) CONTENTS.—The study required by subsection  
 16 (a) shall include the following:

17 (1) An examination of projected instructor  
 18 staffing targets, including the number of on-the-job  
 19 instructors needed for the instruction and training  
 20 of Certified Professional Controllers in Training  
 21 (CPC-Its).

22 (2) Whether involving further retired Certified  
 23 Professional Controllers (CPCs) as instructors, in-  
 24 cluding for classroom training, would produce im-

1        improvements in air traffic controller instruction and  
2        training.

3            ~~(3) Recommendations on how and where to uti-~~  
4        ~~lize retired certified professional controllers.~~

5            ~~(4) The effect on the ability of active Certified~~  
6        ~~Professional Controllers (CPCs) to carry out on-the-~~  
7        ~~job duties, other than instruction, and any related~~  
8        ~~efficiencies if more retired Certified Professional~~  
9        ~~Controllers (CPCs) were instructors.~~

10           ~~(5) The known vulnerabilities, as categorized by~~  
11        ~~FAA Air Traffic Organization regions, where requir-~~  
12        ~~ing Certified Professional Controllers (CPCs) to pro-~~  
13        ~~vide instruction and training to Certified Profes-~~  
14        ~~sional Controllers in Training (CPC-Its) is a signifi-~~  
15        ~~cant burden on FAA air traffic controller staffing~~  
16        ~~levels.~~

17           ~~(e) DEADLINE.—Not later than 2 years after the date~~  
18        ~~on which the Administrator initiates the study required~~  
19        ~~by subsection (a), the Administrator shall brief the appro-~~  
20        ~~priate committees of Congress on the results on the study~~  
21        ~~and any actions that may be taken based on such results.~~



1 **SEC. 532. ENSURING HIRING OF AIR TRAFFIC CONTROL**  
2 **SPECIALISTS IS BASED ON ASSESSMENT OF**  
3 **JOB-RELEVANT APTITUDES.**

4 (a) REVIEW OF THE AIR TRAFFIC SKILLS ASSESS-  
5 MENT.—Not later than 180 days after the date of enact-  
6 ment of this section, the Administrator shall review and  
7 revise, if necessary, the Air Traffic Skills Assessment (in  
8 this section referred to as the “AT-SA”) administered to  
9 air traffic controller applicants described in clauses (ii)  
10 and (iii) of section 44506(f)(1)(B) of title 49, United  
11 States Code, in accordance with the following require-  
12 ments:

13 (1) The Administrator shall evaluate all ques-  
14 tions on the AT-SA and determine whether a peer-  
15 reviewed job analysis that ensures all questions test  
16 job-relevant aptitudes would result in improvements  
17 in the air traffic control specialist workforce pipe-  
18 line.

19 (2) The Administrator shall assess the assump-  
20 tions and methodologies used to develop the AT-SA,  
21 the job-relevant aptitudes measured, and the scoring  
22 process for the assessment.

23 (3) The Administrator shall assess whether any  
24 other revisions to the AT-SA are necessary to en-  
25 hance the air traffic control specialist workforce  
26 pipeline.

1       (b) DOT INSPECTOR GENERAL REPORT.—Not later  
2 than 180 days after the date on which the Administrator  
3 completes the review and any necessary revision of the  
4 AT-SA required under subsection (a), the Inspector Gen-  
5 eral of the Department of Transportation shall submit to  
6 the Administrator, the appropriate committees of Con-  
7 gress, and, upon request, to any member of Congress, a  
8 report that assesses the reviewed AT-SA and any applica-  
9 ble revisions, a description of any associated actions taken  
10 by the Administrator, and any recommended actions to be  
11 taken to address the results of the report.

12 **SEC. 533. FEDERAL AVIATION ADMINISTRATION ACADEMY**  
13 **AND FACILITY EXPANSION PLAN.**

14       (a) PLAN.—

15           (1) IN GENERAL.—No later than 90 days after  
16 the date of enactment of this section, the Adminis-  
17 trator shall initiate the development of a plan to—

18                   (A) expand overall FAA capacity relating  
19 to facilities, instruction, equipment, and train-  
20 ing resources to grow the number of develop-  
21 mental air traffic controllers enrolled per fiscal  
22 year and support increases in FAA air con-  
23 troller staffing to advance the safety of the na-  
24 tional airspace system; and

1           (~~B~~) establish a second FAA Academy in an  
2           area described in paragraph (~~2~~).

3           (~~2~~) AREA DESCRIBED.—An area described in  
4           this paragraph is a metropolitan statistical area in  
5           which each of the following is located:

6           (~~A~~) At least 2 large hub airports.

7           (~~B~~) An FAA Flight Standards District Of-  
8           fice

9           (~~C~~) An FAA Certificate Management Of-  
10          fice.

11          (~~D~~) An FAA regional headquarters.

12          (~~3~~) CONSIDERATIONS.—In developing the plan  
13          under paragraph (~~1~~), the Administrator shall con-  
14          sider—

15          (~~A~~) the resources needed to support an in-  
16          crease in the total number of developmental air  
17          traffic controllers enrolled at the FAA Acad-  
18          emies;

19          (~~B~~) the resources needed to lessen FAA  
20          Academy attrition per fiscal year;

21          (~~C~~) how to modernize the education and  
22          training of developmental air traffic controllers,  
23          including through the use of new techniques  
24          and technologies to support instruction; and  
25          whether field training can be administered more

1 flexibly, such as at other FAA locations across  
2 the country;

3 (D) the equipment needed to support ex-  
4 panded instruction, including air traffic control  
5 simulation systems, virtual reality, and other  
6 virtual training platforms;

7 (E) projected staffing needs associated  
8 with FAA Academy expansion and the oper-  
9 ation of virtual education platforms, including  
10 the number of on-the-job instructors needed to  
11 educate and train additional developmental air  
12 traffic controllers;

13 (F) the use of existing FAA-owned facili-  
14 ties and classroom space and identifying poten-  
15 tial opportunities for new construction;

16 (G) the costs of—

17 (i) expanding FAA capacity (as de-  
18 scribed in paragraph (1)(A)); and

19 (ii) establishing a second FAA Acad-  
20 emy (as described in paragraph (1)(B));

21 (H) soliciting input from, and coordinating  
22 with, relevant stakeholders as appropriate, in-  
23 cluding the exclusive bargaining representative  
24 of air traffic control specialists of the FAA cer-

1           tified under section 7111 of title 5, United  
2           States Code; and

3           (1) other logistical and financial consider-  
4           ations as determined by appropriate the Admin-  
5           istrator.

6           (b) REPORT.—Not later than one year after the date  
7 of enactment of this section, the Administrator shall sub-  
8 mit to the appropriate committees of Congress the plan  
9 developed under subsection (a).

10          (c) BRIEFING.—Not later than 180 days after the  
11 submission of the plan under subsection (b), the Adminis-  
12 trator shall brief the appropriate committees of Congress  
13 on the plan, including the implementation of the plan.

14                   **TITLE VI—MODERNIZING**  
15                   **AIRPORT SYSTEMS**

16   **SEC. 601. AIP ELIGIBILITY AMENDMENTS.**

17          Section 47102(3) of title 49, United States Code, is  
18 amended—

19           (1) in subparagraph (B)—

20           (A) in clause (ix), by striking “and” after  
21 the semicolon;

22           (B) in clause (x), by striking the period  
23 and inserting “; and”; and

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

1                   “(xi) a medium intensity approach  
2                   lighting system with runway alignment in-  
3                   dicator lights.”;

4                   (2) by redesignating subparagraphs (Q) and  
5                   (R) as subparagraphs (S) and (T), respectively;

6                   (3) by redesignating subparagraphs (M)  
7                   through (P) as subparagraphs (N) through (Q), re-  
8                   spectively;

9                   (4) by inserting after subparagraph (L) the fol-  
10                  lowing:

11                   “(M) constructing or acquiring airport-  
12                   owned infrastructure or equipment, notwith-  
13                   standing revenue producing capability, as de-  
14                   fined in subsection (24), required for the on-air-  
15                   port distribution or storage of unleaded aviation  
16                   gas for use by piston-driven aircraft, including  
17                   on-airport construction or expansion of pipe-  
18                   lines, storage tanks, low-emission fuel systems,  
19                   and airport-owned and operated fuel trucks pro-  
20                   viding exclusively unleaded aviation fuels, unless  
21                   the Secretary determines that an alternative  
22                   fuel may be safely used for a limited time.”;

23                   (5) by inserting after subparagraph (Q) (as re-  
24                   designated by paragraph (3)), the following:

1           “(R) acquiring or installing new renewable  
2 energy generation infrastructure (such as solar,  
3 geothermal, or wind) that provide power for on-  
4 airport uses and energy storage systems, and  
5 necessary substation upgrades to support such  
6 infrastructure.”; and

7           (6) by inserting after subparagraph (T) (as re-  
8 designated by paragraph (2)), the following:

9           “(U) initial acquisition (and excluding sub-  
10 sequent upgrades) of an advanced digital con-  
11 struction management system (meaning a com-  
12 puter platform that uses digital technology  
13 throughout the life cycle of a capital infrastruc-  
14 ture project, including through project phases  
15 such as design and construction, when that sys-  
16 tem is acquired to carry out a project approved  
17 by the Secretary under this subchapter.

18           “(V) reconstructing or rehabilitating an ex-  
19 isting crosswind runway provided the sponsor  
20 includes reconstruction or rehabilitation of the  
21 runway in the sponsor’s most recent approved  
22 airport layout plan.”.

23 **SEC. 602. REVISED MINIMUM APPORTIONMENTS.**

24           Section 47114(c)(1) of title 49, United States Code,  
25 is amended by adding at the end the following:

1           “(K) MINIMUM APPORTIONMENT FOR COM-  
 2           MERCIAL SERVICE AIRPORTS WITH MORE THAN  
 3           ~~4,000~~ PASSENGER BOARDINGS IN A CALENDAR  
 4           YEAR.—Not less than \$400,000 may be appor-  
 5           tioned under subparagraph (A) for each fiscal  
 6           year to each sponsor of a commercial service  
 7           airport that had fewer than 8,000 passenger  
 8           boardings, but at least 4,000 passenger  
 9           boardings, during the prior calendar year.”.

10 **SEC. 603. APPORTIONMENTS FOR TRANSITIONING AIR-**  
 11 **PORTS.**

12           Section 47114(f)(3) of title 49, United States Code,  
 13 is amended—

14           (1) in subparagraph (A), by striking “Begin-  
 15           ning with the fiscal year” and inserting “For 3 fis-  
 16           cal years”; and

17           (2) in subparagraph (B), by striking “fiscal  
 18           year 2004” and inserting “fiscal years beginning  
 19           with fiscal year 2024”.

20 **SEC. 604. UPDATING UNITED STATES GOVERNMENT'S**  
 21 **SHARE OF PROJECT COSTS.**

22           (a) IN GENERAL.—Section 47109 of title 49, United  
 23 States Code, is amended—

24           (1) by striking subsection (b) and inserting the  
 25           following:



1       “(b) INCREASED GOVERNMENT SHARE.—In any  
2 State containing unappropriated and unreserved public  
3 lands and nontaxable Indian lands (individual and tribal)  
4 of more than 5 percent of the total area of all lands in  
5 the State, the Government’s share of allowable project  
6 costs provided in subsection (a) shall be—

7               “(1) unchanged for a project at a large hub air-  
8 port in the State; or

9               “(2) 95 percent for a project at any other air-  
10 port in the State.”;

11              (2) by striking subsection (e) and redesignating  
12 subsections (d) through (f) as (e) through (e), re-  
13 spectively;

14              (3) in subsection (e), as so redesignated, by  
15 striking paragraph (1) and inserting the following:

16              “(1) is not a medium or large hub airport;  
17 and”;

18              (4) by inserting after subsection (e), as so re-  
19 designated, the following:

20              “(f) SPECIAL RULE FOR FISCAL YEARS 2024  
21 THROUGH 2026.—Notwithstanding subsection (a), the  
22 Government’s share of allowable project costs for a grant  
23 made to a nonhub or nonprimary airport in each of fiscal  
24 years 2024 through 2026 is 95 percent.”.

1       (b) **EFFECTIVE DATE.**—The amendments made by  
2 subsection (a) shall take effect on October 1, 2023.

3 **SEC. 605. PRIMARY AIRPORT DESIGNATION.**

4       Section 47114(c)(1) of title 49, United States Code,  
5 as amended by section 602, is amended by adding at the  
6 end the following:

7               “(L) **PUBLIC AIRPORTS WITH MILITARY**  
8               **USE.**—Notwithstanding any other provision of  
9               law, a public airport shall be considered a  
10              nonhub primary airport in fiscal year 2024 for  
11              purposes of this chapter if such airport was—

12                       “(i) designated as a primary airport  
13                       in fiscal year 2017; and

14                       “(ii) in use by an air reserve station  
15                       in the calendar year used to calculate ap-  
16                       portionments to airport sponsors in a fiscal  
17                       year.”.

18 **SEC. 606. DISCRETIONARY FUND FOR TERMINAL DEVELOP-**  
19               **MENT COSTS.**

20       (a) **TERMINAL PROJECTS AT TRANSITIONING AIR-**  
21 **PORTS.**—Section 47119(e) of title 49, United States Code,  
22 is amended—

23               (1) in paragraph (4), by striking “or” after the  
24               semicolon;

1           (2) in paragraph (5), by striking the period at  
2           the end and inserting “; or”;

3           (3) by inserting after paragraph (5), the fol-  
4           lowing:

5           “(6) not more than \$20,00,000 of the amount  
6           that may be distributed for the fiscal year from the  
7           discretionary fund established under section 47115  
8           of this title, to the sponsor of a nonprimary airport  
9           to pay costs allowable under subsection (a) for ter-  
10          minal development projects, if the Secretary deter-  
11          mines (which may be based on actual and projected  
12          enplanement trends, as well as completion of an air  
13          service development study, demonstrated commit-  
14          ment by airlines to provide commercial service ac-  
15          commodating at least 10,000 annual enplanements,  
16          the sponsor’s documented commitment to providing  
17          the remaining funding to complete the proposed  
18          project, and a favorable environmental finding (in-  
19          cluding all required permits) in support of the pro-  
20          posed project) that the status of the nonprimary air-  
21          port is reasonably expected to change to primary  
22          status in the next published report under section  
23          47103.”.

1 (b) LIMITATION.—Section 47119(f) of title 49,  
2 United States Code, is amended by striking  
3 “\$20,000,000” and inserting “\$30,000,000”.

4 **SEC. 607. ALTERNATIVE-DELIVERY AND ADVANCE-CON-**  
5 **STRUCTION METHODS PILOT PROGRAM.**

6 Section 47142 of title 49, United States Code, is  
7 amended by adding at the end the following new sub-  
8 section:

9 “(d) PILOT PROGRAM.—

10 “(1) IN GENERAL.—Not later than 180 days  
11 after the date of enactment of this subsection, the  
12 Administrator shall establish a pilot program under  
13 which not less than 5 airport sponsors shall be au-  
14 thorized through the application process under sub-  
15 section (a) to award a design-build contract for a  
16 project that uses alternative-delivery and advance-  
17 construction methods, for purposes of evaluating the  
18 extent to which such methods expedite project deliv-  
19 ery and reduce construction costs.

20 “(2) REPORT.—Not later than 90 days after  
21 the date on which the pilot program ends, the Ad-  
22 ministrator shall submit to Congress a report on the  
23 results of the pilot program, together with rec-  
24 ommendations for such legislative or administrative

1       action as the Administrator determines appro-  
2       priate.”.

3       **SEC. 608. INTEGRATED PROJECT DELIVERY.**

4       (a) **PILOT PROGRAM.**—Not later than 270 days after  
5 the date of enactment of this section, the Secretary shall  
6 establish a pilot program under which the Administrator  
7 may award grants for integrated project delivery contracts  
8 to carry out up to 5 building construction projects at air-  
9 ports in the United States with a grant awarded under  
10 section 47104 of title 49, United States Code.

11       (b) **APPLICATION.**—

12               (1) **ELIGIBILITY.**—A sponsor of an airport may  
13 submit to the Secretary an application, in such time  
14 and manner and containing such information as the  
15 Secretary may require, to carry out a building con-  
16 struction project under the pilot program that would  
17 otherwise be eligible for assistance under chapter  
18 471 of such title 49.

19               (2) **APPROVAL.**—The Secretary may approve  
20 the application of a sponsor of an airport submitted  
21 under paragraph (1) to authorize such sponsor to  
22 award an integrated project delivery contract using  
23 a selection process permitted under applicable State  
24 or local law if—

1           (A) the Secretary approves the application  
2 using criteria established by the Secretary;

3           (B) the integrated project delivery contract  
4 is in a form that is approved by the Secretary;

5           (C) the Secretary is satisfied that the con-  
6 tract will be executed pursuant to competitive  
7 procedures and contains a schematic design and  
8 any other material that the Secretary deter-  
9 mines sufficient to approve the grant;

10          (D) the Secretary is satisfied that the use  
11 of an integrated project delivery contract will be  
12 cost effective and expedite the project;

13          (E) the Secretary is satisfied that there  
14 will be no conflict of interest; and

15          (F) the Secretary is satisfied that the con-  
16 tract selection process will be open, fair, and  
17 objective and that not less than 2 sets of pro-  
18 posals will be submitted for each team entity  
19 under the selection process.

20          (e) REIMBURSEMENT OF COSTS.—Reimbursement of  
21 costs shall be based on transparent cost accounting, also  
22 known as open book cost accounting. The Secretary may  
23 reimburse a sponsor of an airport for any design or con-  
24 struction costs incurred before a grant is made pursuant  
25 to this section if—

1           (1) the project funding is approved by the Sec-  
2           retary in advance;

3           (2) the project is carried out in accordance with  
4           all administrative and statutory requirements under  
5           chapter 471 of such title 49; and

6           (3) the project is carried out under such chap-  
7           ter after a grant agreement has been executed.

8           (d) INTEGRATED PROJECT DELIVERY CONTRACT  
9           DEFINED.—In this section, the term “integrated project  
10          delivery contract” means a single contract for the delivery  
11          of a whole project that—

12           (1) includes, at a minimum, the owner, builder,  
13           and architect-engineer as parties that are subject to  
14           the terms of the contract;

15           (2) aligns the interests of all the parties to the  
16           contract with respect to the project costs and project  
17           outcomes; and

18           (3) includes processes to ensure transparency  
19           and collaboration among all parties to the contract  
20           relating to project costs and project outcomes.

21          (e) EXPIRATION OF AUTHORITY.—The authority of  
22          the Secretary to award grants under the pilot program  
23          under this section shall expire on September 30, 2028.

1 **SEC. 609. AIRPORT INVESTMENT PARTNERSHIP PROGRAM.**

2 Section 47134(b) of title 49, United States Code, is  
3 amended by adding at the end the following:

4 “(4) **BENEFIT-COST ANALYSIS.**—Prior to ap-  
5 proving an application submitted under subsection  
6 (a), the Secretary may require a benefit-cost anal-  
7 ysis. To facilitate the approval process, if a benefit-  
8 cost analysis is required, the Secretary shall issue a  
9 preliminary and conditional finding, which shall—

10 “(A) be issued within 60 days of the spon-  
11 sor’s submission of all information required by  
12 the Secretary;

13 “(B) be based upon a collaborative review  
14 process that includes the sponsor or sponsor’s  
15 representative;

16 “(C) not constitute the issuance of a Fed-  
17 eral grant or obligation to issue a grant under  
18 this chapter or other authority; and

19 “(D) not constitute any other obligation on  
20 the part of the Federal Government until the  
21 conditions specified in the final benefit-cost  
22 analysis are met.”

23 **SEC. 610. AIRPORT ACCESSIBILITY.**

24 (a) **IN GENERAL.**—Subchapter I of chapter 471 of  
25 title 49, United States Code, is amended by inserting after  
26 section 47144 the following:



1 **“§ 47145. Pilot program for airport accessibility**

2       “(a) IN GENERAL.—The Secretary of Transportation  
3 shall establish and carry out a pilot program to award  
4 grants to sponsors to carry out capital projects to upgrade  
5 the accessibility of commercial service airports for individ-  
6 uals with disabilities by increasing the number of commer-  
7 cial service airports, airport terminals, or airport facilities  
8 that meet or exceed the standards and regulations under  
9 the Americans with Disabilities Act of 1990 (42 U.S.C.  
10 ~~12131~~ et seq.) and the Rehabilitation Act of 1973 (29  
11 U.S.C. 701 note).

12       “(b) USE OF FUNDS.—

13               “(1) IN GENERAL.—Subject to paragraph (2), a  
14 sponsor shall use a grant awarded under this sec-  
15 tion—

16                       “(A) for a project to repair, improve, or re-  
17 locate the infrastructure of an airport, airport  
18 terminal, or airport facility to increase accessi-  
19 bility for individuals with disabilities, or as part  
20 of a plan to increase accessibility for individuals  
21 with disabilities;

22                       “(B) to develop or modify a plan (as de-  
23 scribed in subsection (c)) for a project that in-  
24 creases accessibility for individuals with disabil-  
25 ities, including—

1           “(i) assessments of accessibility or as-  
2           sessment of planned modifications to an  
3           airport, airport terminal, or airport facility  
4           for passenger use, performed by the recipi-  
5           ent airport’s disability advisory committee  
6           (if applicable); the protection and advocacy  
7           system for individuals with disabilities in  
8           the applicable State, a center for inde-  
9           pendent living, or a similar nonprofit orga-  
10          nization focused on ensuring individuals  
11          with disabilities are able to live and partici-  
12          pate in their communities; or

13          “(ii) coordination by the recipient’s  
14          disability advisory committee with a pro-  
15          tection and advocacy system, center for  
16          independent living, or similar nonprofit or-  
17          ganization; or

18          “(C) to carry out any other project that  
19          meets or exceeds the standards and regulations  
20          described in subsection (a).

21          “(2) LIMITATION.—Eligible costs for a project  
22          funded with a grant awarded under this section shall  
23          be limited to the costs associated with carrying out  
24          the purpose authorized under subsection (a).

25          “(e) ELIGIBILITY.—A sponsor—

1           “(1) may use a grant under this section to up-  
2           grade a commercial service airport that is accessible  
3           to and usable by individuals with disabilities con-  
4           sistent with the current (as of the date of the up-  
5           grade) standards and regulations described in sub-  
6           section (a); and

7           “(2) may use the grant to upgrade a commer-  
8           cial service airport that is not accessible and usable  
9           as described in paragraph (1), even if the related  
10          service, program, or activity, when viewed in its en-  
11          tirely, is readily accessible and usable as so de-  
12          scribed.

13          “(d) SELECTION CRITERIA.—In making grants to  
14          sponsors under this section, the Secretary shall give pri-  
15          ority to sponsors that are proposing—

16               “(1) a capital project to upgrade the accessi-  
17               bility of a commercial service airport that is not ac-  
18               cessible to and usable by individuals with disabilities  
19               consistent with standards and regulations described  
20               in subsection (a); or

21               “(2) to meet or exceed the Airports Council  
22               International accreditation under the Accessibility  
23               Enhancement Accreditation, through the incorpora-  
24               tion of universal design principles.

1       “(e) ACCESSIBILITY COMMITMENT.—A sponsor that  
2 receives a grant under this section shall adopt a plan  
3 under which the sponsor commits to pursuing airport ac-  
4 cessibility projects that—

5           “(1) enhance the customer experience and  
6 maximize accessibility of commercial service airports,  
7 airport terminals, or airport facilities for individuals  
8 with disabilities, including by—

9                   “(A) upgrading bathrooms, counters, or  
10 pumping rooms;

11                   “(B) increasing audio and visual accessi-  
12 bility on information boards, security gates, or  
13 paging systems;

14                   “(C) updating airport terminals to increase  
15 the availability of accessible seating and power  
16 outlets for durable medical equipment (such as  
17 powered wheelchairs);

18                   “(D) updating airport websites and other  
19 information communication technology to be ac-  
20 cessible for individuals with disabilities; or

21                   “(E) increasing the number of elevators,  
22 including elevators that move power wheelchairs  
23 to an aircraft;

24           “(2) improve the operations of, provide effi-  
25 ciencies of service to, and enhance the use of com-

1       merchial service airports for individuals with disabil-  
2       ities;

3           ~~“(3) establish a disability advisory committee,~~  
4       as defined in subsection (h);

5           ~~“(4) make improvements in personnel, infra-~~  
6       ~~structure, and technology that can assist passenger~~  
7       ~~self-identification regarding disability and needing~~  
8       ~~assistance; and~~

9           ~~“(5) address equity of service to all passengers~~  
10      ~~regardless of income, age, race, or ability, taking~~  
11      ~~into account historical and current service gaps for~~  
12      ~~low-income passengers, older individuals, passengers~~  
13      ~~from communities of color, and passengers with dis-~~  
14      ~~abilities.~~

15      ~~“(f) COORDINATION WITH DISABILITY ADVOCACY~~  
16      ~~ENTITIES.—In administering grants under this section,~~  
17      ~~the Secretary shall encourage—~~

18           ~~“(1) engagement with disability advocacy enti-~~  
19      ~~ties (such as the sponsor’s disability advisory com-~~  
20      ~~mittee) and a protection and advocacy system for in-~~  
21      ~~dividuals with disabilities in the applicable State, a~~  
22      ~~center for independent living, or a similar nonprofit~~  
23      ~~organization focused on ensuring individuals with~~  
24      ~~disabilities are able to live and participate in their~~  
25      ~~communities; and~~

1           “(2) assessments of accessibility or assessments  
2 of planned modifications to commercial service air-  
3 ports to the extent merited by the scope of the cap-  
4 ital project of the sponsor proposed to be assisted  
5 under this section, taking into account any such as-  
6 sessment already conducted by the Federal Aviation  
7 Administration.

8           “(g) FEDERAL SHARE OF COSTS.—The Govern-  
9 ment’s share of allowable project costs for a project ear-  
10 ried out with a grant under this section shall be the Gov-  
11 ernment’s share of allowable project costs specified under  
12 section 47109.

13           “(h) DEFINITIONS.—In this section:

14           “(1) CENTER FOR INDEPENDENT LIVING.—The  
15 term ‘center for independent living’ has the meaning  
16 given the term in section 702 of the Rehabilitation  
17 Act of 1973 (29 U.S.C. 796a).

18           “(2) DISABILITY ADVISORY COMMITTEE.—The  
19 term ‘disability advisory committee’ means a body of  
20 stakeholders (including airport staff, airline rep-  
21 resentatives, and individuals with disabilities) that  
22 provide to airports and appropriate transportation  
23 authorities input from individuals with disabilities,  
24 including identifying opportunities for removing bar-  
25 riers, expanding accessibility features and improving

1 accessibility for individuals with disabilities at air-  
 2 ports.

3 ~~“(3) PROTECTION AND ADVOCACY SYSTEM.—~~

4 The term ‘protection and advocacy system’ means  
 5 such a system established in accordance with section  
 6 143 of the Developmental Disabilities Assistance  
 7 and Bill of Rights Act of 2000 (42 U.S.C. 15043).

8 ~~“(i) FUNDING.—Notwithstanding any other provision~~  
 9 of this chapter, for each of fiscal years 2024 through  
 10 2028, \$20,000,000 of the amounts that would otherwise  
 11 be used to make grants from the discretionary fund under  
 12 section 47115 for each such fiscal year shall be used by  
 13 the Secretary to carry out this section for each such fiscal  
 14 year.”.

15 (b) ~~CONFORMING AMENDMENT.—~~The analysis for  
 16 subchapter I of chapter 471 of title 49, United States  
 17 Code, is amended by inserting after the item relating to  
 18 section 47144 the following:

~~“47145. Pilot program for airport accessibility.”.~~

19 ~~SEC. 611. GENERAL AVIATION PUBLIC-PRIVATE PARTNER-~~  
 20 ~~SHIP PROGRAM.~~

21 (a) ~~IN GENERAL.—~~Subchapter I of chapter 471 of  
 22 title 49, United States Code, as amended by section  
 23 610(a), is amended by inserting after section 47145, the  
 24 following

1 **“§ 47146. General aviation public-private partnership**  
2 **program**

3 ~~“(a) IN GENERAL.—The Secretary of Transportation~~  
4 ~~shall establish a program that meets the requirements~~  
5 ~~under this section for improving facilities at—~~

6 ~~“(1) general aviation airports; and~~

7 ~~“(2) privately owned airports used or intended~~  
8 ~~to be used for public purposes that do not have~~  
9 ~~scheduled air service.~~

10 ~~“(b) APPLICATION REQUIRED.—The operator or~~  
11 ~~sponsor of an airport, or the community in which an air-~~  
12 ~~port is located, seeking, on behalf of the airport, to partici-~~  
13 ~~pate in the program established under subsection (a); shall~~  
14 ~~submit an application to the Secretary in such form, at~~  
15 ~~such time, and containing such information as the Sec-~~  
16 ~~retary may require, including—~~

17 ~~“(1) an assessment of the needs of the airport~~  
18 ~~for additional or improved hangars, airport busi-~~  
19 ~~nesses, or other facilities;~~

20 ~~“(2) the ability of the airport to leverage pri-~~  
21 ~~vate sector investments on the airport or develop~~  
22 ~~public-private partnerships to build or improve facili-~~  
23 ~~ties at the airport; and~~

24 ~~“(3) if the application is submitted by a com-~~  
25 ~~munity, evidence that the airport supports the appli-~~  
26 ~~cation.~~



1 “(c) LIMITATION.—

2 “(1) STATE LIMIT.—Not more than 4 airports  
3 in the same State may be selected in any fiscal year  
4 to participate in the program established under sub-  
5 section (a).

6 “(2) DOLLAR AMOUNT LIMIT.—Not more than  
7 \$500,000 shall be made available for any airport in  
8 any fiscal year under the program established under  
9 subsection (a).

10 “(3) COST SHARE REQUIREMENT.—The Fed-  
11 eral cost share for this program shall be no more  
12 than 50 percent.

13 “(d) PRIORITIES.—In selecting airports for participa-  
14 tion in the program established under subsection (a), the  
15 Secretary shall give priority to airports at which—

16 “(1) the operator or sponsor of the airport, or  
17 the community in which the airport is located—

18 “(A) will provide a portion of the cost of  
19 the project for which assistance is sought under  
20 the program from local sources;

21 “(B) will employ best business practices in  
22 developing or implementing a public-private  
23 partnership; or

1           “(C) has established, or will establish, a  
2           public-private partnership to build or improve  
3           facilities at the airport; or

4           “(2) the assistance will be used in a timely  
5           fashion.

6           “(e) TYPES OF ASSISTANCE.—The Secretary may  
7           use amounts made available under this section—

8           “(1) to provide assistance to market an airport  
9           to private entities or individuals in order to leverage  
10          private sector investments or develop public-private  
11          partnerships for the purposes of building or improv-  
12          ing hangars, businesses, or other facilities at the air-  
13          port;

14          “(2) to fund studies that consider what meas-  
15          ures an airport should take to attract private sector  
16          investment at the airport; or

17          “(3) to participate in a partnership described in  
18          paragraph (1) or an investment described in para-  
19          graph (2).

20          “(f) AUTHORITY TO MAKE AGREEMENTS.—The Sec-  
21          retary may enter into agreements with airports and enti-  
22          ties entering into partnerships with airports under this  
23          section to provide assistance under this section.

24          “(g) FUNDING.—Notwithstanding any other provi-  
25          sion of this chapter, for each of fiscal years 2024 through

1 2028, \$5,000,000 of the amounts that would otherwise be  
 2 used to make grants from the discretionary fund under  
 3 section 47115 for each such fiscal year shall be used by  
 4 the Secretary to carry out this section for each such fiscal  
 5 year.”.

6 (b) CLERICAL AMENDMENT.—The analysis for chap-  
 7 ter 471 of such title, as amended by section 610(b), is  
 8 amended by inserting after the item relating to section  
 9 47145 the following:

“47146. General aviation public-private partnership program.”.

10 **SEC. 612. RUNWAY REHABILITATION.**

11 The Administrator shall—

12 (1) not restrict funding to resurface the full  
 13 length of an existing runway within the State of  
 14 Alaska based solely on reduced current or forecast  
 15 aeronautical activity levels or critical design type  
 16 standards;

17 (2) within 60 days review requests for runway  
 18 rehabilitation or reconstruction projects at airports  
 19 on a case-by-case basis; and

20 (3) not reject requests for projects with critical  
 21 community needs, such as projects in rural commu-  
 22 nities and villages off the road system, or economic  
 23 development projects to expand a runway to meet  
 24 new demands.

1 **SEC. 613. EXTENSION OF PROVISION RELATING TO AIR-**  
2 **PORT ACCESS ROADS IN REMOTE LOCA-**  
3 **TIONS.**

4 Section 162 of the FAA Reauthorization Act of 2018  
5 (49 U.S.C. 47102 note) is amended, in the matter pre-  
6 ceding paragraph (1), by striking “through 2023” and in-  
7 serting “through 2028”.

8 **SEC. 614. PROCUREMENT REGULATIONS APPLICABLE TO**  
9 **FAA MULTIMODAL PROJECTS.**

10 (a) IN GENERAL.—Any multimodal airport develop-  
11 ment project that uses grant funding from funds made  
12 available to the FAA to carry out subchapter I of chapter  
13 471 of title 49, United States Code, or airport infrastruc-  
14 ture projects under the Infrastructure Investment and  
15 Jobs Act (Public Law 117–58) shall abide by the procure-  
16 ment regulations applicable to—

17 (1) the FAA; and

18 (2) subject to subsection (b), the component of  
19 the project relating to transit, highway, or rail, re-  
20 spectively.

21 (b) MULTIPLE COMPONENT PROJECTS.—In the case  
22 of a multimodal airport development project described in  
23 subsection (a) that involves more than 1 component de-  
24 scribed in paragraph (2) of that subsection, such project  
25 shall only be required to apply the procurement regula-

1 tions applicable to the component where the greatest  
2 amount of Federal financial assistance will be expended.

3 **SEC. 615. SOLAR POWERED TAXIWAY EDGE LIGHTING SYS-**  
4 **TEMS.**

5 Not later than 2 years after the date of enactment  
6 of this section, the Administrator shall issue an engineer-  
7 ing brief describing the acceptable use of durable long-  
8 term solar powered taxiway edge lighting systems at basic  
9 nonprimary airports (as defined in appendix C of the  
10 2023-2027 National Plan of Integrated Airport Systems  
11 published by the FAA on September 30, 2022).

12 **SEC. 616. ADDITIONAL GROUND BASED TRANSMITTERS.**

13 Notwithstanding any other provision of law, the Ad-  
14 ministrator is authorized to and shall waive any positive  
15 benefit-cost ratio requirement for providing additional  
16 ground based transmitters for Automatic Dependent Sur-  
17 veillance-Broadcasts (ADS-B) to provide a minimum  
18 operational network in Alaska along major flight routes.

19 **SEC. 617. AUTOMATED WEATHER OBSERVING SYSTEMS**  
20 **MAINTENANCE IMPROVEMENTS.**

21 Section 533 of the FAA Reauthorization Act of 2018  
22 (49 U.S.C. 44720 note) is amended—

23 (1) by redesignating subsections (d) and (e) as  
24 subsections (f) and (g), respectively; and

1           (2) by inserting after subsection (c), the fol-  
2           lowing:

3           “(d) MAINTENANCE IMPROVEMENTS.—

4           “(1) IN GENERAL.—Not later than 18 months  
5           after the date of enactment of this subsection, the  
6           Administrator shall identify and implement reason-  
7           able alternative mitigations to improve maintenance  
8           of FAA-owned weather observing systems which ex-  
9           perience frequent service outages, including associ-  
10          ated surface communication outages.

11          “(2) SPARE PARTS AVAILABILITY.—The mitiga-  
12          tions identified by the Administrator shall improve  
13          spare parts availability, including consideration of  
14          storage of more spare parts in the region of the  
15          equipment.

16          “(3) APPLICATION.—This subsection shall  
17          apply only to airports located in non-contiguous  
18          States.

19          “(e) NOTICE OF OUTAGES.—

20          “(1) IN GENERAL.—Not later than 18 months  
21          after the date of enactment of this subsection, the  
22          Administrator shall update FAA Order 7930.2 No-  
23          tices to Air Missions, or any successive order, to in-  
24          corporate weather system outages for Automated  
25          Weather Observing Systems and Automated Surface

1 Observing Systems associated with Service A Out-  
2 ages:

3 “(2) APPLICATION.—This subsection shall  
4 apply only to airports located in non-contiguous  
5 States.”.

6 **SEC. 618. CONTRACT TOWER PROGRAM.**

7 Section 47124 of title 49, United States Code, as  
8 amended by section 528, is amended—

9 (1) in subsection (b)(3), by adding at the end  
10 the following:

11 “(H) PERIOD FOR COMPLETION OF AN  
12 OPERATIONAL READINESS INSPECTION.—The  
13 Federal Aviation Administration shall provide  
14 airport sponsors that show good faith efforts to  
15 join the Contract Tower Program 7 years to  
16 complete an Operational Readiness Inspection  
17 after receiving a benefit-to-cost ratio.”;

18 (2) by redesignating subsection (f) as sub-  
19 section (h);

20 (3) by inserting after subsection (e), the fol-  
21 lowing:

22 “(f) IMPROVING SITUATIONAL AWARENESS.—

23 “(1) IN GENERAL.—The Administrator of the  
24 Federal Aviation Administration shall allow air traf-  
25 fic controllers at Federal Contract Towers to use

1 technology to improve situational awareness includ-  
2 ing, but not limited to, using Standard Terminal Au-  
3 tomation Replacement System (STARS) radar dis-  
4 plays, Automatic Dependent Surveillance-Broadcast  
5 (ADS-B), Flight Data Input/Output (FDIOs), and  
6 Automatic Terminal Information System (ATIS).

7 “(2) REQUIREMENTS.—To help facilitate the  
8 integration of the equipment described in paragraph  
9 (1), the Administrator shall—

10 “(A) establish a set of standards that en-  
11 sures safety for use of the equipment described  
12 in paragraph (1) for the purpose of increased  
13 situational awareness;

14 “(B) identify multiple approved vendors  
15 for such equipment if practicable; and

16 “(C) partner with contract tower providers  
17 to define an appropriate initial training pro-  
18 gram to ensure that any tower radar displays,  
19 ADS-B displays, or other equipment are cor-  
20 rectly integrated into Federal Contract Tower  
21 operations.

22 “(g) LIABILITY INSURANCE.—

23 “(1) IN GENERAL.—The Secretary shall consult  
24 with industry experts, including air traffic control  
25 contractors and aviation insurance professionals, to



1 determine adequate limits of liability for the Con-  
2 tract Tower Program, including during the period  
3 described in paragraph (2) with respect to the deter-  
4 mination of adequate excess liability insurance under  
5 paragraph (2)(B).

6 “(2) INTERIM STEPS.—During the period that  
7 begins on the date of enactment of this subsection  
8 and ends on the date the Secretary submits the re-  
9 port required by paragraph (3), the Secretary shall  
10 require air traffic control contractors to have ade-  
11 quate excess liability insurance (as determined by  
12 the Secretary in consultation with industry experts  
13 under paragraph (1)) to ensure resilience should a  
14 major accident occur.

15 “(3) REPORT.—Not later than 6 months after  
16 the date of enactment of this subsection, the Sec-  
17 retary shall submit a report to the appropriate com-  
18 mittees of Congress on the findings, conclusions, and  
19 actions taken and planned to be taken to carry out  
20 this subsection.

21 “(4) APPROPRIATE COMMITTEES OF CON-  
22 GRESS.—For purpose of this subsection, the term  
23 ‘appropriate committees of Congress’ (as defined in  
24 subsection (f)(3)) includes the Committee on Appro-

1        appropriations of the Senate and the Committee on Ap-  
2        propriations of the House of Representatives.”.

3        **SEC. 619. REMOTE TOWERS.**

4        (a) IN GENERAL.—Section 47124 of title 49, United  
5        States Code, as amended by sections 528 and 618, is  
6        amended—

7            (1) by redesignating subsection (h) as sub-  
8        section (i); and

9            (2) by inserting after subsection (g) (as added  
10        by section 725), the following:

11        “(h) MILESTONES FOR DESIGN APPROVAL OF RE-  
12        MOTE TOWERS.—

13            “(1) IN GENERAL.—Not later than 180 days  
14        after the date of enactment of this subsection, the  
15        Administrator of the Federal Aviation Administra-  
16        tion shall create a structured program and publish  
17        milestones to achieve system design approval for a  
18        remote tower system.

19            “(2) REQUIREMENTS.—In carrying out sub-  
20        paragraph (A), the Administrator shall—

21            “(A) rely on support from the Airports Of-  
22        fice of the Federal Aviation Administration and  
23        the Air Traffic Organization of the Federal  
24        Aviation Administration, including the Air

1 Traffic Services Service Unit and the Technical  
2 Operations Service Unit; and

3 “(B) not later than September 30, 2024,  
4 expand validation and certification of system  
5 design approval for a digital or remote tower  
6 system to three locations outside of the William  
7 J. Hughes Technical Center, as specified in sec-  
8 tion 161 of the FAA Reauthorization Act of  
9 2018 (49 U.S.C. 47104 note).”.

10 (b) CONFORMING AMENDMENTS.—Section 47124(b)  
11 of title 49, United States Code, is amended—

12 (1) in paragraph (3)(B)(ii), by inserting “or a  
13 remote airport traffic control tower that has received  
14 System Design Approval (SDA) from the Federal  
15 Aviation Administration” after “ an operating air  
16 traffic control tower”; and

17 (2) in each of clauses (i)(III) and (ii)(III) of  
18 paragraph (4)(A), by inserting “or remote air traffic  
19 control tower equipment that has received System  
20 Design Approval (SDA) from the Federal Aviation  
21 Administration” after “certified by the Federal  
22 Aviation Administration”.

23 **SEC. 620. GRANT ASSURANCES.**

24 Section 47107(a) of title 49, United States Code, is  
25 amended—

1           (1) in paragraph (7), by striking the semicolon  
2 and inserting “, such that there are no unsafe prac-  
3 tices or conditions as determined by the Secretary;”;

4           (2) in paragraph (20), by striking “and” after  
5 the semicolon;

6           (3) in paragraph (21), by striking the period at  
7 the end and inserting a semicolon; and

8           (4) by inserting after paragraph (21), the fol-  
9 lowing:

10           “(22) the airport owner or operator will require  
11 a fixed based operator, which operates at the airport  
12 and also operates facilities at 3 or more additional  
13 public-use airports where fuel, parking, and other re-  
14 lated services are offered to general aviation aircraft,  
15 will publicly disclose on a continuous basis all its  
16 prices and fees for the use of its services, products,  
17 and facilities at the airport and that the disclosure  
18 will—

19           “(A) be made in an open and conspicuous  
20 manner;

21           “(B) be made available at the point of pur-  
22 chase, in print, and on the internet; and

23           “(C) include all retail, discounted, or other  
24 such prices and fees charged and whether such  
25 prices and fees are accepted as payment in full

1 for the products, services, and facilities fur-  
 2 nished to airport users;

3 ~~“(23) the airport owner or operator will not im-  
 4 pose unreasonable fees for transient aircraft parking  
 5 that exceed the airport’s cost to operate and main-  
 6 tain the area where such transient aircraft may  
 7 park; and~~

8 ~~“(24) the airport owner or operator will con-  
 9 tinue to make available to general aviation aircraft  
 10 all types of fuel, which were available to such air-  
 11 craft at that airport at any time during calendar  
 12 year 2022, until the earlier of—~~

13 ~~“(A) December 31, 2030; or~~

14 ~~“(B) the date on which a replacement for  
 15 100 octane Low Lead aviation gas for use by  
 16 piston-driven aircraft is widely available for use,  
 17 as determined by the Secretary.”.~~

18 **SEC. 621. CIVIL PENALTIES FOR GRANT ASSURANCES VIO-**  
 19 **LATIONS.**

20 Section 46301(a) of title 49, United States Code, is  
 21 amended—

22 (1) in paragraph (1)(A), by inserting “section  
 23 47107(a)(7) (including any assurance made under  
 24 such section); section 47107(a)(24) (including any

1 assurance made under such section),” after “chapter  
2 451,”; and

3 (2) by inserting after paragraph (7), the fol-  
4 lowing:

5 “(8) FAILURE TO OPERATE AND MAINTAIN AIR-  
6 PORTS AND FACILITIES SUITABLY.—

7 “(A) Notwithstanding paragraph (1), the  
8 maximum civil penalty for a violation of section  
9 47107(a)(7) (including any assurance made  
10 under such section) committed by a person, in-  
11 cluding if the person is an individual or small  
12 business concern, shall be \$25,000.

13 “(B) In determining the amount of a civil  
14 penalty under paragraph (1) related to a viola-  
15 tion of section 47107(a)(7) (including any as-  
16 surance made under such section), the Sec-  
17 retary of Transportation shall take into account  
18 any mitigating circumstances at the airport and  
19 facilities on or connected with the airport.

20 “(9) FAILURE TO CONTINUE OFFERING AVIA-  
21 TION FUEL.—Notwithstanding paragraph (1), the  
22 maximum civil penalty for a violation of section  
23 47107(a)(24) (including any assurance made under  
24 such section) committed by a person, including if the  
25 person is an individual or a small business concern,

1 shall be \$5,000 for each day that the person is in  
2 violation of that section.”.

3 **SEC. 622. COMMUNITY USE OF AIRPORT LAND.**

4 Section 47107(v) of title 49, United States Code, is  
5 amended—

6 (1) in paragraph (1)—

7 (A) by striking “subsection (a)(13)” and  
8 inserting “subsections (a)(13), (b), and (c)”;

9 (B) by striking “the sponsor has entered”  
10 and inserting “the sponsor has—

11 “(A) entered”;

12 (C) by striking “market value.” and insert-  
13 ing “market value; or”;

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

15 “(B) permanently restricted the use of air-  
16 port property to compatible recreational and  
17 public park use without paying or otherwise ob-  
18 taining payment of fair market value for the  
19 property.”;

20 (2) in paragraph (2)—

21 (A) by redesignating subparagraphs (A)  
22 through (H) as clauses (i) through (viii), re-  
23 spectively, and moving the left margins of each  
24 such clause 2 ems to the right;

1           (B) by striking “This subsection shall  
2 apply only—” and inserting the following:

3           “(A) AGREEMENTS.—Paragraph (1)(A)  
4 shall apply only—”; and

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

6           “(B) RESTRICTIONS.—Paragraph (1)(B)  
7 shall apply only—

8           “(i) to airport property that was pur-  
9 chased using funds from a Federal grant  
10 for acquiring land issued prior to Decem-  
11 ber 30, 1987;

12           “(ii) to airport property that has been  
13 continuously used for recreational or public  
14 park uses since January 1, 1995;

15           “(iii) if the airport sponsor has pro-  
16 vided a written statement to the Adminis-  
17 trator that the property to be permanently  
18 restricted for recreational and public park  
19 use is not needed for any aeronautical use  
20 at the time the written statement is pro-  
21 vided and is not expected to be needed for  
22 any aeronautical use at any time in the fu-  
23 ture;



1           “(iv) if the recreational and public  
2 park use will not impact the aeronautical  
3 use of the airport;

4           “(v) if the airport sponsor provides a  
5 certification that the sponsor is not respon-  
6 sible for operations, maintenance, or any  
7 other costs associated with the recreational  
8 or public park use;

9           “(vi) if the recreational purpose is  
10 consistent with Federal land use compat-  
11 ibility criteria under section 47502;

12           “(vii) if the airport sponsor has con-  
13 tinuously leased the property since Janu-  
14 ary 1, 1995, to a local government entity  
15 to operate and maintain the property at no  
16 cost to the airport sponsor; and

17           “(viii) if the airport sponsor will—

18               “(I) continue to lease the prop-  
19 erty to a local government entity to  
20 operate and maintain the property at  
21 no cost to the airport sponsor; or

22               “(II) transfer title to the prop-  
23 erty to a local government entity sub-  
24 ject to a permanent deed restriction

1                   ensuring compatible airport use under  
2                   the criteria of section 47502.”; and

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

4                   “(4) AERONAUTICAL USE; AERONAUTICAL PUR-  
5                   POSE DEFINED.—

6                   “(A) IN GENERAL.—In this subsection, the  
7                   terms ‘aeronautical use’ and ‘aeronautical pur-  
8                   pose’ mean all activities that involve or are di-  
9                   rectly related to the operation of aircraft, in-  
10                  cluding activities that make the operation of  
11                  aircraft possible and safe.

12                  “(B) INCLUSION OF SERVICES LOCATED  
13                  ON AN AIRPORT.—Such terms include services  
14                  located on an airport that are directly and sub-  
15                  stantially related to the movement of pas-  
16                  sengers, baggage, mail, and cargo.

17                  “(C) EXCLUSIONS.—Such terms shall not  
18                  include any uses of an airport that are not de-  
19                  scribed in subparagraph (A) or (B), including  
20                  any aviation-related uses that do not need to be  
21                  located on an airport, such as flight kitchens  
22                  and airline reservation centers.”.

23 **SEC. 623. BUCKEYE 940 RELEASE OF DEED RESTRICTIONS.**

24                  (a) PURPOSE.—The purpose of this section is to au-  
25                  thorize the Secretary to issue a Deed of Release from all

1 terms, conditions, reservations, restrictions, and obliga-  
2 tions contained in the Quitclaim Deed and permit the  
3 State of Arizona to deposit all proceeds of the disposition  
4 of Buckeye 940 in the appropriate fund for the benefit  
5 of the beneficiaries of the Arizona State Land Trust.

6 (b) DEFINITIONS.—In this section:

7 (1) BUCKEYE 940.—The term “Buckeye 940”  
8 means all of section 12, T.1 N., R.3 W. and all of  
9 adjoining fractional section 7, T.1 N., R.2 W., Gila  
10 and Salt River Meridian, Arizona, which property  
11 was the subject of the Quitclaim Deed between the  
12 United States and the State of Arizona, dated July  
13 11, 1949, and which is currently owned by the State  
14 of Arizona and held in trust for the beneficiaries of  
15 the Arizona State Land Trust.

16 (2) QUITCLAIM DEED.—The term “Quitclaim  
17 Deed” means the Quitclaim Deed between the  
18 United States and the State of Arizona, dated July  
19 11, 1949.

20 (c) RELEASE OF ANY AND ALL INTEREST IN BUCK-  
21 EYE 940.—

22 (1) IN GENERAL.—Notwithstanding any other  
23 provision of law, the United States, acting through  
24 the Secretary, shall issue to the State of Arizona a  
25 Deed of Release to release all terms, conditions, res-

1       ervations, restrictions, and obligations contained in  
2       the Quitclaim Deed, including any and all rever-  
3       sionary interest of the United States in Buckeye  
4       940.

5           (2) TERMS AND CONDITIONS.—The Deed of  
6       Release described in paragraph (1) shall be subject  
7       to such additional terms and conditions, consistent  
8       with such paragraph, as the Secretary considers ap-  
9       propriate to protect the interests of the United  
10      States.

11          (3) NO RESTRICTION ON USE OF PROCEEDS.—  
12      Notwithstanding any other provision of law, the  
13      State of Arizona may dispose of Buckeye 940 and  
14      any proceeds thereof, including proceeds already col-  
15      lected by the State and held in a suspense account,  
16      without regard to any restriction imposed by the  
17      Quitclaim Deed or by section 155.7 of title 14, Code  
18      of Federal Regulations.

19          (4) MINERAL RESERVATION.—The Deed of Re-  
20      lease described in paragraph (1) shall include the re-  
21      lease of all interests of the United States to the min-  
22      eral rights on Buckeye 940 included in the Quit-  
23      claim Deed.

1 **SEC. 624. CLARIFYING AIRPORT REVENUE USE OF LOCAL**  
2 **GENERAL SALES TAXES.**

3 (a) **WRITTEN ASSURANCES ON REVENUE USE.**—Sec-  
4 tion 47107(b) of title 49, United States Code, is amended  
5 by adding at the end the following:

6 “(4) This subsection does not apply to local  
7 general sales taxes as provided in section  
8 47133(b)(4).”.

9 (b) **RESTRICTION ON USE OF REVENUES.**—Section  
10 47133(b) of title 49, United States Code, is amended by  
11 adding at the end the following:

12 “(4) **LOCAL GENERAL SALES TAXES.**—Sub-  
13 section (a) shall not apply to revenues from gen-  
14 erally applicable sales taxes imposed by a local gov-  
15 ernment provided—

16 “(A) the local government had a generally  
17 applicable sales tax that did not exclude avia-  
18 tion fuel in effect prior to December 9, 2014;

19 “(B) the local government is not a sponsor  
20 of a public airport; and

21 “(C) a large hub airport, which had more  
22 than 35,000,000 enplanements in calendar year  
23 2021, is located within the jurisdiction of the  
24 local government.”.

1 **SEC. 625. AIP HANDBOOK REVIEW.**

2 (a) IN GENERAL.—Not later than 180 days after the  
3 date of enactment of this section, the Associate Adminis-  
4 trator for Airports of the FAA, in consultation with the  
5 Governor of Alaska, shall identify reasonable exceptions  
6 to the AIP Handbook to be implemented by the FAA to  
7 meet unique regional circumstances and advance the safe-  
8 ty needs of airports in Alaska, including with respect to  
9 the following:

10 (1) Snow Removal Equipment Building  
11 (SREB) size and configuration.

12 (2) Expansion of lease areas.

13 (3) Shared governmental use of airport equip-  
14 ment in remote locations.

15 (4) Ensuring the resurfacing or reconstruction  
16 of legacy runways to support—

17 (A) aircraft necessary to support critical  
18 health needs of a community;

19 (B) remote fuel deliveries; and

20 (C) firefighting response.

21 (5) The use of runway end identifier lights at  
22 locations throughout the State.

23 (b) UPDATES TO AIP HANDBOOK.—

24 (1) IN GENERAL.—Not later than 60 days after  
25 the date on which the Associate Administrator for  
26 Airports of the FAA identifies reasonable exceptions

1 under subsection (a), the Administrator shall update  
 2 the AIP Handbook to incorporate such exceptions to  
 3 meet the unique circumstances and safety needs of  
 4 airports in Alaska.

5 (2) CONSULTATION.—The Administrator shall  
 6 consult with the Regional Administrator of the FAA  
 7 Alaskan Region prior to issuing the update to the  
 8 AIP Handbook required by this section.

9 **SEC. 626. PFAS-RELATED RESOURCES FOR AIRPORTS.**

10 (a) PFAS REPLACEMENT PROGRAM FOR AIR-  
 11 PORTS.—Not later than 90 days after the date on which  
 12 the Department of Defense approves a fluorine-free fire-  
 13 fighting agent to the Qualified Products' List for products  
 14 meeting Military Specification MIL-PRF-32725, dated  
 15 January 12, 2023, the Secretary shall establish a PFAS  
 16 replacement program, in consultation with the Adminis-  
 17 trator of the Environmental Protection Agency, and sub-  
 18 ject to terms, conditions, and assurances acceptable to the  
 19 Secretary, to reimburse eligible airports for the reasonable  
 20 and appropriate costs associated with any of the following:

21 (1) The one-time initial acquisition by an eligi-  
 22 ble airport of fluorine-free firefighting alternatives  
 23 for—

24 (A) the capacity of all required aircraft  
 25 rescue and firefighting (ARFF) equipment list-

1 ed in the most recent FAA-approved Airport  
2 Certification Manual, regardless of how the  
3 equipment was initially acquired; and

4 (B) twice the quantity carried onboard  
5 each required truck available in the fire station  
6 for the eligible airport

7 (2) The disposal of per- or polyfluoroalkyl prod-  
8 ucts, including fluorinated aqueous film-forming  
9 agents, to the extent such disposal is necessary to  
10 facilitate the transition to an acceptable fluorine-free  
11 agent, including, but not limited to, aqueous film-  
12 forming agents currently in fire-fighting equipment,  
13 vehicles, and wastewater generated during the clean-  
14 ing of fire-fighting equipment and vehicles.

15 (3) Cleaning or disposal of existing equipment  
16 or components thereof, to the extent such cleaning  
17 or disposal is necessary to facilitate the transition to  
18 an acceptable fluorine-free agent.

19 (4) Any equipment or components thereof nec-  
20 essary to facilitate the transition to an acceptable  
21 fluorine-free agent.

22 (5) Replacement of aircraft rescue and fire-  
23 fighting (ARFF) equipment as determined by the  
24 Secretary as necessary to be replaced.

25 (b) DISTRIBUTION OF FUNDS.—



1           (1) GRANTS TO REPLACE ARFF VEHICLES.—

2           (A) IN GENERAL.—The Secretary shall re-  
3 serve up to \$30,000,000 of the amounts appro-  
4 priated to carry out the PFAS replacement pro-  
5 gram to make grants to each eligible airport  
6 that is designated under part 139 as an Index  
7 A airport and does not have existing capabilities  
8 to produce fluorine-free foam, to replace air-  
9 craft rescue and firefighting (ARFF) vehicles.

10          (B) AMOUNT.—No grant made to an eligi-  
11 ble airport under subparagraph (A) shall exceed  
12 \$2,000,000.

13           (2) REMAINDER.—

14          (A) DETERMINATION OF NEED.—With re-  
15 spect to the amount of firefighting foam con-  
16 centrate required for foam production commen-  
17 surate with applicable aircraft rescue and fire-  
18 fighting (ARFF) equipment required in accord-  
19 ance with the most recent FAA-approved Air-  
20 port Certification Manual, the Secretary shall  
21 determine—

22           (i) the total amount of such con-  
23 centrate required for all of the Federally  
24 required aircraft rescue and firefighting  
25 (ARFF) vehicles that meet index require-

1                   ments under part 139 of each eligible air-  
2                   port, in gallons; and

3                   (ii) the total amount of nationwide  
4                   firefighting foam concentrate, in gallons.

5                   (B) DETERMINATION OF GRANT  
6                   AMOUNTS.—From the amounts appropriated to  
7                   carry out the PFAS replacement program that  
8                   remain after the application of paragraph (1),  
9                   the Secretary shall make a grant to each eligi-  
10                  ble airport of the amount equal to the product  
11                  of—

12                  (i) the amount of such remaining  
13                  funds; and

14                  (ii) the ratio of the amount deter-  
15                  mined under subparagraph (A)(i) for such  
16                  eligible airport to the amount determined  
17                  under subparagraph (A)(ii).

18                  (c) PROGRAM REQUIREMENTS.—

19                  (1) IN GENERAL.—The Secretary shall deter-  
20                  mine the eligibility of costs payable under the PFAS  
21                  replacement program by taking into account all en-  
22                  gineering, technical, and environmental protocols  
23                  and generally accepted industry standards that are  
24                  developed or established for fluorine-free foams.

1           (2) COMPLIANCE WITH APPLICABLE LAW.—All  
2 actions related to the acquisition, disposal, and tran-  
3 sition to fluorine-free foams, including the cleaning  
4 and disposal of equipment, shall be conducted in full  
5 compliance with all applicable Federal laws in effect  
6 at the time of obligation in order to be eligible for  
7 reimbursement under the PFAS replacement pro-  
8 gram.

9           (3) GOVERNMENT SHARE.—The Government's  
10 share of allowable costs under the PFAS replace-  
11 ment program shall be 100 percent.

12 (d) AUTHORIZATION OF APPROPRIATIONS.—

13           (1) IN GENERAL.—There is authorized to be  
14 appropriated not more than \$350,000,000 to carry  
15 out the PFAS replacement program.

16           (2) REQUIREMENTS.—Amounts appropriated to  
17 carry out the PFAS replacement program shall—

18                   (A) remain available for expenditure for a  
19 period of 5 fiscal years; and

20                   (B) be available in addition to any other  
21 funding available for similar purposes under  
22 any other Federal, State, local, or Tribal pro-  
23 gram.

24 (e) DEFINITIONS.—In this section:

1           (1) ELIGIBLE AIRPORT.—The term “eligible  
2 airport” means an airport holding an Airport Oper-  
3 ating Certificate issued under part 139.

4           (2) PART 139.—The term “part 139” means  
5 part 139 of title 14, Code of Federal Regulations.

6           (3) PFAS REPLACEMENT PROGRAM.—The term  
7 “PFAS replacement program” means the program  
8 established under subsection (a).

9 **SEC. 627. PROGRESS REPORTS ON THE NATIONAL TRANSI-**  
10 **TION PLAN RELATED TO A FLUORINE-FREE**  
11 **FIREFIGHTING FOAM.**

12           (a) IN GENERAL.—Not later than 180 days after the  
13 date of enactment of this section, and every 180 days  
14 thereafter until the progress report termination date de-  
15 scribed in subsection (c), the Administrator, in consulta-  
16 tion with the Administrator of the Environmental Protec-  
17 tion Agency and the Secretary of Defense, shall submit  
18 to the appropriate committees of Congress a progress re-  
19 port on the development and implementation of a national  
20 transition plan related to a fluorine-free firefighting foam  
21 that meets the performance standards referenced in chap-  
22 ter 6 of AC No: 150/5210-6D and is acceptable under sec-  
23 tion 139.319(l) of title 14, Code of Federal Regulations,  
24 for use at part 139 airports.

1           (b) ~~REQUIRED INFORMATION.~~—Each progress report  
2 required by subsection (a) shall include the following:

3           (1) ~~An assessment of the progress made by the~~  
4 ~~FAA with respect to providing part 139 airports~~  
5 ~~with—~~

6                   (A) ~~guidance from the Environmental Pro-~~  
7 ~~tection Agency on acceptable environmental lim-~~  
8 ~~its relating to such fluorine-free firefighting~~  
9 ~~foam;~~

10                   (B) ~~guidance from the Department of De-~~  
11 ~~fense on that department's transition to a fluo-~~  
12 ~~rine-free firefighting foam;~~

13                   (C) ~~best practices for the decontamination~~  
14 ~~of existing aircraft rescue and firefighting vehi-~~  
15 ~~cles, systems, and other equipment used to de-~~  
16 ~~ploy firefighting foam at part 139 airports; and~~

17                   (D) ~~timelines for the release of policy and~~  
18 ~~guidance relating to part 139 airport implemen-~~  
19 ~~tation plans for obtaining approved military~~  
20 ~~specification products and firefighting personnel~~  
21 ~~training.~~

22           (2) ~~A comprehensive list of the amount of roll-~~  
23 ~~ing stock of firefighting foam at each part 139 air-~~  
24 ~~port as of the date of the submission of the progress~~

1 report and the number of gallons regularly kept in  
2 reserve at each such airport.

3 (3) An assessment of the progress made by the  
4 FAA with respect to providing airports that are not  
5 part 139 airports and local authorities with respon-  
6 sibility for inspection and oversight with guidance  
7 described in subparagraphs (A) and (B) of para-  
8 graph (1) as it relates to the use of fluorine-free  
9 firefighting foam at such airports.

10 (4) Such other information as the Adminis-  
11 trator determines appropriate.

12 (c) PROGRESS REPORT TERMINATION DATE.—For  
13 purposes of subsection (a), the progress report termi-  
14 nation date described in this subsection is the date on  
15 which the Administrator notifies the appropriate commit-  
16 tees of Congress that development and implementation of  
17 the national transition plan described in subsection (a) is  
18 complete.

19 (d) DEFINITION.—In this section, the term “part 139  
20 airport” means an airport certified under part 139 of title  
21 14, Code of Federal Regulations.

22 **SEC. 628. REVIEW OF AIRPORT LAYOUT PLANS.**

23 (a) IN GENERAL.—Section 163 of the FAA Reau-  
24 thorization Act of 2018 (49 U.S.C. 47107 note) is amend-  
25 ed—

1           (1) by striking subsection (a) and inserting the  
2 following:

3           “(a) [~~Reserved~~].”; and

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

6           “(b) [~~Reserved~~].”.

7           (b) AIRPORT LAYOUT PLAN APPROVAL AUTHOR-  
8 ITY.—Section 47107 of title 49, United States Code, is  
9 amended—

10           (1) in subsection (a)(16)—

11           (A) by striking subparagraph (B) and in-  
12 serting the following:

13           “(B) subject to subsection (x), the Sec-  
14 retary will review and approve or disapprove the  
15 plan and any revision or modification of the  
16 plan before the plan, revision, or modification  
17 takes effect;”; and

18           (B) in subparagraph (C)(i), by striking  
19 “subparagraph (B)” and inserting “subsection  
20 (x)”; and

21           (2) by adding at the end the following new sub-  
22 section:

23           “(x) SCOPE OF THE SECRETARY’S AIRPORT LAYOUT  
24 PLAN REVIEW AND APPROVAL AUTHORITY.—

1           “(1) AUTHORITY OVER PROJECTS ON LAND AC-  
2           QUIRED WITHOUT FEDERAL ASSISTANCE.—For pur-  
3           poses of subsection (a)(16)(B), with respect to any  
4           project proposed on land acquired by an airport  
5           owner or operator without Federal assistance, the  
6           Secretary may only review and approve or dis-  
7           approve those portions of the plan (or any subse-  
8           quent revision to the plan) that—

9                   “(A) materially impact the safe and effi-  
10                  cient operation of aircraft at, to, or from the  
11                  airport;

12                  “(B) adversely affect the safety of people  
13                  or property on the ground as a result of aircraft  
14                  operations; or

15                  “(C) adversely affect the value of prior  
16                  Federal investments to a significant extent.

17           “(2) LIMITATION ON NON-AERONAUTICAL RE-  
18           VIEW.—If only a portion of a project proposed by an  
19           airport owner or operator is subject to the Sec-  
20           retary’s review and approval under subsection  
21           (a)(16)(B), the Secretary shall not extend review  
22           and approval authority to other non-aeronautical  
23           portions of the project.

24           “(3) NOTICE.—



1           “(A) IN GENERAL.—An airport owner or  
2 operator shall submit to the Secretary a notice  
3 of intent to proceed with a proposed project (or  
4 a portion thereof) that is outside of the Sec-  
5 retary’s review and approval authority, as de-  
6 scribed in this subsection.

7           “(B) FAILURE TO OBJECT.—If not later  
8 than 45 days after receiving the notice of intent  
9 described in subparagraph (A), the Secretary  
10 fails to object to such notice, the proposed  
11 project (or portion thereof) shall be deemed as  
12 being outside the scope of the Secretary’s re-  
13 view and approval authority under subsection  
14 (a)(16)(B).”.

15 **SEC. 629. NEPA PURPOSE AND NEED STATEMENTS.**

16       (a) IN GENERAL.—To the extent that the FAA is the  
17 lead Federal agency for preparation of an environmental  
18 impact statement or an environmental assessment under  
19 provisions of the National Environmental Policy Act of  
20 1969 (42 U.S.C. 4321 et seq.) where an action or approval  
21 from more than one Federal agency is required, the FAA  
22 shall develop its draft purpose and need statement for the  
23 project not later than 45 days after—

1           (1) the submission of the airport sponsor's ap-  
 2           appropriately completed proposed purpose and need de-  
 3           scription; and

4           (2) any appropriately completed proposed revi-  
 5           sion to a development project that affects the pur-  
 6           pose and need description previously prepared or ac-  
 7           cepted by the FAA.

8           (b) ASSISTANCE.—The Administrator shall provide  
 9           all airport sponsors with technical assistance in drafting  
 10          purpose and need statements and necessary supporting  
 11          documentation for projects involving Federal approvals  
 12          from more than one Federal agency.

13       **SEC. 630. PASSENGER FACILITY CHARGE STREAMLINING.**

14          (a) IN GENERAL.—Section 40117 of title 49, United  
 15          States Code, is amended—

16               (1) in subsection (b)—

17                       (A) in paragraph (1), by striking “The  
 18                       Secretary” and inserting “Except as set forth  
 19                       in the streamlining process described in sub-  
 20                       section (1), the Secretary”;

21                       (B) by striking paragraph (4);

22                       (C) by redesignating paragraphs (5)  
 23                       through (7) as paragraphs (4) through (6), re-  
 24                       spectively;

25                       (D) in paragraph (5), as so redesignated—

1 (i) by striking “paragraphs (1) and  
2 (4)” and inserting “paragraph (1)”; and

3 (ii) by striking “paragraph (1) or (4)”  
4 and inserting “paragraph (1)”; and

5 (E) in paragraph (6)(A), as so redesign-  
6 nated—

7 (i) by striking “paragraphs (1), (4),  
8 and (6)” and inserting “paragraphs (1)  
9 and (5)”; and

10 (ii) by striking “paragraph (1) or (4)”  
11 and inserting “paragraph (1)”;  
12

(2) in subsection (c)(1)—

13 (A) in subparagraph (A), by inserting “, or  
14 a passenger facility charge imposition is author-  
15 ized under subsection (1)” after “of this sec-  
16 tion”; and

17 (B) in subparagraph (B), by inserting  
18 “reasonable” after “subject to”; and

19 (3) in subsection (1)—

20 (A) in the subsection heading, by striking  
21 “**Pilot Program for Passenger Facility**  
22 **Charge Authorizations**” and inserting  
23 “PASSENGER FACILITY CHARGE STREAM-  
24 LINING”;

1           (B) by striking paragraph (1) and insert-  
2           ing the following:

3           “(1) IN GENERAL.—The Secretary shall pre-  
4           scribe regulations to streamline the process for au-  
5           thorizing eligible agencies for airports to impose pas-  
6           senger facility charges. An eligible agency may im-  
7           pose a passenger facility charge in accordance with  
8           the provisions of this subsection instead of using the  
9           procedures otherwise provided in this section.”;

10           (C) by striking paragraph (4) and insert-  
11           ing the following:

12           “(4) ACKNOWLEDGMENT OF RECEIPT AND IN-  
13           DICATION OF OBJECTION.—

14           “(A) IN GENERAL.—The Secretary shall  
15           acknowledge receipt of the notice and indicate  
16           any objection to the imposition of a passenger  
17           facility charge under this subsection for any  
18           project identified in the notice within 30 days  
19           after receipt of the eligible agency’s notice.

20           “(B) PROHIBITED OBJECTION.—The See-  
21           retary may not object to an eligible airport-re-  
22           lated project that received Federal financial as-  
23           sistance for airport development, terminal devel-  
24           opment, airport planning, or for the purposes of  
25           noise compatibility, provided that the Federal

1 financial assistance and passenger facility  
2 charge collection (including interest and other  
3 returns on the revenue) does not exceed the  
4 total cost of the project.

5 “(C) ALLOWED OBJECTION.—The Sec-  
6 retary may only object to the imposition of a  
7 passenger facility charge under this subsection  
8 for a project that—

9 “(i) establishes significant policy  
10 precedent;

11 “(ii) raises significant legal issues;

12 “(iii) garners significant controversy,  
13 as evidenced by significant opposition to  
14 the proposed action by the applicant or  
15 other airport authorities, airport users,  
16 governmental agencies, elected officials, or  
17 communities;

18 “(iv) raises significant revenue diver-  
19 sion, airport noise, or access issues, includ-  
20 ing compliance with section 47111(e) or  
21 subchapter H of chapter 475 of title 49,  
22 United States Code; or

23 “(v) includes multimodal compo-  
24 nents.”;

25 (D) by striking paragraph (6); and

1           (E) by redesignating paragraph (7) as  
2           paragraph (6).

3           (b) RULEMAKING.—Not later than 120 days after the  
4 date of enactment of this section, the Administrator shall  
5 commence a rulemaking to implement the amendments  
6 made by subsection (a).

7           (c) INTERIM GUIDANCE.—The interim guidance es-  
8 tablished in FAA Memorandum “PFC 73-20: Streamlined  
9 Procedures for Passenger Facility Charge (PFC) Author-  
10 izations at Small-, Medium-, and Large-Hub Airports.”  
11 (issued January 22, 2020), as modified by subsection (a),  
12 shall remain in effect until the effective date of the final  
13 rule promulgated under subsection (b).

14 **SEC. 631. USE OF PASSENGER FACILITY CHARGES FOR**  
15 **NOISE BARRIERS.**

16           Section 40117(a)(3) of title 49, United States Code,  
17 is amended by adding at the end the following:

18           “(H) A project at a small hub airport for  
19 a noise barrier where the day-night average  
20 sound level from commercial, general aviation,  
21 or cargo operations is expected to exceed 55  
22 decibels as a result of new airport develop-  
23 ment.”.

1 **SEC. 632. AUTOMATED WEATHER OBSERVING SYSTEMS**  
2 **POLICY.**

3 Not later than 60 days after the date of enactment  
4 of this section, the Administrator shall establish a process  
5 to collaborate with the Director of the National Weather  
6 Service to expedite the Automated Surface Observing Sys-  
7 tems (ASOS) and the Service Life Extension Program  
8 (SLEP) and ensure adequate spare parts and personnel  
9 are available for timely response to outages.

10 **SEC. 633. INFRASTRUCTURE INVESTMENT AND JOBS ACT**  
11 **IMPLEMENTATION.**

12 (a) **IN GENERAL.**—Not later than 180 days after the  
13 date of enactment of this section, the Secretary shall dis-  
14 tribute administrative funding to assist States partici-  
15 pating in the State block grant program in accordance  
16 with section 47128 of title 49, United States Code, with  
17 program implementation of airport infrastructure projects  
18 under the Infrastructure Investment and Jobs Act (Public  
19 Law 117–58).

20 (b) **FUNDING SOURCE.**—Administrative funds to  
21 States under this section shall be distributed from the  
22 funds made available in the Infrastructure Investment and  
23 Jobs Act for personnel, contracting, and other costs to ad-  
24 minister and oversee grants of the Airport Infrastructure  
25 Grants, Contract Tower Competitive Grant Program, and  
26 Airport Terminal Program.

1       (c) ADMINISTRATIVE FUNDS.—With respect to ad-  
2 ministrative funds made available for fiscal years 2022  
3 through 2026—

4           (1) the amount of administrative funds avail-  
5 able for distribution under subsection (b) shall be an  
6 amount equal to a percentage determined by the  
7 Secretary, but not less than 2 percent, of the annual  
8 allocations provided under the heading “AIRPORT IN-  
9 FRASTRUCTURE GRANTS” under the heading “FED-  
10 ERAL AVIATION ADMINISTRATION” in title VIII of  
11 division J of the Infrastructure Investment and Jobs  
12 Act (Public Law 117–58; 135 Stat. 1416) to non-  
13 primary airports participating in the State’s block  
14 grant program each fiscal year of the Airport Infra-  
15 structure Grant program;

16           (2) administrative funds distributed under sub-  
17 section (b) shall be used by such States to—

18           (A) administer and oversee, as outlined in  
19 the Memorandum of Agreement or current  
20 agreements between the FAA and the State, all  
21 airport grant program funds provided under the  
22 Infrastructure Investment and Jobs Act to non-  
23 primary airports participating in the State’s  
24 block grant program, whether through direct al-  
25 location or through competitive selection; and



1           ~~(B)~~ carry out the public purposes of sup-  
2           porting eligible and justified airport develop-  
3           ment and infrastructure projects as provided in  
4           the Infrastructure Investment and Jobs Act;  
5           and

6           ~~(3)~~ except as provided in subsection ~~(d)~~, such  
7           administrative funds shall be distributed to such  
8           States through a cooperative agreement executed be-  
9           tween the State and the FAA not later than Decem-  
10          ber 1 of each fiscal year in which the Infrastructure  
11          Investment and Jobs Act provides airport grant pro-  
12          gram funds.

13          ~~(d) INITIAL DISTRIBUTION.—~~With respect to admin-  
14          istrative funds made available for fiscal years 2022 and  
15          2023, funds available as of the date of enactment of this  
16          section shall be distributed to such States through a coop-  
17          erative agreement executed between the State and the  
18          FAA not later than 30 days after such date of enactment.

19          **SEC. 634. REPORT ON AIRPORT NOTIFICATIONS.**

20          Not later than 90 days after the date of enactment  
21          of this section, the Administrator shall submit to the ap-  
22          propriate committees of Congress a report on the FAA's  
23          progress with respect to—

24                 ~~(1)~~ collecting more accurate data in notices of  
25                 construction, alteration, activation, and deactivation

1 of airports as required under part 157 of title 14,  
2 Code of Federal Regulations; and

3 ~~(2) making the database under part 157 of title~~  
4 ~~14, Code of Federal Regulations, more accurate and~~  
5 ~~useful for aircraft operators, particularly for heli-~~  
6 ~~copter and rotary wing type aircraft operators.~~

7 **SEC. 635. COASTAL AIRPORTS RESILIENCY STUDY.**

8 (a) **STUDY.**—The Administrator shall work with the  
9 Administrator of the National Oceanic and Atmospheric  
10 Administration and the United States Army Corps of En-  
11 gineers to identify best practices for, and study the feasi-  
12 bility of, improving resiliency of airports in coastal or  
13 flood-prone areas.

14 (b) **REPORT.**—Not later than 2 years after the date  
15 of enactment of this section, the Administrator shall sub-  
16 mit to Congress a report describing the results of the  
17 study conducted under subsection (a), together with such  
18 recommendations for legislation or administrative action  
19 as the Administrator determines appropriate.

20 **SEC. 636. SURVEY OF POWER DISTRIBUTION CAPACITY.**

21 Section 47140(a) of title 49, United States Code, is  
22 amended by inserting “power distribution capacity and lo-  
23 cation,” after “back-up power,”.

1 **SEC. 637. STUDY ON COMPETITION AND AIRPORT ACCESS.**

2 Not later than 180 days after the date of enactment  
3 of this section, the Secretary shall report to the appro-  
4 priate committees of Congress—

5 (1) specific actions the Secretary and the Ad-  
6 ministrator, using existing legal authority, can take  
7 to expand access for lower cost passenger air ear-  
8 ners to capacity constrained airports in the United  
9 States, including, but not limited to, New York John  
10 F. Kennedy International Airport (JFK) and New  
11 York/Newark Liberty International Airport (EWR);  
12 and

13 (2) any additional legal authority the Secretary  
14 and the Administrator require in order to make ad-  
15 ditional slots at JFK and runway timings at EWR  
16 available to lower cost passenger air carriers.

17 **SEC. 638. REGIONAL AIRPORT CAPACITY STUDY.**

18 (a) IN GENERAL.—Not later than 90 days after the  
19 date of enactment of this section, the Administrator shall  
20 initiate a study on the following:

21 (1) Existing FAA policy and guidance that gov-  
22 ern the siting of new airports or the transition of  
23 general aviation airports to commercial service.

24 (2) Ways that existing regulations and policies  
25 could be streamlined to facilitate the development of  
26 new airport capacity, particularly in high-demand air

1 travel regions looking to invest in new airport capac-  
2 ity.

3 ~~(3) Whether Federal funding sources (existing~~  
4 ~~as of the date of enactment of this section) that are~~  
5 ~~authorized by the Secretary could be used for such~~  
6 ~~purposes.~~

7 (4) Whether such Federal funding sources meet  
8 the needs of the national airspace system for adding  
9 new airport capacity outside of the commercial serv-  
10 ice airports in operation as of the date of enactment  
11 of this section.

12 (5) If such Federal funding sources are deter-  
13 mined by the Administrator to be insufficient for the  
14 purposes described in this subsection, an estimate of  
15 the funding gap.

16 (b) REPORT.—Not later than 1 year after the date  
17 of enactment of this section, the Administrator shall sub-  
18 mit to the appropriate committees of Congress a report  
19 on the results of the study conducted under subsection (a),  
20 together with recommendations for such legislative or ad-  
21 ministrative action as the Administrator determines ap-  
22 propriate.

23 (c) GUIDANCE.—Not later than 18 months after the  
24 date of enactment of this section, the Administrator shall  
25 revise FAA guidance to incorporate the findings of the

1 study conducted under subsection (a) to assist airports  
 2 and State and local departments of transportation in in-  
 3 creasing airport capacity to meet regional air travel de-  
 4 mand.

5 **SEC. 639. STUDY ON AUTONOMOUS AND ELECTRIC-POW-**  
 6 **ERED TRACK SYSTEMS.**

7 (a) **STUDY.**—The Administrator shall conduct a  
 8 study to develop a standard for autonomous and electric-  
 9 powered track systems that—

10 (1) are located underneath the pavement at an  
 11 airport; and

12 (2) allow a transport category aircraft to taxi  
 13 without the use of the main engines of the aircraft.

14 (b) **REPORT.**—Not later than 2 years after the date  
 15 of enactment of this section, the Administrator shall sub-  
 16 mit to the appropriate committees of Congress a report  
 17 detailing the results of the study conducted under sub-  
 18 section (a), together with recommendations for such legis-  
 19 lation and administrative action as the Administrator de-  
 20 termines appropriate.

21 **SEC. 640. SPECIAL RULE FOR RECLASSIFICATION OF CER-**  
 22 **TAIN UNCLASSIFIED AIRPORTS.**

23 (a) **REQUEST FOR RECLASSIFICATION.**—

24 (1) **IN GENERAL.**—Not later than September  
 25 30, 2024, a privately owned reliever airport (as de-

1        fined in section 47102 of title 49, United States  
2        Code) that is identified as unclassified in the Na-  
3        tional Plan of Integrated Airport Systems, 2023–  
4        2027 (as published under section 47103 of title 49,  
5        United States Code) may submit to the Secretary a  
6        request to reclassify the airport according to the cri-  
7        teria used to classify a public airport.

8            (2) REQUIRED INFORMATION.—In submitting a  
9        request under paragraph (1), the privately owned re-  
10        liever airport shall include the following information:

11            (A) A sworn statement and accompanying  
12        documentation that demonstrates how the air-  
13        port would satisfy the requirements of FAA  
14        Order 5090.5, titled “Formulation of the  
15        NPLAS and ACIP”, (or any successor guid-  
16        ance) to be classified as “Local” or “Basic” if  
17        the airport was publicly owned.

18            (B) A report that—

19            (i) identifies the role of the airport to  
20        the aviation system; and

21            (ii) describes the long-term fiscal via-  
22        bility of the airport based on demonstrated  
23        aeronautical activity and associated reve-  
24        nues relative to ongoing operating and  
25        maintenance costs.

1 (b) ELIGIBILITY REVIEW.—

2 (1) IN GENERAL.—Not later than 60 days after  
3 receiving a request from a privately owned reliever  
4 airport under subsection (a), the Secretary shall per-  
5 form an eligibility review with respect to the airport,  
6 including an assessment of the airport's safety, secu-  
7 rity, capacity, access, compliance with Federal grant  
8 assurances, and protection of natural resources and  
9 the quality of the environment, as prescribed by the  
10 Secretary.

11 (2) PUBLIC SPONSOR.—In performing the eligi-  
12 bility review under paragraph (1), the Secretary—

13 (A) may require the airport requesting re-  
14 classification to provide information regarding  
15 the outlook (whether positive or negative) for  
16 transferring the airport to a public sponsor; and

17 (B) may not require the airport to obtain  
18 a public sponsor.

19 (c) RECLASSIFICATION BY THE SECRETARY.—

20 (1) IN GENERAL.—Not later than 60 days after  
21 receiving a request from a privately owned reliever  
22 airport under subsection (a)(1), the Secretary shall  
23 grant such request if the following criteria are met:

24 (A) The request includes the required in-  
25 formation under subsection (a)(2).

1           (B) The privately owned reliever airport, to  
2 the satisfaction of the Secretary passes the eli-  
3 gibility review performed under subsection (b).

4           (2) CORRECTIVE ACTION PLAN.—

5           (A) IN GENERAL.—With respect to a pri-  
6 vately owned reliever airport that does not, to  
7 the satisfaction of the Secretary, pass the eli-  
8 gibility review performed under subsection (b),  
9 the Secretary shall provide notice of disapproval  
10 to such airport not later than 60 days after re-  
11 ceiving the request under subsection (a)(1), and  
12 such airport may resubmit to the Secretary a  
13 reclassification request along with a corrective  
14 action plan that—

15                   (i) resolves any shortcomings identi-  
16 fied in such eligibility review; and

17                   (ii) proves that any necessary correc-  
18 tive action has been completed by the air-  
19 port.

20           (B) EVALUATION.—Not later than 60 days  
21 after receiving a corrective action plan under  
22 subparagraph (A), the Secretary shall grant the  
23 reclassification request of any privately owned  
24 reliever airport if such airport submit such cor-



1           corrective action plan to the satisfaction of the  
2           Secretary.

3           (d) **EFFECTIVE DATE.**—The reclassification of any  
4 privately owned reliever airport under this section shall  
5 take effect not later than—

6           (1) fiscal year 2025 for any request granted  
7 under subsection (c)(1); and

8           (2) fiscal year 2026 for any request granted  
9 after the submission of a corrective action plan  
10 under subsection (c)(2).

11 **SEC. 641. GENERAL AVIATION AIRPORT RUNWAY EXTEN-**  
12 **SION PILOT PROGRAM.**

13           (a) **IN GENERAL.**—Subchapter I of chapter 471 of  
14 title 49, United States Code, as amended by section  
15 611(a), is amended by adding at the end the following new  
16 section:

17 **“§ 47147. General aviation program runway extension**  
18 **pilot program.**

19           “(a) **ESTABLISHMENT.**—Not later than 120 days  
20 after the date of enactment of this section, the Secretary  
21 of Transportation shall establish a pilot program to pro-  
22 vide grants to general aviation airports to increase usable  
23 the runway length capability at such airports in order to—

24           “(1) expand access to such airports for larger  
25 aircraft; and

1           “(2) support the development and economic via-  
2           bility of such airports.

3           “(b) GRANTS.—

4           “(1) IN GENERAL.—For the purpose of ear-  
5           rying out the pilot program established in subsection  
6           (a), the Secretary shall make grants to not more  
7           than 2 sponsors of general aviation airports per fis-  
8           cal year.

9           “(2) USE OF FUNDS.—A sponsor of a general  
10          aviation airport shall use a grant awarded under this  
11          section to plan, design, or construct a project to ex-  
12          tend an existing primary runway by not greater than  
13          1,000 feet to a sufficient length to accommodate  
14          large turboprop or turbojet aircraft that cannot be  
15          accommodated with the existing runway length.

16          “(3) ELIGIBILITY.—To be eligible to receive a  
17          grant under this section, a sponsor of a general avia-  
18          tion airport shall submit an application to the Sec-  
19          retary at such time, in such form, and containing  
20          such information as the Secretary may require.

21          “(4) SELECTION.—In selecting an applicant for  
22          a grant under this section, the Secretary shall  
23          prioritize projects that demonstrate that the existing  
24          runway length at the airport is—

1           “(A) inadequate to support the near-term  
2           operations of 1 or more business entities oper-  
3           ating at the airport as of the date of submission  
4           of such application;

5           “(B) a direct aircraft operational impedi-  
6           ment to airport economic viability, job creation  
7           or retention, or local economic development;  
8           and

9           “(C) not located within 20 miles of another  
10          National Plan of Integrated Airport Systems  
11          airport with comparable runway length.

12          “(e) PROJECT JUSTIFICATION.—A project that dem-  
13          onstrates the criteria described in subsection (b) shall be  
14          considered a justified cost with respect to the pilot pro-  
15          gram, notwithstanding—

16               “(1) any benefit-cost analysis required under  
17               section 47115(d) of title 49, United States Code; or

18               “(2) a project justification determination de-  
19               scribed in section 3 of chapter 3 of FAA Order  
20               5100.38D, Airport Improvement Program Handbook  
21               (dated September 30, 2014).

22          “(d) FEDERAL SHARE.—The Government’s share of  
23          allowable project costs for a project carried out with a  
24          grant under this section shall be the Government’s share  
25          of allowable project costs specified under section 47109.

1       “(e) REPORT TO CONGRESS.—Not later than 5 years  
2 after the establishment of the pilot program under sub-  
3 section (a), the Secretary shall submit to the Committee  
4 on Commerce, Science, and Transportation of the Senate  
5 and the Committee on Transportation and Infrastructure  
6 of the House of Representatives a report that evaluates  
7 the pilot program, including—

8               “(1) information regarding the level of appli-  
9 cant interest in grants for increasing runway length;

10              “(2) the number of large aircraft that accessed  
11 each general aviation airport that received a grant  
12 under the pilot program in comparison to the num-  
13 ber of such aircraft that accessed the airport prior  
14 to the date of enactment of this Act, based on data  
15 provided by the airport sponsor to the Secretary not  
16 later than 6 months prior to the due date of such  
17 report to Congress; and

18              “(3) a description, provided by the airport  
19 sponsor to the Secretary not later than 6 months  
20 prior to the due date of such report to Congress, of  
21 the economic development opportunities supported  
22 by increasing the runway length at general aviation  
23 airports.

24       “(f) FUNDING.—

1           “(1) ~~IN GENERAL.~~—For each of fiscal years  
2           2024 through 2028, the Secretary may use funds  
3           made available under section ~~48103~~ to carry out this  
4           section.”.

5           (b) ~~CLERICAL AMENDMENT.~~—The analysis for sub-  
6           chapter I of chapter 471 of such title, as amended by sec-  
7           tion 611(b), is amended by inserting after the item relat-  
8           ing to section 47146 the following:

          “47147. General aviation airport runway extension pilot program.”.

9                           **TITLE VII—AIR SERVICE**  
10                           **IMPROVEMENTS**  
11                           **Subtitle A—Consumer**  
12                           **Enhancements**

13           **SEC. 701. ADVISORY COMMITTEE FOR AVIATION CON-**  
14                           **SUMER PROTECTION.**

15           (a) ~~EXTENSION.~~—Section 411(h) of the FAA Mod-  
16           ernization and Reform Act of 2012 (49 U.S.C. 42301  
17           pre: note) is amended by striking “2023” and inserting  
18           “2028”.

19           (b) ~~ADDITIONAL MEMBERS.~~—Section 411(b) of the  
20           FAA Modernization and Reform Act of 2012 (49 U.S.C.  
21           42301 pre: note) is amended—

22                           (1) in paragraph (3), by striking “and” at the  
23           end;

24                           (2) in paragraph (4), by striking the period at  
25           the end and inserting a semicolon; and

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

2           ~~“(5)~~ foreign air carriers; and

3           ~~“(6)~~ nonprofit public interest groups with ex-  
4           pertise in disability and accessibility matters.”.

5 **SEC. 702. UNREALISTIC OR DECEPTIVE SCHEDULING.**

6           (a) **IN GENERAL.**—Section 41712 of title 49, United  
7 States Code, is amended by adding at the end the fol-  
8 lowing new subsection:

9           ~~“(d) UNREALISTIC OR DECEPTIVE SCHEDULING.—It~~  
10 shall be an unfair or deceptive practice and an unfair  
11 method of competition under subsection (a) for any air  
12 carrier or foreign air carrier providing scheduled pas-  
13 senger air transportation to engage in unrealistic or decep-  
14 tive scheduling of flights, as determined by the Secretary  
15 of Transportation subject to an investigation and finding,  
16 if any, that an air carrier or foreign air carrier engaged  
17 in the unrealistic or deceptive scheduling of flights.”.

18           (b) **RULE OF CONSTRUCTION.**—Nothing in this sec-  
19 tion shall be construed to limit the authority of the Sec-  
20 retary under section 41712(a) of title 49, United States  
21 Code, or the ability of the Secretary to act pursuant to  
22 the authority under section 399.81 of title 14, Code of  
23 Federal Regulations, with respect to any activity of an air  
24 carrier or foreign air carrier that occurred prior to the

1 date of enactment of subsection (d) of section 41712 of  
2 such title 49, as added by subsection (a) of this section.

3 (c) AVIATION CONSUMER PROTECTION ADVISORY  
4 COMMITTEE RECOMMENDATIONS.—

5 (1) IN GENERAL.—Not later than 90 days after  
6 the date of enactment of this section, the Secretary  
7 shall require the Aviation Consumer Protection Ad-  
8 visory Committee to provide to the Secretary rec-  
9 ommendations regarding the types of practices or  
10 circumstances that qualify as unrealistic or deceptive  
11 scheduling of flights, including whether scheduling  
12 flights in light of technological deficiencies or work-  
13 force shortcomings that were known to an air carrier  
14 or foreign air carrier at the time of such scheduling  
15 qualifies as unrealistic or deceptive scheduling.

16 (2) RULEMAKING.—Not later than 90 days  
17 after receiving the recommendations under para-  
18 graph (1), the Secretary shall initiate a rulemaking  
19 to implement any such recommendations determined  
20 appropriate by the Secretary.

21 **SEC. 703. REFUNDS.**

22 (a) IN GENERAL.—Chapter 423 of title 49, United  
23 States Code, is amended by inserting after section 42304  
24 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,  
5 from, or within the United States, an air carrier or a for-  
6 eign air carrier shall, upon request of the passenger,  
7 promptly provide a full refund, including any taxes and  
8 ancillary fees, for the fare such carrier collected for any  
9 cancelled flight or significantly delayed or changed flight  
10 where the 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  
14 of compensation offered by the air carrier or foreign  
15 air carrier pursuant to subsection (e).

16 “(b) TIMING OF REFUND.—Any refund required  
17 under subsection (a) shall be issued by the air carrier or  
18 foreign 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 request for the refund; or

22 “(2) in the case of a ticket purchased with cash  
23 or another form of payment, not later than 20 days  
24 after the request for the refund.

25 “(c) ALTERNATIVE TO REFUND.—An air carrier and  
26 a foreign air carrier may offer a voucher, credit, or other



1 form of compensation as an alternative to providing a re-  
 2 fund required by subsection (a) but only if the offer in-  
 3 cludes a clear and conspicuous notice of—

4           “(1) the terms of the offer; and

5           “(2) the passenger’s right to a full refund  
 6 under this section.

7           “(d) SIGNIFICANTLY DELAYED OR CHANGED  
 8 FLIGHT.—In defining ‘significantly delayed or changed  
 9 flight’ for purposes of this section, the Secretary shall en-  
 10 sure that such term includes, at a minimum, a flight where  
 11 the passenger arrives at a destination airport—

12           “(1) in the case of a domestic flight, 3 or more  
 13 hours after the original scheduled arrival time; and

14           “(2) in the case of an international flight, 6 or  
 15 more hours after the original scheduled arrival time.

16           “(e) APPLICATION TO TICKET AGENTS.—Not later  
 17 than 1 year after the date of enactment of this section,  
 18 the Secretary of Transportation shall issue a final rule to  
 19 apply refund requirements to ticket agents in the case of  
 20 cancelled flights and significantly delayed or changed  
 21 flights.

22 **“§ 42306. Refund portal**

23           “(a) IN GENERAL.—Not later than the date that is  
 24 270 days after the date of enactment of this section, the  
 25 Secretary of Transportation shall require covered entities

1 to prominently display at the top of the homepage of the  
 2 covered entity's public internet website a link that pas-  
 3 sengers eligible for a refund may use to request a refund.

4 “(b) COVERED ENTITY DEFINED.—In this sub-  
 5 section, the term ‘covered entity’ means—

6 “(1) an air carrier or foreign air carrier that  
 7 provides scheduled passenger air transportation by  
 8 operating an aircraft that as originally designed has  
 9 a passenger capacity of 30 or more seats; and

10 “(2) a ticket agent that sells scheduled pas-  
 11 senger service on an aircraft that as originally de-  
 12 signed has a passenger capacity of 30 or more  
 13 seats.”.

14 (b) CLERICAL AMENDMENT.—The analysis for chap-  
 15 ter 423 of title 49, United States Code, is amended by  
 16 inserting after the item relating to section 42304 the fol-  
 17 lowing:

“42305. Refunds for cancelled or significantly delayed or changed flights.

“42306. Refund Portal.”.

18 **SEC. 704. AIRLINE PASSENGER RIGHTS TRANSPARENCY**  
 19 **ACT.**

20 (a) FINDINGS.—Congress finds the following:

21 (1) Air travel is an essential part of modern  
 22 life, and passengers have certain rights and protec-  
 23 tions under the law.

1           (2) Passengers are often not aware of such  
2 rights and protections under the law.

3           (3) To address this problem, airports, air car-  
4 riers, and foreign air carriers must provide clear and  
5 concise information regarding passenger rights in a  
6 manner that is easily accessible and understandable  
7 to all passengers.

8           (b) TRANSPARENCY REQUIREMENTS.—

9           (1) CONSUMER COMPLAINTS.—Section 42302  
10 of title 49, United States Code, is amended by add-  
11 ing at the end the following new subsection:

12           “(f) NOTICE TO PASSENGERS ON ELECTRONIC  
13 FLIGHT ITINERARY TICKET CONFIRMATION.—Each air  
14 carrier and foreign air carrier shall provide on any elec-  
15 tronic flight itinerary ticket confirmation issued by the  
16 carrier a link to the Aviation Consumer Protection website  
17 and the Air Travel Service Complaint or Comment Form  
18 website of the Department of Transportation.”.

19           (2) KNOW YOUR RIGHTS POSTERS.—

20           (A) IN GENERAL.—Chapter 423 of title  
21 49, United States Code, as amended by section  
22 703(a), is amended by inserting after section  
23 42306 the following:

1 **“§ 42307. Know your rights posters**

2       “(a) IN GENERAL.—Each large hub airport, medium  
3 hub airport, and small hub airport (as such terms are de-  
4 fined in section 40102) with scheduled passenger service  
5 shall prominently display posters that clearly and concisely  
6 outline the rights of airline passengers under Federal law  
7 with respect to, at a minimum—

8               “(1) flight delays and cancellations;

9               “(2) refunds;

10              “(3) bumping of passengers from flights and  
11 the oversale of flights; and

12              “(4) lost, delayed, or damaged baggage.

13       “(b) LOCATION.—Such posters shall be displayed in  
14 conspicuous locations throughout the airport, including  
15 ticket counters, security checkpoints, and boarding  
16 gates.”.

17              (B) CLERICAL AMENDMENT.—The analysis  
18 for chapter 423 of title 49, United States Code,  
19 as amended by section 703(b), is amended by  
20 inserting after the item relating to section  
21 42306 the following:

“42307. Know your rights posters.”.

22              (3) EFFECTIVE DATE.—The amendments made  
23 by this subsection shall take effect on the date that  
24 is 1 year after the date of enactment of this section.

1 **SEC. 705. DISCLOSURE OF ANCILLARY FEES.**

2 (a) FLEXIBILITY.—

3 (1) IN GENERAL.—In determining whether a  
 4 practice is an unfair or deceptive practice under sec-  
 5 tion 41712 of title 49, United States Code, with re-  
 6 spect to the disclosure of ancillary fees, the Sec-  
 7 retary, shall provide air carriers, foreign air carriers,  
 8 and ticket agents with the flexibility to develop the  
 9 manner in which such information is transmitted to  
 10 consumers as long as such information (consistent  
 11 with the objective of assuring that consumers are  
 12 provided with useable, current, and accurate infor-  
 13 mation on critical ancillary fees in a format that the  
 14 consumer can easily compare multiple flight options)  
 15 is—

16 (A) presented to the consumer in a reason-  
 17 able and transparent manner prior to booking;  
 18 and

19 (B) displayed in a format that assists the  
 20 consumer in making more informed decisions.

21 (2) CRITICAL ANCILLARY FEES DEFINED.—For  
 22 purposes of paragraph (1), the term “critical ancil-  
 23 lary fees” means—

24 (A) fees for—

25 (i) the first and second checked bag of  
 26 an airline passenger;

1                   (ii) one carry-on bag of an airline pas-  
2                   senger;

3                   (iii) changing or canceling a reserva-  
4                   tion; and

5                   (iv) adjacent seating when traveling  
6                   with a child that is 13 years of age or  
7                   younger; and

8                   (B) any other fees for ancillary services  
9                   that are identified by the Secretary in the rule  
10                  finalizing the proposed rule published by the  
11                  Secretary on March 3, 2023, and titled “En-  
12                  hancing Transparency of Airline Ancillary Serv-  
13                  ice Fees” (88 Fed. Reg. 13389) as being crit-  
14                  ical to consumers in choosing among air trans-  
15                  portation options.

16               (b) TICKET AGENTS.—The Secretary shall not find  
17               that a ticket agent is out of compliance with a requirement  
18               in the final rule described in subsection (a)(2)(B) with re-  
19               spect to the disclosure of critical ancillary fees if the Sec-  
20               retary determines that such noncompliance is due to the  
21               failure of an air carrier or foreign air carrier to provide  
22               the ticket agent with the information required to comply  
23               with such requirement.

1 **SEC. 706. 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 easily access  
6 information about the status of their flight and any  
7 alternative flight options.

8 (2) During a period of mass cancellations, cus-  
9 tomers may be unable to easily connect, either in-  
10 person or through a toll-free customer service phone  
11 number, with a customer service representative of an  
12 air carrier.

13 (3) While many air carriers have robust online  
14 and smart phone application chat resources, many  
15 customers may not have access to those resources,  
16 and customers often have time-sensitive questions  
17 that cannot be answered through an automated serv-  
18 ice or website.

19 (4) Not all customers of air carriers are able to  
20 easily use online and chat resources.

21 (5) Customers should be able to access real-  
22 time assistance from customer service agents of air  
23 carriers without an excessive wait time, particularly  
24 during times of mass disruptions.

25 (b) TRANSPARENCY REQUIREMENTS.—

1           (1) CONSUMER COMPLAINTS.—Section 42302  
 2           of title 49, United States Code, as amended by sec-  
 3           tion 704(b), is amended by adding at the end the  
 4           following new subsection:

5           “(g) NOTICE TO PASSENGERS ON ELECTRONIC  
 6 FLIGHT ITINERARY TICKET CONFIRMATION.—Each air  
 7 carrier and foreign air carrier shall provide on any elec-  
 8 tronic flight itinerary ticket confirmation issued by the  
 9 carrier a link to the Aviation Consumer Protection website  
 10 and the Air Travel Service Complaint or Comment Form  
 11 website of the Department of Transportation.”.

12           (2) REQUIREMENT TO MAINTAIN A LIVE CUS-  
 13 TOMER CHAT OR MONITORED TEXT MESSAGING  
 14 NUMBER.—

15           (A) IN GENERAL.—Chapter 423 of title  
 16           49, United States Code, as amended by section  
 17           704(b), is amended by inserting after section  
 18           42307 the following:

19           “§ 42308. Requirement to maintain a live customer  
 20                           chat or monitored text messaging num-  
 21                           ber

22           “(a) REQUIREMENT.—

23           “(1) IN GENERAL.—A covered air carrier that  
 24           operates a domestic or international flight to, from,  
 25           or within the United States shall, in addition to



1 maintaining a toll-free customer service telephone  
2 line, maintain a live customer chat or monitored text  
3 messaging number that enables customers to speak  
4 to a live agent directly.

5 “(2) PROVISION OF SERVICES.—The services  
6 required under subsection (a) shall be provided to  
7 customers without charge for the use of such serv-  
8 ices, and shall be available in real time and on a 24  
9 hour/7 days a week basis.

10 “(b) RULEMAKING AUTHORITY.—The Secretary shall  
11 promulgate such rules as may be necessary to carry out  
12 this section.

13 “(c) COVERED AIR CARRIER DEFINED.—In this sec-  
14 tion, the term ‘covered air carrier’ means an air carrier  
15 that provides scheduled passenger air transportation by  
16 operating an aircraft that as originally designed has a pas-  
17 senger capacity of 30 or more seats.

18 “(d) EFFECTIVE DATE.—Beginning on the date that  
19 is 120 days after the date of enactment of this section,  
20 a covered air carrier shall comply with the requirement  
21 specified in subsection (b) without regard to whether the  
22 Secretary has promulgated any rules to carry out this sec-  
23 tion as of the date that is 120 days after such date of  
24 enactment.”.

1           (B) CLERICAL AMENDMENT.—The analysis  
 2           for chapter 423 of title 49, United States Code,  
 3           as amended by section 704(b), is amended by  
 4           inserting after the item relating to section  
 5           42307 the following:

“42308. Requirement to maintain a live customer chat or monitored text mes-  
 saging number.”.

6 **SEC. 707. FREQUENT FLYER PROGRAMS AND VOUCHERS.**

7           (a) IN GENERAL.—Chapter 423 of title 49, United  
 8 States Code, as amended by section 706(b), is amended  
 9 by inserting after section 42308 the following new section:  
 10 **“§ 42309. Frequent flyer programs**

11           “(a) REDUCTION IN BENEFITS.—An air carrier may  
 12 not reduce or devalue the benefits, rewards, points, or  
 13 other accrued value of an existing account holder of a fre-  
 14 quent flyer program unless the air carrier provides such  
 15 account holder not less than 90 days notice of such reduc-  
 16 tion or devaluation.

17           “(b) EXPIRATION OF BENEFITS.—

18           “(1) INITIAL NOTIFICATION.—Upon the  
 19 issuance of any flight voucher or flight credit, an air  
 20 carrier or ticket agent, where applicable, shall notify  
 21 the recipient of such voucher or credit of the expira-  
 22 tion date of the voucher or credit.

23           “(2) SUBSEQUENT NOTIFICATION.—Not less  
 24 than 30 days before the expiration date of any flight

1 voucher or flight credit issued by an air carrier or  
 2 ticket agent, the air carrier or ticket agent shall  
 3 make a reasonable attempt to notify the recipient of  
 4 such voucher or credit of the expiration date of the  
 5 voucher or credit.

6 “(c) DEFINITION OF FREQUENT FLYER PROGRAM.—  
 7 In this section, the term ‘frequent flyer program’ means  
 8 a program in which an air carrier promises or offers bene-  
 9 fits, rewards, points, or other accrued value for tickets  
 10 purchased from the air carrier.”

11 (b) CLERICAL AMENDMENT.—The analysis for chap-  
 12 ter 423 of such title, as amended by section 706(b), is  
 13 amended by inserting after the item relating to section  
 14 42308 the following:

“42309. Frequent flyer programs.”

15 **SEC. 708. AIRLINE CUSTOMER SERVICE DASHBOARDS.**

16 (a) DASHBOARDS.—

17 (1) IN GENERAL.—Chapter 423 of title 49,  
 18 United States Code, as amended by section 707(a),  
 19 is amended by inserting after section 42309 the fol-  
 20 lowing:

21 “§ 42310. DOT airline customer service dashboards

22 “(a) REQUIREMENT TO ESTABLISH AND MAINTAIN  
 23 PUBLICLY AVAILABLE DASHBOARDS.—The Secretary of  
 24 Transportation (in this section referred to as the ‘Sec-  
 25 retary’) shall establish, maintain, and make publicly avail-

1 able, the following online dashboards for purposes of keep-  
2 ing aviation consumers informed with respect to certain  
3 policies of, and services provided by, large air carriers (as  
4 defined by the Secretary) to the extent that such policies  
5 or services exceed what is required by Federal law:

6           “(1) DELAY AND CANCELLATION DASH-  
7 BOARD.—A dashboard that displays information re-  
8 garding the services and compensation provided by  
9 each large air carrier to mitigate any passenger in-  
10 convenience caused by a delay or cancellation due to  
11 circumstances in the control of such carrier. The  
12 website on which such dashboard is displayed shall  
13 explain the circumstances under which a delay or  
14 cancellation is not due to circumstances in the con-  
15 trol of the large air carrier (such as a delay or can-  
16 cellation due to a weather event or an instruction  
17 from the Federal Aviation Administration Air Traf-  
18 fic Control System Command Center).

19           “(2) FAMILY SEATING DASHBOARD.—A dash-  
20 board that displays information regarding which  
21 large air carriers guarantee that each child shall be  
22 seated adjacent to an adult accompanying the child  
23 without charging any additional fees.

24           “(3) SEAT SIZE DASHBOARD.—A dashboard  
25 that displays information regarding aircraft seat size

1 for each large air carrier, including the pitch, width,  
2 and length of a seat in economy class for the air-  
3 craft models and configurations most commonly  
4 flown by such carrier.

5 “(b) BUREAU OF TRANSPORTATION STATISTICS.—

6 “(1) ATCSCC DELAYS.—Not later than 30  
7 days after the date of enactment of this section, the  
8 Director of the Bureau of Transportation Statistics  
9 shall update the reporting framework of the Bureau  
10 to create a new ‘cause of delay’ category that identi-  
11 fies and tracks information on delays and cancella-  
12 tions of air carriers (as defined in section 40102)  
13 that are due to instructions from the Federal Avia-  
14 tion Administration Air Traffic Control System  
15 Command Center.

16 “(2) FAMILY SEATING COMPLAINTS.—Not later  
17 than 30 days after the date of enactment of this sec-  
18 tion, the Director of the Bureau of Transportation  
19 Statistics shall update the reporting framework of  
20 the Bureau to create a new category to identify and  
21 track information on complaints related to family  
22 seating.

23 “(c) AIR TRAVEL CONSUMER REPORT.—

24 “(1) ATCSCC DELAYS.—Not later than 30  
25 days after the date on which the Director of the Bu-

1       reau of Transportation Statistics updates the report-  
2       ing framework under subsection (b)(1), the Sec-  
3       retary shall include information on delays and can-  
4       cellations that are due to instructions from the Fed-  
5       eral Aviation Administration Air Traffic Control  
6       System Command Center in the Air Travel Con-  
7       sumer Report issued by the Office of Aviation Con-  
8       sumer Protection of the Department of Transpor-  
9       tation.

10           “(2) FAMILY SEATING COMPLAINTS.—Not later  
11       than 30 days after the date on which the Director  
12       of the Bureau of Transportation Statistics updates  
13       the reporting framework under subsection (b)(2),  
14       the Secretary shall include information on com-  
15       plaints related to family seating in the Air Travel  
16       Consumer Report issued by the Office of Aviation  
17       Consumer Protection of the Department of Trans-  
18       portation and on the family seating dashboard re-  
19       quired by subsection (a)(2).

20           “(d) PROVISION OF INFORMATION.—Each large air  
21       carrier shall provide to the Secretary such information as  
22       the Secretary requires to carry out this section.”.

23           “(2) ESTABLISHMENT.—The Secretary shall es-  
24       tablish each of the online dashboards required by  
25       section 42310(a) of title 49, United States Code, not

1 later than 30 days after the date of enactment of  
2 this section.

3 (b) ~~CLERICAL AMENDMENT.~~—The analysis for chap-  
4 ter 423 of title 49, United States Code, as amended by  
5 section 707(b), is amended by inserting after the item re-  
6 lating to section 42309 the following:

“42310. DOT airline customer service dashboards.”

7 **SEC. 709. ANNUAL BRIEFINGS ON DISRUPTIONS OF PAS-**  
8 **SENGER AIR TRANSPORTATION AND PERI-**  
9 **ODS OF MASS CANCELLATIONS OF SCHED-**  
10 **ULED FLIGHTS.**

11 Section 106(g) of title 49, United States Code, is  
12 amended by adding at the end the following new para-  
13 graph:

14 “(3) Annually, (and more frequently as needed)  
15 brief the Committee on Transportation and Infra-  
16 structure of the House of Representatives and the  
17 Committee on Commerce, Science, and Transpor-  
18 tation of the Senate on the following:

19 “(A) The efforts, activities, objectives, and  
20 plans of the Administration in continuing to ad-  
21 dress ongoing concerns about passenger protec-  
22 tions during operational meltdowns of air ear-  
23 riers and foreign air carriers:

24 “(B) The efforts of the Administration to  
25 engage with Congress and the public on issues

1           related to operational meltdowns of air carriers  
2           and foreign air carriers.”.

3 **SEC. 710. ENHANCING CHILD SAFETY.**

4           (a) **IN GENERAL.**—Not later than 2 years after the  
5 date of enactment of this section, the Administrator shall  
6 issue new or revised guidance that provides testing stand-  
7 ards to allow for the use of a child restraint system on  
8 a covered aircraft that meets such testing standards, with-  
9 out regard to whether such child restraint system also  
10 meets the standards set forth in section 571.213 of title  
11 49, Code of Federal Regulations.

12           (b) **COVERED AIRCRAFT DEFINED.**—In this section,  
13 the term “covered aircraft” means an aircraft that, as  
14 originally designed, has a passenger capacity of 30 or  
15 more seats.

16 **SEC. 711. CODIFICATION OF CONSUMER PROTECTION PRO-**  
17 **VISIONS.**

18           (a) **SECTION 429 OF THE FAA REAUTHORIZATION**  
19 **ACT OF 2018.**—

20                   (1) **IN GENERAL.**—Section 429 of the FAA Re-  
21 authorization Act of 2018 (49 U.S.C. 42301 note  
22 prec.) is amended—

23                           (A) by transferring such section to appear  
24                           after section 41726 of title 49, United States  
25                           Code;



1           (B) by redesignating such section as sec-  
2           tion 41727 of such title 49; and

3           (C) by amending the section heading of  
4           such section to read as follows:

5 **“§ 41727. Passenger Rights”.**

6           (2) ~~TECHNICAL AMENDMENT.~~—Section 41727  
7           of title 49, United States Code, as transferred and  
8           redesignated by paragraph (1), is amended, in sub-  
9           section (a), by striking “Not later than 90 days  
10          after the date of enactment of this Act, the Sec-  
11          retary” and inserting “The Secretary”.

12          (b) ~~SECTION 434 OF THE FAA REAUTHORIZATION~~  
13 ~~ACT OF 2018.~~—

14           (1) ~~IN GENERAL.~~—Section 434 of the FAA Re-  
15          authorization Act of 2018 (49 U.S.C. 41705 note)  
16          is 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 49; and

23           (C) by amending the section heading of  
24          such section 41728 to read as follows:

1 **“§ 41728. Airline passengers with disabilities bill of**  
 2 **rights”.**

3 (2) TECHNICAL AMENDMENT.—Section 41728  
 4 of title 49, United States Code, as transferred and  
 5 redesignated by paragraph (1), is amended—

6 (A) in subsection (a), by striking “the sec-  
 7 tion 41705” and inserting “section 41705”;

8 (B) in subsection (c), by striking “the date  
 9 of enactment of this Act” and inserting “the  
 10 date of enactment of the FAA Reauthorization  
 11 Act of 2018”; and

12 (C) in subsection (f), by striking “ensure  
 13 employees” and inserting “ensure that employ-  
 14 ees”.

15 (e) CLERICAL AMENDMENT.—The analysis for chap-  
 16 ter 417 of title 49, United States Code, is amended by  
 17 adding at the end the following:

“41727. Passenger rights.

“41728. Airline passengers with disabilities bill of rights.”.

18 **SEC. 712. GAO STUDY ON COMPETITION AND CONSOLIDA-**  
 19 **TION IN THE AIR CARRIER INDUSTRY.**

20 (a) STUDY.—The Comptroller General shall conduct  
 21 a study assessing competition and consolidation in the  
 22 United States air carrier industry. Such study shall in-  
 23 clude an assessment of—

1           (1) the history of mergers in the United States  
2           air carrier industry, including whether any claimed  
3           efficiencies have been realized;

4           (2) the effect of consolidation in the United  
5           States air carrier industry, if any, on consumers;

6           (3) the effect of consolidation in the United  
7           States air carrier industry, if any, on air transpor-  
8           tation service in small and rural markets; and

9           (4) the current state of competition in the  
10          United States air carrier industry as of the date of  
11          enactment of this section.

12          (b) REPORT.—Not later than 1 year after the date  
13          of enactment of this section, the Comptroller General shall  
14          submit to the appropriate committees of Congress a report  
15          containing the results of the study conducted under sub-  
16          section (a), together with recommendations for such legis-  
17          lation and administrative action as the Comptroller Gen-  
18          eral determines appropriate.

19          **SEC. 713. GAO STUDY AND REPORT ON THE OPERATIONAL**  
20                                   **PREPAREDNESS OF AIR CARRIERS FOR PRE-**  
21                                   **PARING FOR CHANGING WEATHER AND**  
22                                   **OTHER EVENTS RELATED TO CHANGING**  
23                                   **CONDITIONS AND NATURAL HAZARDS.**

24          (a) STUDY.—

1           (1) IN GENERAL.—The Comptroller General  
2 shall study and assess the operational preparedness  
3 of air carriers for preparing for changing weather  
4 and other events related to changing conditions and  
5 natural hazards, including flooding, extreme heat,  
6 changes in precipitation, storms, including winter  
7 storms, coastal storms, tropical storms, and hurri-  
8 canes, and fire conditions.

9           (2) REQUIREMENTS.—As part of the study re-  
10 quired by paragraph (1), the Comptroller General  
11 shall assess the following:

12           (A) The extent to which air carriers are  
13 preparing for weather events and natural disas-  
14 ters, as well as changing conditions and natural  
15 hazards, that may impact air carriers' oper-  
16 ational investments, staffing levels and safety  
17 policies, mitigation strategies, and other resil-  
18 iency planning.

19           (B) How the FAA oversees air carriers'  
20 operational resilience to storms and natural dis-  
21 asters, as well as changing conditions.

22           (C) Steps the Federal Government and air  
23 carriers can take to improve their operational  
24 resilience to storms and natural disasters, as  
25 well as changing conditions.

1 (b) BRIEFING AND REPORT.—

2 (1) BRIEFING.—Not later than 1 year after the  
3 date of enactment of this section, the Comptroller  
4 General shall brief the appropriate committees of  
5 Congress on the study required by subsection (a), to-  
6 gether with recommendations for such legislation  
7 and administrative action as the Comptroller Gen-  
8 eral determines appropriate.

9 (2) REPORT.—Not later than 6 months after  
10 the briefing required by paragraph (1) is provided,  
11 the Comptroller General shall submit a report to the  
12 appropriate committees of Congress on the study re-  
13 quired by subsection (a), together with recommenda-  
14 tions for such legislation and administrative action  
15 as the Comptroller General determines appropriate.

16 (c) DEFINITION OF AIR CARRIER.—In this section,  
17 the term “air carrier” has the meaning given that term  
18 in section 40102 of title 49, United States Code.

19 **SEC. 714. INCREASE IN CIVIL PENALTIES.**

20 (a) IN GENERAL.—Section 46301(a) of title 49,  
21 United States Code, is amended, in the matter preceding  
22 subparagraph (A), by striking “\$25,000” and inserting  
23 “\$50,000”.

1       (b) **EFFECTIVE DATE.**—The amendment made by  
2 subsection (a) shall apply to violations occurring on or  
3 after the date of enactment.

4       (c) **CONFORMING REGULATIONS.**—The Secretary  
5 shall revise such regulations as necessary to conform to  
6 the amendment made by subsection (a).

7 **SEC. 715. FAMILY SEATING.**

8       (a) **IN GENERAL.**—Not later than 180 days after the  
9 date of enactment of this section, the Secretary shall issue  
10 a notice of proposed rulemaking to establish a policy di-  
11 recting air carriers that assign seats, or allow individuals  
12 to select seats in advance of the date of departure of a  
13 flight, to sit each young child adjacent to an accompanying  
14 adult, to the greatest extent practicable, if adjacent seat  
15 assignments are available at any time after the ticket is  
16 issued for each young child and before the first passenger  
17 boards the flight.

18       (b) **PROHIBITION ON FEES.**—The notice of proposed  
19 rulemaking described in subsection (a) shall include a pro-  
20 vision that prohibits an air carrier from charging a fee,  
21 or imposing an additional cost beyond the ticket price of  
22 the additional seat, to seat each young child adjacent to  
23 an accompanying adult within the same class of service.

24       (c) **RULE OF CONSTRUCTION.**—Notwithstanding the  
25 requirement in subsection (a), nothing in this section may

1 be construed to allow the Secretary to impose a change  
 2 in the overall seating or boarding policy of an air carrier  
 3 that has an open or flexible seating policy in place that  
 4 generally allows adjacent family seating as described  
 5 under this section.

6 (d) **YOUNG CHILD.**—In this section, the term “young  
 7 child” means an individual who has not attained 14 years  
 8 of age.

9 **SEC. 716. ESTABLISHMENT OF OFFICE OF AVIATION CON-**  
 10 **SUMER PROTECTION.**

11 Section 102 of title 49, United States Code, is  
 12 amended—

13 (1) in subsection (c)(1)—

14 (A) in the matter preceding subparagraph  
 15 (A), by striking “7” and inserting “8”; and

16 (B) in subparagraph (A), by striking “and  
 17 an Assistant Secretary for Transportation Pol-  
 18 icy” and inserting “an Assistant Secretary for  
 19 Transportation Policy, and an Assistant Sec-  
 20 retary for Aviation Consumer Protection”; and

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

22 “(j) **OFFICE OF AVIATION CONSUMER PROTEC-**  
 23 **TION.**—

24 “(1) **ESTABLISHMENT.**—There is established in  
 25 the Department an Office of Aviation Consumer

1 Protection (referred to in this subsection as the ‘Of-  
2 fice’) to administer and enforce the aviation con-  
3 sumer protection and civil rights authorities pro-  
4 vided to the Department by statute, including those  
5 under section 41712—

6 “(A) to assist, educate, and protect pas-  
7 sengers;

8 “(B) to monitor compliance with, conduct  
9 investigations relating to, and enforce, including  
10 by taking appropriate action to address viola-  
11 tions of, aviation consumer protection, civil  
12 rights, and aviation economic requirements; and

13 “(C) to promulgate, as appropriate, avia-  
14 tion consumer protection and civil rights regula-  
15 tions.

16 “(2) LEADERSHIP.—The Office shall be headed  
17 by the Assistant Secretary for Aviation Consumer  
18 Protection (referred to in this subsection as the ‘As-  
19 sistant Secretary’).

20 “(3) TRANSITION.—Not later than 180 days  
21 after the date of enactment of this subsection, the  
22 Office of Aviation Consumer Protection that is a  
23 unit within the Office of the General Counsel of the  
24 Department which is headed by the Assistant Gen-  
25 eral Counsel for Aviation Consumer Protection, shall



1 cease to exist. The Department shall determine  
2 which employees are necessary to fulfill the respon-  
3 sibilities of the new Office of Aviation Consumer  
4 Protection and those employees shall be transferred  
5 from the Office of the General Counsel as appro-  
6 priate to the newly established Office of Aviation  
7 Consumer Protection. To the extent the Office of the  
8 General Counsel retains any attorney or hires any  
9 new attorney to advise the newly established Office  
10 of Aviation Consumer Protection, those attorneys  
11 will be located in the remaining offices within the  
12 Office of the General Counsel.

13 “(4) COORDINATION.—The Assistant Secretary  
14 shall coordinate with the General Counsel appointed  
15 under subsection (c)(1)(E), in accordance with sec-  
16 tion 1.26 of title 49, Code of Federal Regulations  
17 (or a successor regulation), on all legal matters re-  
18 lating to—

19 “(A) aviation consumer protection; and

20 “(B) the duties and activities of the Office  
21 described in subparagraphs (A) through (C) of  
22 paragraph (1).

23 “(5) ANNUAL REPORT.—The Assistant Sec-  
24 retary shall submit to the Secretary, who shall sub-  
25 mit to Congress and make publicly available on the

1 website of the Department, an annual report that,  
 2 with respect to matters under the jurisdiction of the  
 3 Department, or otherwise within the statutory au-  
 4 thority of the Department—

5 “(A) analyzes trends in aviation consumer  
 6 protection, civil rights, and licensing;

7 “(B) identifies major challenges facing  
 8 passengers; and

9 “(C) addresses any other relevant issues,  
 10 as the Assistant Secretary determines to be ap-  
 11 propriate.

12 “(6) FUNDING.—There is authorized to be ap-  
 13 propriated \$12,000,000 for fiscal year 2024,  
 14 \$13,000,000 for fiscal year 2025, \$14,000,000 for  
 15 fiscal year 2026, \$15,000,000 for fiscal year 2027,  
 16 and \$16,000,000 for fiscal year 2028.”

## 17 **Subtitle B—Accessibility**

### 18 **SEC. 731. EXTENSION OF THE ADVISORY COMMITTEE ON** 19 **THE AIR TRAVEL NEEDS OF PASSENGERS** 20 **WITH DISABILITIES.**

21 Section 439(g) of the FAA Reauthorization Act of  
 22 2018 (49 U.S.C. 41705 note) is amended by striking  
 23 “2023” and inserting “2028”.

1 **SEC. 732. MODERNIZATION AND IMPROVEMENTS TO AIR-**  
2 **CRAFT EVACUATION.**

3 (a) **STUDY.**—

4 (1) **IN GENERAL.**—Not later than 1 year after  
5 the date of enactment of this section, the Adminis-  
6 trator shall conduct a study on improvements to the  
7 safety and efficiency of evacuation standards for  
8 manufacturers and carriers of transport category  
9 airplanes, as described in parts 25 and 121 of title  
10 14, Code of Federal Regulations.

11 (2) **CONTENTS.**—

12 (A) **REQUIREMENTS.**—The study required  
13 by paragraph (1) shall include—

14 (i) a prospective risk analysis, as well  
15 as an evaluation of relevant past incidents  
16 with respect to evacuation safety and evae-  
17 uation standards;

18 (ii) an assessment of the evacuation  
19 testing procedures described in section  
20 25.803 of such title 14, as well as rec-  
21 ommendations for how to revise such test-  
22 ing procedures to ensure that the testing  
23 procedures assess, in a safe manner, the  
24 ability of passengers with disabilities, in-  
25 cluding those who use wheelchairs or other

1 mobility assistive devices, to safely and ef-  
2 ficiently evacuate an aircraft;

3 (iii) an assessment of the evacuation  
4 demonstration procedures described in  
5 such part 121, as well as recommendations  
6 for how to improve such demonstration  
7 procedures to ensure that the demonstra-  
8 tion procedures assess, in a safe manner,  
9 the ability of passengers with disabilities,  
10 including those who use wheelchairs or  
11 other mobility assistive devices, to safely to  
12 efficiently evacuate an aircraft;

13 (iv) the research proposed in National  
14 Transportation Safety Board Safety Rec-  
15 ommendation A-18-009; and

16 (v) any other analysis determined ap-  
17 propriate by the Administrator.

18 (B) CONSIDERATIONS.—In conducting the  
19 study under paragraph (1), the Administrator  
20 shall assess the following:

21 (i) The ability of passengers of dif-  
22 ferent ages (including infants, children,  
23 and senior citizens) to safely and efficiently  
24 evacuate a transport category airplane.

1           (ii) The ability of passengers of dif-  
2           ferent heights and weights to safely and ef-  
3           ficiently evacuate a transport category air-  
4           plane.

5           (iii) The ability of passengers with  
6           disabilities to safety and efficiently evae-  
7           uate a transport category airplane.

8           (iv) The ability of passengers who  
9           cannot speak, have difficulty speaking, use  
10          synthetic speech, or are non-vocal or non-  
11          verbal to safely and efficiently evacuate a  
12          transport category airplane.

13          (v) The ability of passengers who do  
14          not speak English to safely and efficiently  
15          evacuate a transport category airplane.

16          (vi) The impact of the presence of  
17          carry-on luggage and personal items (such  
18          as a purse, briefcase, laptop, or backpack)  
19          on the ability of passengers to safely and  
20          efficiently evacuate a transport category  
21          airplane.

22          (vii) The impact of seat size and pas-  
23          senger seating space and pitch on the abil-  
24          ity of passengers to safely and efficiently  
25          evacuate a transport category airplane.

1           (viii) The impact of seats and other  
2 obstacles in the pathway to the exit open-  
3 ing from the nearest aisle on the ability of  
4 passengers to safely and efficiently evac-  
5 uate a transport category airplane.

6           (ix) With respect to aircraft with par-  
7 allel longitudinal aisles, the impact of seat  
8 pods or other seating configurations that  
9 block access between such aisles within a  
10 cabin on the ability of passengers to safely  
11 and efficiently evacuate a transport cat-  
12 egory airplane.

13          (x) The impact of passenger load (the  
14 number of passengers relative to the num-  
15 ber of seats on board the aircraft) on the  
16 ability of passengers to safely and effi-  
17 ciently evacuate a transport category air-  
18 plane.

19          (xi) The impact of service animals on  
20 the ability of passengers (including such  
21 service animals and their handlers) to safe-  
22 ly and efficiently evacuate a transport cat-  
23 egory airplane.

24          (xii) Whether an applicant for a type  
25 certificate (as defined in section

1 44704(e)(7) of title 49, United States  
2 Code) should be required to demonstrate  
3 compliance with FAA emergency evacu-  
4 ation regulations (as described in section  
5 25.803 and Appendix J of part 25 of title  
6 14, Code of Federal Regulations) through  
7 live testing when the Administrator deter-  
8 mines that the new aircraft design is sig-  
9 nificant.

10 (xiii) Any other factor determined ap-  
11 propriate by the Administrator.

12 (C) PASSENGERS WITH DISABILITIES DE-  
13 FINED.—For purposes of this paragraph, the  
14 term “passengers with disabilities” means any  
15 qualified individual with a disability, as defined  
16 in section 382.3 of title 14, Code of Federal  
17 Regulations.

18 (b) AVIATION RULEMAKING COMMITTEE FOR EVACU-  
19 ATION STANDARDS.—

20 (1) IN GENERAL.—Not later than 180 days  
21 after the completion of the study under subsection  
22 (a), the Administrator shall establish an Aviation  
23 Rulemaking Committee (in this section referred to  
24 as the “Committee”) to review the findings of the  
25 study and develop and submit to the Administrator

1 recommendations regarding improvements to the  
2 evacuation standards described in parts 25 and 121  
3 of title 14, Code of Federal Regulations.

4 (2) COMPOSITION.—The Committee shall con-  
5 sist of members appointed by the Administrator, in-  
6 cluding the following:

7 (A) Representatives of industry.

8 (B) Representatives of aviation labor orga-  
9 nizations.

10 (C) Aviation safety experts with specific  
11 knowledge of the evacuation standards and re-  
12 quirements under such parts 25 and 121.

13 (D) Representatives of the disability com-  
14 munity with specific knowledge of accessibility  
15 standards regarding evacuations in emergency  
16 circumstances.

17 (E) Representatives of the senior citizen  
18 community.

19 (F) Representatives of pediatricians.

20 (3) CONSIDERATIONS.—In reviewing the find-  
21 ings of the study under subsection (a) and devel-  
22 oping recommendations regarding the improvement  
23 of the evacuation standards, the Committee shall  
24 consider the following:



1           (A) The recommendations made by any  
2           prior Aviation Rulemaking Committee regard-  
3           ing the evacuation standards described in such  
4           parts 25 and 121.

5           (B) Scientific data derived from the study  
6           under subsection (a).

7           (C) Any data gathered from aviation safety  
8           reporting programs.

9           (D) The cost-benefit analysis and risk  
10          analysis of any recommended standards.

11          (E) Any other item determined appropriate  
12          by the Committee.

13          (e) REPORT TO CONGRESS.—Not later than 180 days  
14 after the date on which the Committee submits rec-  
15 ommendations under subsection (b), the Administrator  
16 shall submit to the appropriate committees of Congress  
17 a report on—

18           (1) the findings of the study conducted under  
19           subsection (a);

20           (2) the recommendations of the Committee  
21           under subsection (b); and

22           (3) the Administrator's plan, if any, to imple-  
23           ment such recommendations.

24          (d) RULEMAKING.—Not later than 90 days after sub-  
25          mitting the report to Congress under subsection (e), the

1 Administrator shall issue a notice of proposed rulemaking  
2 to implement the recommendations of the Committee that  
3 the Administrator deems appropriate.

4 **SEC. 733. IMPROVED TRAINING STANDARDS FOR ASSIST-**  
5 **ING PASSENGERS WHO USE WHEELCHAIRS.**

6 (a) **RULEMAKING.**—The Secretary shall conduct a  
7 rulemaking to develop requirements for minimum training  
8 standards for airline personnel or contractors who assist  
9 wheelchair users who must board or deplane using an aisle  
10 chair or other boarding device.

11 (b) **REQUIREMENTS.**—The training standards devel-  
12 oped under subsection (a) shall require, at a minimum,  
13 that airline personnel or contractors—

14 (1) complete refresher training every 6 months  
15 and be recertified yearly on the job by a superior in  
16 order to remain qualified for providing aisle chair  
17 assistance; and

18 (2) be able to successfully demonstrate the each  
19 of following skills in hands-on training sessions be-  
20 fore being allowed to board or deplane a passenger  
21 using an aisle chair or other boarding device:

22 (A) How to safely use the aisle chair, or  
23 other boarding device, including the use of all  
24 straps, brakes, and other safety features.

1           (B) How to assist in the transfer of pas-  
2           sengers to and from their wheelchair, the aisle  
3           chair, and the aircraft's passenger seat, either  
4           by physically lifting the passenger or deploying  
5           a mechanical device for the lift or transfer.

6           (C) How to effectively communicate with,  
7           and take instruction from, the passenger.

8           (e) CONSIDERATIONS.—In conducting the rulemaking  
9           under subsection (a), the Secretary shall consider, at a  
10          minimum—

11           (1) whether to require air carriers and foreign  
12           air carriers to partner with national disability orga-  
13           nizations and disabled veterans organizations rep-  
14           resenting individuals with disabilities who use wheel-  
15           chairs and scooters in administering and auditing  
16           training;

17           (2) whether to require air carriers and foreign  
18           air carriers to use a lift device, instead of an aisle  
19           chair, to board and deplane passengers with mobility  
20           disabilities;

21           (3) whether air carriers and foreign air carriers  
22           should be required to use their own personnel in-  
23           stead of contractors for boarding passengers with  
24           limited or no mobility; and

1           (4) whether individuals able to provide boarding  
 2           and deplaning assistance for passengers with limited  
 3           or no mobility should receive training from medical  
 4           professionals on how to properly lift these pas-  
 5           sengers.

6           (d) FINAL RULE.—Not later than 12 months after  
 7           the date of enactment of this section, the Secretary shall  
 8           issue a final rule pursuant to the rulemaking conducted  
 9           under this section.

10          (e) PENALTIES.—The Secretary may assess a civil  
 11          penalty in accordance with section 46301 of title 49,  
 12          United States Code, to any air carrier or foreign air car-  
 13          rier who fails to meet the requirements established under  
 14          the final rule under subsection (d).

15          **SEC. 734. TRAINING STANDARDS FOR STOWAGE OF WHEEL-**  
 16    **CHAIRS AND SCOOTERS.**

17          (a) RULEMAKING.—The Secretary shall conduct a  
 18          rulemaking to develop minimum training standards re-  
 19          lated to stowage of wheelchairs and scooters on aircraft.

20          (b) REQUIREMENTS.—The training standards devel-  
 21          oped under subsection (a) shall require, at a minimum,  
 22          that airline personnel or contractors—

23                      (1) complete refresher training every 6 months  
 24                      and be recertified yearly on the job by a superior in

1 order to remain qualified for handling and stowing  
2 wheelchairs and scooters; and

3 ~~(2)~~ be able to successfully demonstrate the each  
4 of following skills in hands-on training sessions be-  
5 fore being allowed to handle or stow a wheelchair or  
6 scooter:

7 (A) How to properly handle and configure,  
8 at a minimum, the most commonly used power  
9 and manual wheelchairs and scooters for stow-  
10 age on each aircraft type operated by the air  
11 carrier or foreign air carrier.

12 (B) How to properly review any wheelchair  
13 or scooter information provided by the pas-  
14 senger or the assistive device manufacturer.

15 (C) How to properly load, secure, and un-  
16 load wheelchairs and scooters, including how to  
17 use any specialized equipment for loading or  
18 unloading, on each aircraft type operated by the  
19 air carrier or foreign air carrier.

20 ~~(e)~~ CONSIDERATIONS.—In conducting the rulemaking  
21 under subsection (a), the Secretary shall consider, at a  
22 minimum—

23 (1) whether to require air carriers and foreign  
24 air carriers to partner with wheelchair manufactur-  
25 ers, national disability and disabled veterans organi-

1 zations representing individuals who use wheelchairs  
 2 and scooters, and aircraft manufacturers, in admin-  
 3 istering and auditing training; and

4 (2) whether air carriers and foreign air carriers  
 5 should require personnel or contractors to use spe-  
 6 cialized equipment in loading and unloading wheel-  
 7 chairs and scooters.

8 (d) FINAL RULE.—Not later than 12 months after  
 9 the date of enactment of this section, the Secretary shall  
 10 issue a final rule pursuant to the rulemaking conducted  
 11 under this section.

12 (e) PENALTIES.—The Secretary may assess a civil  
 13 penalty in accordance with section 46301 of title 49,  
 14 United States Code, to any air carrier or foreign air car-  
 15 rier who fails to meet the requirements established under  
 16 the final rule under subsection (d).

17 **SEC. 735. MOBILITY AIDS ON BOARD IMPROVE LIVES AND**  
 18 **EMPOWER ALL ACT.**

19 (a) PUBLICATION OF INFORMATION RELATED TO  
 20 POWERED WHEELCHAIRS.—

21 (1) ADVISORY CIRCULAR.—Not later than 1  
 22 year after the date of enactment of this section, the  
 23 Secretary shall issue an advisory circular that pro-  
 24 vides guidance to air carriers and foreign air car-  
 25 riers (as defined in section 40102 of title 49, United

1 States Code) on publishing information related to  
2 powered wheelchairs on the website of such carrier,  
3 including—

4 (A) information describing the dimensions  
5 of the cargo holds of all aircraft types in the air  
6 carrier's fleet, including the dimensions of the  
7 cargo hold entry; and

8 (B) in the case of a qualified individual  
9 with a disability (as defined in section 382.3 of  
10 title 14, Code of Federal Regulations) traveling  
11 with a wheelchair (including a power wheel-  
12 chair, manual wheelchair, or scooter) who has  
13 purchased a ticket for a flight from the air car-  
14 rier but who cannot fly on the existing aircraft  
15 because the wheelchair of such qualified indi-  
16 vidual cannot fit in the cargo hold; information  
17 regarding the process for such qualified indi-  
18 vidual to get a refund of any previously paid  
19 fares, fees, and taxes applicable to such flight.

20 (2) REQUIREMENT.—Not later than 18 months  
21 after the date of enactment of this section, each air  
22 carrier and foreign air carrier shall be required to  
23 publish, on a prominent and easily accessible place  
24 on the website of the carrier, the information de-

1       scribed in the advisory circular issued under para-  
2       graph (1).

3       (b) EVALUATION OF DATA REGARDING MISHANDLED  
4 WHEELCHAIRS.—Not later than 6 months after the date  
5 of enactment of this section, and annually thereafter, the  
6 Secretary shall—

7           (1) evaluate data (which shall be delineated by  
8       type of wheelchair being mishandled, such as power  
9       wheelchairs, manual wheelchairs, and scooters, and  
10      by type of mishandling, such as damage (including  
11      the type of damage, such as broken drive wheels or  
12      casters, bent or broken frames, damage to electrical  
13      connectors or wires, control input devices, joysticks,  
14      upholstery, or other components, and any other type  
15      of damage deemed appropriate by the Secretary),  
16      delay, or loss) regarding the frequency of mis-  
17      handling of wheelchairs (as defined in section 37.3  
18      of title 49, Code of Federal Regulations) occurring  
19      on aircraft;

20           (2) determine whether there are issues with re-  
21      spect to such frequency and type of mishandling;  
22      and

23           (3) review and report any claims for which an  
24      air carrier has conclusive evidence of fraud.



1           (c) **REPORT ON MISHANDLED WHEELCHAIRS.**—Not  
2 later than 6 months after the date of enactment of this  
3 section, the Secretary shall submit to the appropriate com-  
4 mittees of Congress a report (which shall be made publicly  
5 available on the website of the Department of Transpor-  
6 tation) regarding the results of each such evaluation and  
7 determination under subsection (b), including how the  
8 Secretary plans to address such results through consulta-  
9 tion with air carriers, wheelchair manufacturers, national  
10 disability and disabled veterans organizations, and other  
11 relevant stakeholders.

12           (d) **FEASIBILITY OF IN-CABIN WHEELCHAIR RE-**  
13 **STRAINT SYSTEMS.**—

14                 (1) **ROADMAP.**—Not later than 1 year after the  
15 date of enactment of this section, the Secretary shall  
16 submit to the appropriate committees of Congress a  
17 publicly available strategic roadmap that describes  
18 how the Department of Transportation and the  
19 United States Access Board, respectively, shall, in  
20 accordance with the recommendations from the Na-  
21 tional Academies of Science, Engineering, and Math-  
22 ematics Transportation Research Board Special Re-  
23 port 341—

24                         (A) establish a program of research, in col-  
25 laboration with the Rehabilitation Engineering

1 and Assistive Technology Society of North  
2 America (RESNA), the assistive technology in-  
3 dustry, air carriers, original equipment manu-  
4 facturers, national disability and disabled vet-  
5 erans organizations, and any other relevant  
6 stakeholders, to test and evaluate an appro-  
7 priate selection of WC19-compliant wheelchairs  
8 and accessories in accordance with applicable  
9 FAA crashworthiness and safety performance  
10 criteria, including the issues and considerations  
11 set forth in Special Report 341; and

12 (B) sponsor studies that assess issues and  
13 considerations, including those set forth in Spe-  
14 cial Report 341, such as—

15 (i) the likely demand for air travel by  
16 individuals who are nonambulatory if such  
17 individuals could remain seated in their  
18 personal wheelchairs in flight; and

19 (ii) the feasibility of implementing  
20 seating arrangements that would accommo-  
21 date passengers in wheelchairs in the main  
22 cabin in flight.

23 (2) STUDY.—If determined to be technically  
24 feasible by the Secretary, not later than 2 years  
25 after making such determination, the Secretary shall

1 commence a study to assess the economic and finan-  
2 cial feasibility of air carriers and foreign air carriers  
3 implementing seating arrangements that accommo-  
4 date passengers with wheelchairs (including power  
5 wheelchairs, manual wheelchairs, and scooters) in  
6 the main cabin during flight. Such study shall in-  
7 clude an assessment of—

8 (A) the cost of such seating arrangements,  
9 equipment, and installation;

10 (B) the demand for such seating arrange-  
11 ments;

12 (C) the impact of such seating arrange-  
13 ments on passenger seating and safety on air-  
14 craft;

15 (D) the impact of such seating arrange-  
16 ments on the cost of operations and airfare;  
17 and

18 (E) any other information determined ap-  
19 propriate by the Secretary.

20 (3) REPORT.—Not later than 1 year after the  
21 date on which the study under paragraph (2) is  
22 completed, the Secretary shall submit to the appro-  
23 priate committees of Congress a publicly available  
24 report describing the results of the study conducted

1 under paragraph (2), together with any rec-  
2 ommendations the Secretary determines appropriate.

3 **SEC. 736. PRIORITIZING ACCOUNTABILITY AND ACCESSI-**  
4 **BILITY FOR AVIATION CONSUMERS ACT OF**  
5 **2023.**

6 (a) **ANNUAL REPORT.**—Not later than 1 year after  
7 the date of enactment of this section, and annually there-  
8 after, the Secretary shall submit a report on aviation con-  
9 sumer complaints related to passengers with a disability  
10 filed with the Department of Transportation to the appro-  
11 priate committees of Congress, and shall make each an-  
12 nual report publicly available.

13 (b) **REPORT.**—Each annual report submitted under  
14 subsection (a) shall include, but not be limited to, the fol-  
15 lowing:

16 (1) The number of aviation consumer com-  
17 plaints reported to the Secretary related to pas-  
18 sengers with a disability filed with the Department  
19 of Transportation during the 5 most recent calendar  
20 years.

21 (2) The nature of such complaints, such as re-  
22 ported issues with—

23 (A) an air carrier, including an air ear-  
24 rier's staff training or lack thereof;

1           (B) mishandling of passengers with a dis-  
2           ability or their accessibility equipment;

3           (C) the condition or lack of accessibility  
4           equipment or materials;

5           (D) the accessibility of in-flight services,  
6           including accessing and utilizing on-board lava-  
7           tories, for passengers with a disability;

8           (E) difficulties experienced by passengers  
9           with a disability in communicating with an air  
10          carrier or staff of an air carrier;

11          (F) difficulties experienced by passengers  
12          with a disability in being moved, handled, or  
13          having their schedule changed without consent;

14          (G) issues experienced by passengers with  
15          a disability traveling with a service animal; and

16          (H) such other issues as the Secretary  
17          deems appropriate.

18          (3) ~~An overview of the review process for such~~  
19          complaints received during such period.

20          (4) ~~The median length of time for how quickly~~  
21          review such complaints were initiated.

22          (5) ~~The median length of time for how quickly~~  
23          such complaints were resolved or otherwise ad-  
24          dressed.

1           (6) Of the complaints that were found to violate  
2 section 41705 of title 49, United States Code, (com-  
3 monly known as the “Air Carrier Access Act of  
4 1986”)—

5           (A) the number of such complaints for  
6 which a formal enforcement order was issued;  
7 and

8           (B) the number of such complaints for  
9 which a formal enforcement order was not  
10 issued.

11          (7) How many aviation consumer complaints re-  
12 lated to passengers with a disability were referred to  
13 the Department of Justice for an enforcement action  
14 under—

15           (A) section 504 of the Rehabilitation Act  
16 of 1973 (29 U.S.C. 794);

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

19           (C) any other provision of law.

20          (8) How many aviation consumer complaints re-  
21 lated to passengers with a disability filed with the  
22 Department of Transportation that involved airport  
23 staff, or other matters under the jurisdiction of the  
24 Federal Aviation Administration, were referred to  
25 the Federal Aviation Administration.

1 (c) DEFINITIONS.—

2 (1) IN GENERAL.—The definitions set forth in  
3 section 40102 of title 49, United States Code, and  
4 section 382.3 of title 14, Code of Federal Regula-  
5 tions, apply to any term defined in such sections  
6 that is used in this section.

7 (2) PASSENGERS WITH A DISABILITY DE-  
8 FINED.—In this section, the term “passengers with  
9 a disability” has the meaning given the term “quali-  
10 fied individual with a disability” in section 382.3 of  
11 title 14, Code of Federal Regulations.

12 **SEC. 737. TRANSPORTATION OF ORGANS.**

13 (a) HANDLING OF ORGANS ON AIRCRAFT.—Not later  
14 than 180 days after the date of enactment of this section,  
15 the Administrator, in coordination with relevant Federal  
16 agencies and stakeholders, shall issue a rulemaking to—

17 (1) establish a safe, standardized process for a  
18 commercial airline’s acceptance, handling, manage-  
19 ment, and transportation of an organ in the cabin  
20 of an aircraft;

21 (2) require each commercial airline to establish  
22 a protocol to ensure the safe and timely transport of  
23 an organ in the cabin of the aircraft, including  
24 through any connecting flight; and

1           (3) identify metrics regarding the handling of  
2           organs by commercial airlines in order to increase  
3           transparency and aid the development of best prac-  
4           tices and improvement initiatives.

5           (b) DEFINITION OF ORGAN.—For purposes of this  
6           section, the term “organ”—

7           (1) has the meaning given such term in section  
8           121.2 of title 42, Code of Federal Regulations; and

9           (2) includes organ-related tissue.

10   **SEC. 738. ACCESS AND DIGNITY FOR ALL PEOPLE WHO**  
11                           **TRAVEL ACT.**

12           (a) SHORT TITLE.—This section may be cited as the  
13           “Access and Dignity for All People Who Travel Act of  
14           2023”.

15           (b) DEFINITIONS.—In this section:

16           (1) AIR CARRIER.—The term “air carrier” has  
17           the meaning given that term in section 40102 of  
18           title 49, United States Code.

19           (2) FOREIGN AIR CARRIER.—The term “foreign  
20           air carrier” has the meaning given that term in sec-  
21           tion 40102 of title 49, United States Code.

22           (3) QUALIFIED INDIVIDUAL WITH A DIS-  
23           ABILITY.—The term “qualified individual with a dis-  
24           ability” has the meaning given that term in section  
25           382.3 of title 14, Code of Federal Regulations.



1           (4) SERVICE ANIMAL.—The term “service ani-  
2           mal” has the meaning given that term in section  
3           382.3 of title 14, Code of Federal Regulations.

4           (e) SEATING ACCOMMODATIONS FOR QUALIFIED IN-  
5           DIVIDUALS WITH DISABILITIES.—

6           (1) IN GENERAL.—

7           (A) ADVANCED NOTICE OF PROPOSED  
8           RULEMAKING.—Not later than 180 days after  
9           the date of enactment of this section, the Sec-  
10          retary shall issue an advanced notice of pro-  
11          posed rulemaking regarding seating accom-  
12          modations for any qualified individual with a  
13          disability.

14          (B) NOTICE OF PROPOSED RULE-  
15          MAKING.—Not later than 1 year after the date  
16          on which the advanced notice of proposed rule-  
17          making under subparagraph (A) is completed,  
18          the Secretary shall issue a notice of proposed  
19          rulemaking regarding seating accommodations  
20          for any qualified individual with a disability.

21          (C) FINAL RULE.—Not later than 1 year  
22          after the date on which the notice of proposed  
23          rulemaking under subparagraph (B) is com-  
24          pleted, the Secretary shall issue a final rule re-

1            regarding seating accommodations for any quali-  
2            fied individual with a disability.

3            ~~(2) REQUIREMENTS.~~—In carrying out any rule-  
4            making under paragraph (1), the Secretary shall  
5            consider the following:

6                   (A) The scope and anticipated number of  
7            qualified individuals with a disability who—

8                        (i) may need to be seated with a com-  
9            panion to receive assistance during a  
10           flight; or

11                        (ii) should be afforded bulkhead seats  
12           or other seating considerations.

13                  (B) The types of disabilities that may need  
14           seating accommodations.

15                  (C) Whether such qualified individuals  
16           with a disability are unable to obtain, or have  
17           difficulty obtaining, such a seat.

18                  (D) The scope and anticipated number of  
19           individuals assisting a qualified individual with  
20           a disability who should be afforded an adjoining  
21           seat pursuant to section 382.81 of title 14,  
22           Code of Federal Regulations.

23                  (E) Any notification given to qualified indi-  
24           viduals with a disability regarding available  
25           seating accommodations.

1           (F) Any method that is adequate to iden-  
2           tify fraudulent claims for seating accommoda-  
3           tions.

4           (G) Any other information determined ap-  
5           propriate by the Secretary.

6           (d) ~~KNOWN SERVICE ANIMAL USER TRAVEL PILOT~~  
7           PROGRAM.—

8           (1) ~~PILOT PROGRAM.—~~

9           (A) ~~ESTABLISHMENT.—~~

10           (i) ~~IN GENERAL.—~~The Secretary shall  
11           establish a pilot program to allow approved  
12           program participants as known service ani-  
13           mal users for the purpose of exemption  
14           from the documentation requirements  
15           under part 382 of title 14, Code of Federal  
16           Regulations, with respect to air travel with  
17           a service animal.

18           (ii) ~~REQUIREMENTS.—~~The pilot pro-  
19           gram established under clause (i) shall—

20                   (I) be optional;

21                   (II) provide to applicants assist-  
22                   ance, including over-the-phone assist-  
23                   ance, throughout the application proce-  
24                   ess for the program;

1           (III) with respect to any web-  
2           based components of the pilot pro-  
3           gram, meet or exceed the standards  
4           described in section 508 of the Reha-  
5           bilitation Act of 1973 (29 U.S.C.  
6           794d) and the regulations imple-  
7           menting that Act as set forth in part  
8           1194 of title 36, Code of Federal Reg-  
9           ulations; and

10           (IV) exempt participants of the  
11           pilot program from any documenta-  
12           tion requirements under part 382 of  
13           title 14, Code of Federal Regulations.

14           (B) CONSULTATION.—In establishing the  
15           pilot program under subparagraph (A), the Sec-  
16           retary shall consult with—

17           (i) disability advocacy entities, includ-  
18           ing nonprofit organizations focused on en-  
19           suring that individuals with disabilities are  
20           able to live and participate in their commu-  
21           nities;

22           (ii) air carriers and foreign air car-  
23           riers;

24           (iii) accredited service animal training  
25           programs and authorized registrars, such

1 as the International Guide Dog Federa-  
2 tion, Assistance Dogs International, and  
3 other similar organizations and foreign and  
4 domestic governmental registrars of service  
5 animals;

6 (iv) other relevant departments or  
7 agencies of the Federal Government; and

8 (v) other entities determined to be ap-  
9 propriate by the Secretary.

10 (C) ELIGIBILITY.—To be eligible to par-  
11 ticipate in the pilot program under this para-  
12 graph, an individual shall—

13 (i) be a qualified individual with a dis-  
14 ability;

15 (ii) require the use of a service animal  
16 because of a disability; and

17 (iii) submit an application to the Sec-  
18 retary at such time, in such manner, and  
19 containing such information as the Sec-  
20 retary may require.

21 (D) CLARIFICATION.—The Secretary may  
22 award a grant or enter into a contract or coop-  
23 erative agreement in order to carry out this  
24 paragraph.

1           (E) **NOMINAL FEE.**—The Secretary may  
2 require an applicant to pay a nominal fee (not  
3 to exceed \$25) to participate in the pilot pro-  
4 gram.

5           (F) **REPORTS TO CONGRESS.**—

6           (i) **PLANNING REPORT.**—Not later  
7 than 1 year after the date of enactment of  
8 this section, the Secretary shall submit to  
9 the appropriate committees of Congress a  
10 publicly available report describing the im-  
11 plementation plan for the pilot program  
12 under this paragraph.

13           (ii) **ANNUAL REPORT.**—Not later than  
14 1 year after the establishment of the pilot  
15 program under this paragraph, and annu-  
16 ally thereafter until the date described in  
17 subparagraph (G), the Secretary shall sub-  
18 mit to the appropriate committees of Con-  
19 gress a publicly available report on the  
20 progress of the pilot program.

21           (iii) **FINAL REPORT.**—Not later than  
22 5 years after the date of enactment of this  
23 section, the Secretary shall submit to the  
24 appropriate committees of Congress a pub-  
25 licly available final report that includes

1            recommendations for the establishment  
2            and implementation of a permanent known  
3            service animal user travel program for the  
4            Federal Government.

5            ~~(G) SUNSET.~~—The pilot program shall ter-  
6            minate on the date that is 5 years after the  
7            date of enactment of this section.

8            ~~(2) ACCREDITED SERVICE ANIMAL TRAINING~~  
9            ~~PROGRAMS AND AUTHORIZED REGISTRARS.~~—Not  
10           later than 6 months after the date of enactment of  
11           this section, the Secretary shall publish on the  
12           website of the Department of Transportation and  
13           maintain a list of—

14                ~~(A) accredited programs that train service~~  
15                ~~animals; and~~

16                ~~(B) authorized registrars that evaluate~~  
17                ~~service animals.~~

18            ~~(3) REPORT TO CONGRESS ON SERVICE ANIMAL~~  
19            ~~REQUESTS.~~—Not later than 1 year after the date of  
20            enactment of this section, and annually thereafter,  
21            the Secretary shall submit to the appropriate com-  
22            mittees of Congress a report on requests for air  
23            travel with service animals, including—

1           (A) during the reporting period, how many  
2 requests to board an aircraft with a service ani-  
3 mal were made; and

4           (B) the number and percentage of such re-  
5 quests, categorized by type of request, that  
6 were reported by air carriers or foreign air ear-  
7 riers as—

8                   (i) granted;

9                   (ii) denied; or

10                   (iii) fraudulent.

11           (4) TRAINING.—

12           (A) IN GENERAL.—Not later than 180  
13 days after the date of enactment of this section,  
14 the Secretary shall, in consultation with the Air  
15 Carrier Access Act Advisory Committee, issue  
16 guidance regarding improvements to training  
17 for airline personnel (including contractors) in  
18 recognizing when a qualified individual with a  
19 disability is traveling with a service animal.

20           (B) REQUIREMENTS.—The guidance  
21 issued under paragraph (1) shall—

22                   (i) take into account respectful en-  
23 gagement with and assistance for individ-  
24 uals with a wide range of visible and non-  
25 visible disabilities;



1 (ii) provide information on—

2 (I) service animal behavior and  
3 whether the service animal is appro-  
4 priately harnessed, leashed, or other-  
5 wise tethered; and

6 (II) the various types of service  
7 animals, such as guide dogs, hearing  
8 or signal dogs, psychiatric service  
9 dogs, sensory or social signal dogs,  
10 and seizure response dogs; and

11 (iii) outline the rights and responsibil-  
12 ities of the handler of the service animal.

13 **SEC. 739. EQUAL ACCESSIBILITY TO PASSENGER PORTALS**  
14 **ACT.**

15 (a) APPLICATIONS AND INFORMATION COMMUNICA-  
16 TION TECHNOLOGIES.—

17 (1) RULEMAKING.—Not later than 6 months  
18 after the date of enactment of this section, the Sec-  
19 retary shall issue a notice of proposed rulemaking to  
20 ensure that customer-focused websites, applications,  
21 and information communication technologies (includ-  
22 ing those used to notify any individual with a dis-  
23 ability of changes to flight information (such as  
24 delays, gate changes, or boarding announcements),  
25 passenger safety information, or in-flight services

1 and updates) of an air carrier, foreign air carrier, or  
2 airport are accessible.

3 (2) FINAL RULE.—Not later than 1 year after  
4 the date of enactment of this section, the Secretary  
5 shall promulgate a final rule for the purposes de-  
6 scribed in paragraph (1).

7 (3) CONSIDERATIONS.—In any rulemaking  
8 under this subsection, the Secretary—

9 (A) shall consider—

10 (i) the standards described in section  
11 508 of the Rehabilitation Act of 1973 (29  
12 U.S.C. 794d); and

13 (ii) the regulations implementing that  
14 Act as set forth in part 1194 of title 36,  
15 Code of Federal Regulations; and

16 (B) may consider—

17 (i) additional standards, including  
18 those provided in the Web Content Accessi-  
19 bility Guidelines 2.1 Level AA of the Web  
20 Accessibility Initiative of the World Wide  
21 Web Consortium (or subsequent versions);  
22 and

23 (ii) the technical capabilities of the in-  
24 formation communication technology.

1           (4) CONSULTATION.—For purposes of this sec-  
2           tion, the Secretary may consult with the Architee-  
3           tural and Transportation Barriers Compliance  
4           Board and any other relevant department or agency  
5           to determine appropriate accessibility standards.

6           (5) REVIEW.—Not later than 5 years after pro-  
7           mulgating the final rule under paragraph (2), and  
8           every 5 years thereafter, the Secretary shall review  
9           the rules issued under this subsection and update  
10          such rules as necessary.

11         (b) AUDIT.—

12           (1) INITIAL AUDIT.—

13           (A) REQUIREMENT.—Not later than 1  
14           year after the date on which the Secretary pro-  
15           mulgates the final rule under subsection (a)(2),  
16           and subsequently thereafter as described in  
17           paragraph (3), the Secretary shall commence an  
18           audit of each customer-focused website, applica-  
19           tion, or information communication technology  
20           of an air carrier, foreign air carrier, or airport  
21           for the purpose of informing improvements that  
22           ensure any individual with a disability has equal  
23           access to travel, in accordance with such final  
24           rule. Such audit shall be limited to a review of  
25           the following:

1 (i) The accessibility of any customer-  
2 focused website or application of an air  
3 carrier, foreign air carrier, or airport.

4 (ii) The accessibility of the informa-  
5 tion communication technology an air ear-  
6 rier, foreign air carrier, or airport uses  
7 to—

8 (I) notify any individual with a  
9 disability of changes to flight informa-  
10 tion (such as delays, gate changes, or  
11 boarding announcements); or

12 (II) provide services to such indi-  
13 vidual, such as checking in, printing a  
14 boarding pass, or printing a luggage  
15 tag.

16 (iii) Other relevant information, as de-  
17 termined by the Secretary in consultation  
18 with stakeholders from the disability com-  
19 munity, air carriers, foreign air carriers,  
20 airports, and other relevant stakeholders.

21 (B) NOTICE.—Not later than 9 months be-  
22 fore commencing any audit under subparagraph  
23 (A), the Secretary shall notify any entity being  
24 audited and publish in a prominent place on the  
25 website of the Department of Transportation

1 and in an accessible manner, information re-  
2 garding such audit, including—

3 (i) a notice of the audit;

4 (ii) the standards that the customer-  
5 focused website, application, or information  
6 communication technology of an air car-  
7 rier, foreign air carrier, or airport must  
8 meet; and

9 (iii) the potential civil penalties that  
10 may be assessed for noncompliance with  
11 such standards.

12 ~~(2) CLARIFICATION.~~—The Secretary may—

13 ~~(A)~~ award a grant or enter into a contract  
14 or cooperative agreement in order to carry out  
15 the audits required under paragraph ~~(1)~~; and

16 ~~(B)~~ require any air carrier, foreign air car-  
17 rier, or airport audited under this section to  
18 provide to the Secretary such information as  
19 the Secretary requires to carry out any such  
20 audit.

21 ~~(3) SUBSEQUENT AUDITS.~~—

22 ~~(A) LARGE AIR CARRIERS, LARGE HUB~~  
23 ~~AIRPORTS, AND MEDIUM HUB AIRPORTS.~~—For  
24 purposes of paragraph ~~(1)~~, after the initial  
25 audit described in such paragraph, the Sec-

1           retary shall conduct subsequent audits every 3  
2           years thereafter with respect to large air car-  
3           riers, large hub airports, and medium hub air-  
4           ports.

5           (B) SMALL AIR CARRIERS.—For purposes  
6           of paragraph (1), after the initial audit de-  
7           scribed in such paragraph, the Secretary shall  
8           conduct subsequent audits every 5 years there-  
9           after with respect to small air carriers.

10          (c) REPORT.—Not later than 1 year after com-  
11          mencing any audit under subsection (b), the Secretary  
12          shall submit to the appropriate committees of Congress  
13          a publicly-available report containing the following:

14               (1) The number of air carriers, foreign air car-  
15               riers, and airports audited during the reporting pe-  
16               riod.

17               (2) The number of violations per type of oper-  
18               ator (air carrier, foreign air carrier, and airport)  
19               during the reporting period.

20               (3) An analysis of the number and type of vio-  
21               lations (such as lack of captions, audio descriptions,  
22               image descriptions), with such types being at the  
23               discretion of the Secretary.

1           (4) Recommendations for such legislation and  
2           administrative action as the Secretary determines  
3           appropriate.

4           (d) PENALTIES.—Upon completing an audit con-  
5           ducted under subsection (b), the Secretary may assess a  
6           civil penalty in accordance with section 46301 of title 49,  
7           United States Code, to any air carrier, foreign air carrier,  
8           or airport that utilizes a customer-focused website, appli-  
9           cation, or information communication technology that is  
10          not accessible, as determined by the Secretary.

11          (e) DEFINITIONS.—In this section:

12           (1) AIR CARRIER.—The term “air carrier” has  
13           the meaning given that term in section 40102 of  
14           title 49, United States Code.

15           (2) AIRPORT.—The term “airport” has the  
16           meaning given that term in section 40102 of title  
17           49, United States Code.

18           (3) APPLICATION.—The term “application”  
19           means software that is designed to run on a device,  
20           including a smartphone, tablet, self-service kiosk,  
21           wearable technology item, or laptop or desktop com-  
22           puter, or another device, including a device devel-  
23           oped after the date of enactment of this section, and  
24           that is designed to perform, or to help the user per-  
25           form, a specific task.

1           (4) 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           (5) INDIVIDUAL WITH A DISABILITY.—The term  
5 “individual with a disability” has the meaning given  
6 that term in section 382.3 of title 14, Code of Fed-  
7 eral Regulations.

8           (6) INFORMATION COMMUNICATION TECH-  
9 NOLOGY.—The term “information communication  
10 technology”—

11           (A) means any equipment, system, tech-  
12 nology, or process for which the principal func-  
13 tion is the creation, manipulation, storage, dis-  
14 play, receipt, or transmission of relevant elec-  
15 tronic data and information, as well as any as-  
16 sociated content; and

17           (B) includes a computer and peripheral  
18 equipment, an information kiosk or transaction  
19 machine, telecommunications equipment, cus-  
20 tomer premises equipment, a multifunction of-  
21 fice machine, software, a video, or an electronic  
22 document.

23           (7) LARGE AIR CARRIER.—The term “large air  
24 carrier” means an air carrier or foreign air carrier  
25 operating under part 121 of title 14, Code of Fed-



1 eral Regulations, that operates an aircraft with 125  
2 passenger seats or more.

3 (8) **LARGE HUB AIRPORT.**—The term “large  
4 hub airport” has the meaning given that term in  
5 section 40102 of title 49, United States Code.

6 (9) **MEDIUM HUB AIRPORT.**—The term “me-  
7 dium hub airport” has the meaning given that term  
8 in section 40102 of title 49, United States Code.

9 (10) **SMALL AIR CARRIER.**—The term “small  
10 air carrier” means an air carrier or foreign air car-  
11 rier operating under part 121 of title 14, Code of  
12 Federal Regulations, that operates an aircraft with  
13 less than 125 passenger seats.

14 **SEC. 740. STORE ON-BOARD WHEELCHAIRS IN CABIN ACT.**

15 (a) **REQUIREMENTS.**—

16 (1) **IN GENERAL.**—In the case an aircraft that  
17 is required to be equipped with an on-board wheel-  
18 chair in accordance with section 382.65 of title 14,  
19 Code of Federal Regulations, an air carrier and a  
20 foreign air carrier shall provide in a prominent place  
21 on a publicly available internet website of the car-  
22 rier, and in any place where a passenger can make  
23 a reservation, information regarding the rights and  
24 responsibilities of both passengers on such aircraft  
25 and the air carrier or foreign air carrier, including—

1           (A) that an air carrier or foreign air car-  
2 rier is required to equip aircraft that have more  
3 than 60 passenger seats and that have an ac-  
4 cessible lavatory (whether or not having such a  
5 lavatory is required by section 382.63 of such  
6 title 14) with an on-board wheelchair unless an  
7 exception described in such section 382.65 ap-  
8 plies;

9           (B) that a qualified individual with a dis-  
10 ability may request an on-board wheelchair on  
11 aircraft with more than 60 passenger seats even  
12 if the lavatory is not accessible and that the  
13 basis of such request must be that the indi-  
14 vidual can use an inaccessible lavatory but can-  
15 not reach it from a seat without using an on-  
16 board wheelchair;

17           (C) that the air carrier or foreign air car-  
18 rier may require the qualified individual with a  
19 disability to provide the advance notice specified  
20 in section 382.27 of such title 14 in order for  
21 the individual to be provided with the on-board  
22 wheelchair; and

23           (D) if the air carrier or foreign air carrier  
24 requires the advance notice described in sub-  
25 paragraph (C), information on how a qualified

1 individual with a disability can make such a re-  
2 quest.

3 (2) ANNUAL TRAINING.—An air carrier and a  
4 foreign air carriers shall require that all personnel  
5 who regularly interact with the traveling public, in-  
6 cluding contractors, complete annual training re-  
7 garding assisting qualified individual with a dis-  
8 ability, including regarding the availability of acces-  
9 sible lavatories and on-board wheelchairs and such  
10 individual's right to request an on-board wheelchair.

11 (3) PUBLIC AWARENESS CAMPAIGN.—The Sec-  
12 retary shall conduct a public awareness campaign on  
13 the rights of qualified individuals with a disability,  
14 including with respect to accessible lavatories and  
15 such individual's right to request an on-board wheel-  
16 chair in accordance section 382.65 of title 14, Code  
17 of Federal Regulations :

18 (4) QUALIFIED INDIVIDUAL WITH A DISABILITY  
19 DEFINED.—In this subsection, the term “qualified  
20 individual with a disability” has the meaning given  
21 such term in section 382.3 of title 14, Code of Fed-  
22 eral Regulations.

23 (5) PENALTIES.—The Secretary may assess a  
24 civil penalty in accordance with section 46301 of  
25 title 49, United States Code, to any air carrier or

1 foreign air carrier who fails to meet the require-  
 2 ments under paragraph (1) or (2).

3 (b) INCREASED CIVIL PENALTIES.—

4 (1) IN GENERAL.—Section 46301(a)(7) of title  
 5 49, United States Code, is amended—

6 (A) in the paragraph heading, by striking

7 “TO HARM”; and

8 (B) in subparagraph (A)—

9 (i) in the heading, by striking “BOD-

10 HLY HARM OR DAMAGE TO WHEELCHAIR OR

11 OTHER MOBILITY AID” and inserting

12 “DAMAGE TO WHEELCHAIR OR OTHER MO-

13 BILITY AID, BODILY HARM, OR FAILURE TO

14 EQUIP AIRCRAFT WITH A WHEELCHAIR”;

15 and

16 (ii) by striking “or injury to a pas-

17 senger with a disability” and inserting “,

18 injury to a passenger with a disability, or

19 a failure to equip an aircraft with an on-

20 board wheelchair pursuant to section

21 382.65 of title 14, Code of Federal Regula-

22 tions (or a successor regulation)”.

23 (2) EFFECTIVE DATE.—The amendments made

24 by paragraph (1) shall apply to flights occurring on

1 or after the effective date of the revision described  
2 in subsection (a).

### 3 **Subtitle C—Air Service** 4 **Development**

#### 5 **SEC. 741. ESSENTIAL AIR SERVICE.**

6 (a) DEFINITIONS.—Section 41731 of title 49, United  
7 States Code, is amended—

8 (1) by striking subsection (a) and inserting the  
9 following:

10 “(a) ELIGIBLE PLACE DEFINED.—In this sub-  
11 chapter, the term ‘eligible place’ means a place in the  
12 United States that—

13 “(1) is at least 75 miles from the nearest me-  
14 dium or large hub airport, if within the 48 contig-  
15 uous states, which shall not be waived;

16 “(2) had an average of 10 enplanements per  
17 service day or more, as determined by the Secretary,  
18 during the most recent fiscal year;

19 “(3) during the most recent fiscal year had an  
20 average subsidy per passenger, as determined by the  
21 Secretary, of—

22 “(A) less than \$500 for locations that are  
23 less than 175 driving miles from the nearest  
24 large or medium hub airport; and

1           “(B) less than \$1,000 for all locations, re-  
2           gardless of driving distance to a hub; and

3           “(4) is a community that, at any time during  
4           the period between September 30, 2010, and Sep-  
5           tember 30, 2011, inclusive—

6           “(A) received essential air service for  
7           which compensation was provided to an air car-  
8           rier under this subchapter; or

9           “(B) received notice of intent to terminate  
10          essential air service and the Secretary required  
11          the air carrier to continue to provide such serv-  
12          ice to the community.”;

13          (2) in subsection (b), by striking “subsection  
14          (a)(1) of this section” and inserting “subsection  
15          (a)”;

16          (3) in subsection (c), by striking “Subpara-  
17          graphs (B), (C), and (D) of subsection (a)(1)” and  
18          inserting “Paragraphs (2), (3), and (4) of subsection  
19          (a)”;

20          (4) in subsection (d), by striking “Subsection  
21          (a)(1)(B)” and inserting “Subsection (a)(2)”;

22          (5) by striking subsection (e) and inserting the  
23          following:

24          “(e) WAIVERS.—The Secretary may waive, on an an-  
25          nual basis, subsection (a)(2) or subsection (a)(3)(A) with

1 respect to a location if the location demonstrates to the  
 2 Secretary's satisfaction that the reason the location aver-  
 3 ages fewer than 10 enplanements per day or has a subsidy  
 4 higher than \$500 per passenger is due to a temporary de-  
 5 cline in demand; provided, that the Secretary may not pro-  
 6 vide more than 2 consecutive waivers of subsection (a)(2)  
 7 or subsection (a)(3)(A) to any location." and

8 (6) in subsection (f), by striking "subsection  
 9 (a)(1)(B)" and inserting "subsection (a)(2)".

10 (b) IMPROVEMENTS TO BASIC ESSENTIAL AIR SERV-  
 11 ICE.—

12 (1) IN GENERAL.—Section 41732 of title 49,  
 13 United States Code, is amended—

14 (A) in subsection (a)(1), by striking "hub  
 15 airport" and all that follows through "beyond  
 16 that airport" and inserting "medium or large  
 17 hub airport"; and

18 (B) in subsection (b)—

19 (i) in paragraph (2), by striking "and  
 20 at prices" and all that follows through the  
 21 period; and

22 (ii) by striking paragraphs (3)  
 23 through (6).

24 (c) LEVEL OF BASIC ESSENTIAL AIR SERVICE.—Sec-  
 25 tion 41733 of title 49, United States Code, is amended—

1           (1) in subsection (c)(1)—

2                   (A) by striking subparagraph (B) and in-  
3           serting the following:

4                   “~~(B)~~ the contractual, marketing arrange-  
5           ments, code-share, or interline arrangements  
6           the applicant has made with a larger air carrier  
7           serving the hub airport,”;

8                   (B) by striking subparagraph (C) and re-  
9           designating subparagraphs ~~(D)~~ through ~~(F)~~ as  
10          subparagraphs ~~(C)~~ through ~~(E)~~, respectively;

11                  (C) in subparagraph ~~(D)~~, as so redesign-  
12          ated, by striking “and” after the semicolon;

13                  (D) in subparagraph ~~(E)~~, as so redesign-  
14          ated, by striking the period at the end and in-  
15          serting “; and”; and

16                  (E) by adding at the end the following:

17                   “~~(F)~~ service provided in aircraft with at  
18          least 2 engines and using 2 pilots.”; and

19           (2) in subsection (h), by striking “by section  
20          332 of the Department of Transportation and Re-  
21          lated Agencies Appropriations Act, 2000 (Public  
22          Law 106-69; 113 Stat. 1022)” and inserting “under  
23          section 41731(a)(3)”.



1       (d) ENDING, SUSPENDING, AND REDUCING BASIC  
 2 ESSENTIAL AIR SERVICE.—Section 41734 of title 49,  
 3 United States Code, is amended—

4           (1) in subsection (a)—

5               (A) by striking “An air carrier” and in-  
 6               serting “Subject to subsection (d), an air ear-  
 7               rier”; and

8               (B) by striking “90” and inserting “180”;

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

11       “(d) CONTINUATION OF COMPENSATION AFTER NO-  
 12 TICE PERIOD.—

13           “(1) IN GENERAL.—If an air carrier receiving  
 14           compensation under section 41733 of this title for  
 15           providing basic essential air service to an eligible  
 16           place is required to continue to provide service to the  
 17           place under this section after the 180-day notice pe-  
 18           riod under subsection (a) of this section, the Sec-  
 19           retary—

20               “(A) shall provide the carrier with com-  
 21               pensation sufficient to pay to the carrier the  
 22               amount required by the then existing contract  
 23               for performing the basic essential air service  
 24               that was being provided when the 180-day no-

1            tice was given under subsection (a) of this sec-  
2            tion;

3            “(B) may pay an additional amount that  
4            represents a reasonable return on investment;  
5            and

6            “(C) may pay an additional return that  
7            recognizes the demonstrated additional lost  
8            profits from opportunities foregone and the  
9            likelihood that those lost profits increase as the  
10          period during which the carrier or provider is  
11          required to provide the service continues.

12          “(2) AUTHORITY.—The Secretary may impose  
13          contract termination penalties or conditions on com-  
14          pensation that take effect in the event an air carrier  
15          provides notice that it is ending, suspending, or re-  
16          ducing basic essential air service.”;

17          (3) in subsection (e), by striking “providing  
18          that service after the 90-day notice period” and all  
19          that follows through the period at the end of para-  
20          graph (2) and inserting “providing that service after  
21          the 180-day notice period required by subsection (a);  
22          the Secretary may provide the air carrier with com-  
23          pensation after the end of the 180-day notice period  
24          to pay for the fully allocated actual cost to the air  
25          carrier of performing the basic essential air service

1 that was being provided when the 180-day notice  
2 was given under subsection (a) plus a reasonable re-  
3 turn on investment that is at least 5 percent of oper-  
4 ating costs.”; and

5 (4) in subsection (f), by inserting “air” after  
6 “find another”.

7 (e) ENHANCED ESSENTIAL AIR SERVICE.—Section  
8 41735 of title 49, United States Code, and the item relat-  
9 ing to such section in the analysis for subchapter H of  
10 chapter 417 of such title, are repealed.

11 (f) AIR TRANSPORTATION TO NONELIGIBLE  
12 PLACES.—Section 41736 of title 49, United States Code,  
13 and the item relating to such section in the analysis for  
14 subchapter H of chapter 417 of such title, are repealed.

15 (g) COMPENSATION GUIDELINES, LIMITATIONS, AND  
16 CLAIMS.—Section 41737(d) of title 49, United States  
17 Code, is amended—

18 (1) by striking “(1)” before “The Secretary  
19 may”; and

20 (2) by striking paragraph (2).

21 (h) JOINT PROPOSALS.—Section 41740 of title 49,  
22 United States Code, and the item relating to such section  
23 in the analysis for subchapter H of chapter 417 of such  
24 title, are repealed.

25 (i) ESSENTIAL AIR SERVICE AUTHORIZATION.—

1           (1) IN GENERAL.—Section 41742(a) of title 49,  
2       United States Code, is amended—

3           (A) in paragraph (1), by striking  
4       “\$50,000,000” and inserting “\$154,400,000”;

5           (B) in paragraph (2), by striking  
6       “\$155,000,000 for fiscal year 2018,” and all  
7       that follows through “2023” and inserting  
8       “\$335,000,000 for fiscal year 2024,  
9       \$340,000,000 for fiscal year 2025,  
10       \$342,000,000 for fiscal year 2026,  
11       \$342,000,000 for fiscal year 2027, and  
12       \$350,000,000 for fiscal year 2028”; and

13          (C) by striking paragraph (3).

14          (2) EFFECTIVE DATE.—The amendments made  
15       by paragraph (1) shall take effect on October 1,  
16       2023.

17          (j) PRESERVATION OF BASIC ESSENTIAL AIR SERV-  
18       ICE AT SINGLE CARRIER DOMINATED HUB AIRPORTS.—

19       Section 41744 of title 49, United States Code, and the  
20       item relating to such section in the analysis for subchapter  
21       H of chapter 417 of such title, are repealed.

22          (k) COMMUNITY AND REGIONAL CHOICE PRO-  
23       GRAMS.—Section 41745 of title 49, United States Code,  
24       is amended—

1           (1) in subsection (a)(3), by striking subpara-  
2 graph (E) and redesignating subparagraph (F) as  
3 subparagraph (E);

4           (2) by striking subsections (b) and (c); and

5           (3) by redesignating subsections (d) through (g)  
6 as subsections (b) through (e), respectively.

7       (4) **MARKETING PROGRAM.**—Section 41748 of title  
8 49, United States Code, and the item relating to such sec-  
9 tion in the analysis for subchapter II of chapter 417 of  
10 such title, are repealed.

11 **SEC. 742. SMALL COMMUNITY AIR SERVICE DEVELOPMENT**  
12 **GRANTS.**

13       Section 41743 of title 49, United States Code, is  
14 amended—

15           (1) in subsection (c)—

16               (A) in paragraph (4)(B), by striking “10-  
17 year” and inserting “5-year”; and

18               (B) in paragraph (5)(E), by inserting “or  
19 substantially reduced (as measured by  
20 enplanements, capacity (seats), schedule, con-  
21 nections, or routes)” after “terminated”;

22           (2) in subsection (d)—

23               (A) in paragraph (1), by inserting “, which  
24 shall begin with each new grant, including  
25 same-project new grants, and which shall be

1 calculated on a non-consecutive basis for air  
2 carriers that provide air service that is sea-  
3 sonal” after “3 years”;

4 (B) in paragraph (2), by striking “and”  
5 after the semicolon;

6 (C) in paragraph (3), by striking the pe-  
7 riod and inserting “; and”; and

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

9 “(4) to provide assistance to an airport where  
10 air service has been terminated or substantially re-  
11 duced.”;

12 (3) in subsection (c)—

13 (A) in paragraph (1), by inserting “or the  
14 community’s current air service needs” after  
15 “the project”;

16 (B) in paragraph (2), by striking  
17 “\$10,000,000 for each of fiscal years 2018  
18 through 2023” and inserting “\$20,000,000 for  
19 each of fiscal years 2024 through 2028”;

20 (4) in subsection (g)(4), by striking “and the  
21 creation of aviation development zones”; and

22 (5) by striking subsections (f) and (h) and re-  
23 designating subsection (g) (as amended by para-  
24 graph (4)) as subsection (f).

1 **SEC. 743. GAO STUDY AND REPORT ON THE ALTERNATE ES-**  
2 **SENTIAL AIR SERVICE PROGRAM.**

3 (a) **STUDY.**—The Comptroller General shall study the  
4 effectiveness of the Alternate Essential Air Service pro-  
5 gram (in this section referred to as the “Alternate EAS  
6 program”); including challenges if any that have impeded  
7 robust community participation in the Alternate EAS pro-  
8 gram. The study shall include an assessment of potential  
9 changes to the Alternate EAS program and the basic Es-  
10 sential Air Service programs under section 41731 of title  
11 49, United States Code, wherein Governors of Essential  
12 Air Service eligible States and Puerto Rico are given block  
13 grants to distribute Essential Air Service funds to Essen-  
14 tial Air Service eligible communities in their States and  
15 Puerto Rico.

16 (b) **BRIEFING.**—Not later than 1 year after the date  
17 of enactment of this section, the Comptroller General shall  
18 brief the appropriate committees of Congress on the study  
19 required by subsection (a), together with recommendations  
20 for such legislation and administrative action as the  
21 Comptroller General determines appropriate.

1       **TITLE VIII—NEW ENTRANTS**  
2       **Subtitle A—Unmanned Aircraft**  
3       **Systems**

4       **SEC. 801. OFFICE OF ADVANCED AVIATION TECHNOLOGY**  
5               **AND INNOVATION.**

6       Section 106 of title 49, United States Code, is  
7 amended by adding at the end the following new sub-  
8 section:

9       “(u) OFFICE OF THE ASSOCIATE ADMINISTRATOR  
10 FOR ADVANCED AVIATION TECHNOLOGY AND INNOVA-  
11 TION.—

12           “(1) ESTABLISHMENT.—There is established in  
13 the Federal Aviation Administration the Office of  
14 Advanced Aviation Technology and Innovation (in  
15 this subsection referred to as the ‘Office’).

16           “(2) ASSOCIATE ADMINISTRATOR.—The Office  
17 shall be headed by an Associate Administrator, who  
18 shall—

19               “(A) be appointed by the Administrator;

20           and

21               “(B) report directly to the Administrator.

22           “(3) PURPOSES.—The purposes of the Office  
23 are to—

24               “(A) serve as an entry point for stake-  
25 holders to share information with the Federal



1 Aviation Administration on advanced aviation  
2 technologies;

3 “(B) examine the potential impact of ad-  
4 vanced aviation technologies on the national air-  
5 space system, and methods to safely integrate  
6 into the national airspace system;

7 “(C) work collaboratively with subject mat-  
8 ter experts from all lines of business and staff  
9 offices to examine advanced aviation tech-  
10 nologies and concepts for integration into the  
11 national airspace system in an expeditious man-  
12 ner that takes into account acceptable levels of  
13 risk;

14 “(D) lead cross-U.S. government collabo-  
15 rative efforts to develop integrated approaches  
16 for the acceleration and deployment of Ad-  
17 vanced Technologies;

18 “(E) provide leadership with regard to in-  
19 ternal collaboration, industry engagement, and  
20 collaboration with international partners;

21 “(F) lead cross-FAA integration, planning,  
22 coordination, and collaboration in support of  
23 the integration of advanced aviation tech-  
24 nologies ;

1           “(G) support the development of safety  
2           eases for advanced aviation technologies in co-  
3           ordination with the operational approval office;  
4           and

5           “(H) coordinate and review approval of ad-  
6           vanced aviation technologies, including support  
7           to and approval of any required rulemakings,  
8           exemptions, waivers, or other types of author-  
9           izations, as appropriate.

10          “(4) DUTIES.—The Associate Administrator  
11          shall—

12               “(A) establish, manage, and oversee the  
13               Office of Advanced Aviation Technology and In-  
14               novation;

15               “(B) develop and maintain a comprehen-  
16               sive strategy and action plan for fully inte-  
17               grating advanced aviation technologies into the  
18               national aviation ecosystem and providing full  
19               authorization for operations at scale for each of  
20               these technologies;

21               “(C) collaborate with Federal Aviation Ad-  
22               ministration organizations to identify and de-  
23               velop specific recommendations to address skills  
24               gaps in the existing engineer and inspector

1 workforce involved in the certification and oper-  
2 ational approval of safety technology;

3 “(D) coordinate and review, as appro-  
4 priate, rulemaking activities related to advanced  
5 aviation technologies, including by scoping com-  
6 plex regulatory issues, evaluating internal proce-  
7 sses, and positioning the Federal Aviation Ad-  
8 ministration to support aerospace innovation;

9 “(E) coordinate and review, as appro-  
10 priate, applications for type, production, or air-  
11 worthiness certificates, or alternatives to air-  
12 worthiness certificates, operating and pilot cer-  
13 tification, and airspace authorizations, among  
14 others, related to advanced aviation tech-  
15 nologies;

16 “(F) coordinate and review, as appro-  
17 priate, applications for waivers, exemptions and  
18 other operational authorizations;

19 “(G) coordinate and review the implemen-  
20 tation of the process required by section 2209  
21 of the FAA Extension, Safety, and Security Act  
22 of 2016 (as amended) (49 U.S.C. 40101 note);

23 “(H) coordinate with the Chief Operating  
24 Officer of the Air Traffic Organization and  
25 other agency leaders to develop policies to ad-

1           dress airspace integration issues at all levels of  
2           uncontrolled and controlled airspace;

3           “(I) implement the BEYOND program  
4           and the UAS Test Site Program, among others,  
5           and develop other pilot programs in partnership  
6           with industry stakeholders and State, local, and  
7           Tribal Governments to enable highly automated  
8           and autonomous operations of Advanced Tech-  
9           nologies unmanned aircraft systems, AAM, and  
10          other innovative aviation technologies at scale  
11          by providing the data necessary to support  
12          rulemakings and other approval processes;

13          “(J) serve as the designated Federal offi-  
14          cer to the Advanced Aviation Technology and  
15          Innovation Steering Committee; and

16          “(K) serve as the Federal Aviation Admin-  
17          istration lead for the Drone Safety Team.

18          “(5) CONGRESSIONAL BRIEFINGS.—Not later  
19          than 60 days after establishing the position in para-  
20          graph (1), and on a quarterly basis thereafter, the  
21          Administrator shall brief the appropriate committees  
22          of Congress on the status of—

23          “(A) implementing the comprehensive  
24          strategy and action plan for fully integrating  
25          advanced aviation technologies into the national

1 aviation ecosystem and providing full authoriza-  
2 tion for operations at scale for each of these  
3 technologies;

4 “(B) rulemakings, major guidance docu-  
5 ments, and other agency pilot programs or ini-  
6 tiatives supporting the comprehensive strategy  
7 and action plan;

8 “(C) implementing recommendations from  
9 the Advanced Aviation Technology and Innova-  
10 tion Steering Committee; and

11 “(D) engagement with international avia-  
12 tion regulators to develop global standards for  
13 advanced aviation technologies.

14 “(6) UAS INTEGRATION OFFICE.—Not later  
15 than 90 days after the date of enactment of this  
16 subsection, the functions, duties and responsibilities  
17 of the UAS Integration Office shall be incorporated  
18 into the Office.

19 “(7) DEFINITIONS.—In this subsection:

20 “(A) AAM.—The term ‘AAM’ has the  
21 meaning given the term ‘advanced air mobility’  
22 in section 2(i)(1) of the Advanced Air Mobility  
23 Coordination and Leadership Act (49 U.S.C.  
24 40101 note).

1           “(B)    ADVANCED    AVIATION    TECH-  
2           NOLOGIES.—The term ‘advanced aviation tech-  
3           nologies’ means technologies for which introduc-  
4           tion has potential safety implications and shall  
5           include unmanned aircraft systems, powered-lift  
6           aircraft, electric propulsion, and super- and  
7           hypersonic aircraft.”.

8   **SEC. 802. ADVANCED AVIATION TECHNOLOGY AND INNOVA-**  
9                           **TION STEERING COMMITTEE.**

10       (a)   ESTABLISHMENT.—Not later than 30 days after  
11 the date of enactment of this section, the Administrator  
12 shall establish an Advanced Aviation Technology and In-  
13 novation Steering Committee (in this section referred to  
14 as the “Steering Committee”) to ensure the FAA’s com-  
15 prehensive strategy and action plan for fully integrating  
16 unmanned aircraft systems, AAM, and other innovative  
17 aviation technologies into the national aviation ecosystem  
18 and providing full authorization for operations at scale for  
19 each of these technologies as reflects the equities and in-  
20 terests of all stakeholders within the agency.

21       (b)   CHAIR.—The Associate Administrator for Ad-  
22 vanced Aviation Technology and Innovation shall serve as  
23 the Chair of the Steering Committee.

1       (e) COMPOSITION.—In addition to the Chair, the  
2 Steering Committee shall consist of at least 1 senior leader  
3 of each of the following FAA offices:

4           (1) Aircraft Certification Service.

5           (2) Flight Standards Service.

6           (3) Air Traffic Organization.

7           (4) Office of Accident Investigation and Preven-  
8 tion.

9           (5) Office of Aerospace Medicine.

10          (6) Office of Airports.

11          (7) Office of Commercial Space.

12          (8) Office of Finance and Management.

13          (9) Office of NextGen or any successor office.

14          (10) Office of the Chief Counsel.

15          (11) Office of Rulemaking.

16          (12) Office of Policy, International Affairs, and  
17 Environment.

18 **SEC. 803. BEYOND VISUAL LINE OF SIGHT OPERATIONS**

19 **FOR UNMANNED AIRCRAFT SYSTEMS.**

20       (a) IN GENERAL.—Chapter 448 of title 49, United  
21 States Code, is amended by adding at the end the fol-  
22 lowing:

1 **“§ 44811. Beyond visual line of sight operations for**  
2 **unmanned aircraft systems**

3 “(a) IN GENERAL.—Not later than 6 months after  
4 the date of enactment of this section, the Administrator  
5 of the Federal Aviation Administration (in this section re-  
6 ferred to as the ‘Administrator’) shall issue a notice of  
7 proposed rulemaking establishing a regulatory pathway  
8 for certification or approval of unmanned aircraft systems  
9 to enable commercial beyond visual line of sight (in this  
10 section referred to as ‘BVLOS’) operations.

11 “(b) CONSULTATION.—

12 “(1) IN GENERAL.—Subject to paragraph (2),  
13 in promulgating the rule under subsection (a), the  
14 Administrator shall implement the final report and  
15 recommendations of the Beyond Visual Line of Sight  
16 Aviation Rulemaking Committee which were sub-  
17 mitted to the Administrator on March 10, 2022.

18 “(2) EXCEPTION.—If the Administrator deter-  
19 mines not to implement 1 or more of the rec-  
20 ommendations described in paragraph (1), the Ad-  
21 ministrator shall provide to the appropriate commit-  
22 tees of Congress a statement of explanation for such  
23 determination.

24 “(c) FINAL RULE.—

25 “(1) IN GENERAL.—Not later than 2 years  
26 after the date of enactment of this section, the Ad-



1        administrator shall issue a final rule establishing a reg-  
2        ulatory pathway for certification or approval of un-  
3        manned aircraft systems to enable commercial  
4        BVLOS operations.

5            “(2) REQUIREMENTS.—The final rule described  
6        in paragraph (1) shall, at a minimum, do the fol-  
7        lowing:

8            “(A) Establish an applicable risk assess-  
9        ment methodology for the authorization of  
10       BVLOS unmanned aircraft system operations  
11       that includes quantified measures of accept-  
12       ability which sufficiently account for the total  
13       air and ground risks associated with such oper-  
14       ations and the means for mitigating such risks,  
15       taking into account an aircraft’s size, weight,  
16       speed, kinetic energy, operational capability,  
17       proximity to airports and populated areas, oper-  
18       ation over people, and operation beyond the vis-  
19       ual line of sight, or operation during the day or  
20       night, including consideration of unmanned air-  
21       craft using an approved or accepted detect and  
22       avoid system appropriate for the class and type  
23       of airspace in which the operation is being con-  
24       ducted.

1           “(B) Establish remote pilot certification  
2 standards for remote pilots for BVLOS oper-  
3 ations, taking into account varying levels of  
4 automated control and management of un-  
5 manned aircraft system flights.

6           “(C) Establish an airworthiness process for  
7 small unmanned aircraft systems that requires  
8 a manufacturer’s declaration of compliance to a  
9 Federal Aviation Administration accepted  
10 means of compliance, which shall not require  
11 type or production certification or the issuance  
12 of a special airworthiness certificate.

13           “(D) Establish a special airworthiness cer-  
14 tificate to be issued upon a manufacturer’s dec-  
15 laration of compliance to a Federal Aviation  
16 Administration accepted means of compliance,  
17 which—

18                   “(i) shall not require type or produc-  
19 tion certification;

20                   “(ii) shall, at least, govern airworthi-  
21 ness of any unmanned aircraft system  
22 that—

23                           “(I) is not—

24                                   “(aa) a small unmanned air-  
25 craft system; and

1                   “(bb) appropriate for the  
2                   process described in subpara-  
3                   graph (C), as determined by the  
4                   Administrator;

5                   “(II) has a maximum gross  
6                   weight of not more than 1,320 lbs;  
7                   and

8                   “(III) has a maximum speed of  
9                   100 miles per hour; and

10                  “(iii) may require unmanned aircraft  
11                  systems subject to the certificate to oper-  
12                  ate in the national airspace system at alti-  
13                  tudes below at least—

14                         “(I) 400 feet above ground level;  
15                         or

16                         “(II) with respect to an un-  
17                         manned aircraft system flown within a  
18                         400-foot radius of a structure; 400  
19                         feet above the structure’s immediate  
20                         uppermost limit.

21                  “(E) Amend the Code of Federal Regula-  
22                  tions to establish generally applicable standards  
23                  for the type certification of unmanned aircraft  
24                  systems that the Administrator determines pose  
25                  higher air or ground risks such that those un-

1           manned aircraft systems are not appropriate  
2           for approvals under the processes described in  
3           subparagraph (C) or (D).

4           “(F) Establish operating rules for—

5                 “(i) the operation of the unmanned  
6                 aircraft systems described in subpara-  
7                 graphs (C), (D), or (E); and

8                 “(ii) certain unmanned aircraft sys-  
9                 tems to enable lower-risk BVLOS oper-  
10                ations without airworthiness requirements  
11                in a manner consistent with the final re-  
12                port and recommendations of the Beyond  
13                Visual Line of Sight Aviation Rulemaking  
14                Committee described in subsection (b)(1).

15           “(3) RULE OF CONSTRUCTION.—Nothing in  
16           this section shall prohibit the use of the manufac-  
17           turer declarations of compliance required under  
18           paragraph (2)(C) for other unmanned aircraft sys-  
19           tems.”.

20           (b) CLERICAL AMENDMENT.—The analysis for chap-  
21           ter 448 of title 49, United States Code, is amended by  
22           inserting after the item relating to section 44810 the fol-  
23           lowing:

          “44811. Beyond visual line of sight operations for unmanned aircraft systems.”.

1 **SEC. 804. EXTENDING SPECIAL AUTHORITY FOR CERTAIN**  
2 **UNMANNED AIRCRAFT SYSTEMS.**

3 (a) **EXTENSION.**—Section 44807(d) of title 49,  
4 United States Code, is amended by striking “September  
5 30, 2023” and inserting “on the date the rules described  
6 in section 44811 take effect”.

7 (b) **CLARIFICATION.**—Section 44807(a) of title 49,  
8 United States Code, is amended by inserting “or chapter  
9 447” after “Notwithstanding any other requirement of  
10 this chapter”.

11 (c) **EXPEDITED EXEMPTIONS.**—In exercising author-  
12 ity under section 44807 of title 49, United States Code  
13 (as amended by subsection (a)), the Administrator shall,  
14 taking into account the statutory mandate to ensure safe  
15 and efficient use of the national airspace system and with-  
16 out requiring a rulemaking or imposing the requirements  
17 of part 11 of title 14, Code of Federal Regulations, grant  
18 exemptions—

19 (1) to enable—

20 (A) low-risk beyond visual line of sight op-  
21 erations, such as certain package delivery oper-  
22 ations or shielded operations within 100 feet of  
23 the ground or a structure; or

24 (B) extended visual line of sight operations  
25 that rely on visual observers to keep the aircraft  
26 or airspace within view; or

1           (2) that are aligned with FAA exemptions that  
2           enable beyond visual line of sight operations with the  
3           use of acoustics, ground based radar, and other  
4           technological solutions.

5           (d) CLARIFICATION OF STATUS OF PREVIOUSLY  
6 ISSUED RULEMAKINGS AND EXEMPTIONS.—

7           (1) RULEMAKINGS.—Any rulemaking published  
8           prior to the date of enactment of this section under  
9           the authority described in section 44807 of title 49,  
10          United States Code, shall continue to be in effect  
11          following the expiration of such authority.

12          (2) EXEMPTIONS.—Any exemption granted  
13          under the authority described in section 44807 of  
14          title 49, United States Code, and in effect as of Sep-  
15          tember 30, 2023, shall continue to be in effect until  
16          the date that is 3 years after the date of termination  
17          described in such exemption.

18          (3) DELEGATION.—The authority granted to  
19          the Secretary in such section 44807 may continue to  
20          be delegated to the Administrator in whole or in  
21          part.

22          (4) RULES OF CONSTRUCTION.—Nothing in  
23          this section shall be construed to interfere with the  
24          Secretary's—

1           (A) authority to rescind or amend the  
2           granting of an exemption for reasons such as  
3           unsafe conditions or operator oversight; or

4           (B) ability to grant an exemption based on  
5           a determination made pursuant to such section  
6           44807 prior to the date described in subsection  
7           (d) of such section.

8 **SEC. 805. ENVIRONMENTAL REVIEW AND NOISE CERTIFI-**  
9           **CATION.**

10       (a) NATIONAL ENVIRONMENTAL POLICY ACT GUID-  
11 ANCE.—Not later than 90 days after the date of enact-  
12 ment of this section, the Administrator shall publish  
13 drone-specific environmental review guidance and imple-  
14 mentation procedures and thereafter revise such guidance  
15 as appropriate to carry out the requirements of this sec-  
16 tion.

17       (b) PROGRAMMATIC LEVEL APPROACH TO NEPA  
18 REVIEW.—Not later than 90 days after the date of enact-  
19 ment of this section, the Administrator shall examine and  
20 integrate programmatic-level approaches to the require-  
21 ments of the National Environmental Policy Act of 1969  
22 (42 U.S.C. 4321 et seq.) (including regulations promul-  
23 gated to carry out that Act) for the commercial drone in-  
24 dustry to create an efficient process for preparing environ-  
25 mental reviews of reasonably foreseeable drone operations

1 across a geographic region, for an individual operator's  
 2 network of drone operations within a defined geographic  
 3 region, and for operations within and over commercial and  
 4 industrial sites closed or restricted to the public.

5       (e) DEVELOPING ONE OR MORE CATEGORICAL EX-  
 6 CLUSIONS.—The Administrator shall engage in ongoing  
 7 consultations with the Council on Environmental Quality  
 8 to identify actions that are appropriate for a categorical  
 9 exclusion and shall incorporate such actions in FAA Order  
 10 1050.1F, as amended or revised, from time to time, as,  
 11 and when, deemed appropriate.

12       (d) SUSPENSION OF NOISE CERTIFICATION RE-  
 13 QUIREMENT PENDING STANDARDS DEVELOPMENT.—

14           (1) IN GENERAL.—Upon the date of enactment  
 15 of this section, and notwithstanding the require-  
 16 ments of section 44715 of title 49, United States  
 17 Code, the Administrator shall waive the determina-  
 18 tion of compliance with part 36 of title 14, Code of  
 19 Federal Regulations, for drone models seeking type  
 20 and airworthiness certification, and shall not deny,  
 21 withhold, or delay such certification due to the ab-  
 22 sence of a noise certification basis under such part,  
 23 provided the FAA has developed appropriate noise  
 24 measurement procedures for such drone models and



1 the FAA has received the noise measurement results  
2 based on those procedures from the applicant.

3 (2) DURATION.—The suspension provided in  
4 this subsection shall continue until such time as the  
5 Administrator publishes final noise certification  
6 standards for drones as amendments to part 36 of  
7 title 14, Code of Federal Regulations, or to another  
8 part of title 14 of such Code.

9 (3) DEADLINE FOR NOISE CERTIFICATION  
10 STANDARDS.—Based on drone noise data the Ad-  
11 ministrator has received in the process of reviewing  
12 applications for type and airworthiness certification,  
13 in conducting environmental assessments of pro-  
14 posed drone operations under section 44807 of title  
15 49, United States Code, and part 135 of title 14,  
16 Code of Federal Regulations, and from other  
17 sources, including standards organizations, the Ad-  
18 ministrator shall propose generally applicable drone  
19 noise certification standards, not later than the date  
20 that is 36 months after the date of enactment of  
21 this section, and following notice and comment rule-  
22 making procedures, and shall publish final noise cer-  
23 tification standards not later than 24 months after  
24 the date on which the period for public comment on

1 such proposed generally applicable noise certification  
2 standards ends.

3 (c) **DRONE DEFINED.**— In this section, the term  
4 “drone” has the meaning given the term “unmanned air-  
5 craft” in section 44801 of title 49, United States Code.

6 **SEC. 806. UTM IMPLEMENTATION.**

7 (a) **APPROVAL PROCESS.**—Not later than 270 days  
8 after the date of enactment of this section, the Adminis-  
9 trator shall establish procedures, which may include a  
10 rulemaking, to establish a standard approval process for  
11 third party service suppliers of UTM in order to fulfill  
12 safety functions for Beyond Visual Line of Sight.

13 (b) **ASTM STANDARD.**— In establishing the stand-  
14 ard approval process required by subsection (a), the Ad-  
15 ministrator shall ensure that ASTM International Stand-  
16 ard F3548-21, entitled “UAS Traffic Management  
17 (UTM) UAS Service Supplier (USS) Interoperability”,  
18 and any future possible revisions as refined and validated  
19 by the Administrator in conjunction with stakeholders in-  
20 cluding the private sector, is included as an acceptable  
21 means of compliance.

22 (c) **CERTIFICATION.**—

23 (1) **IN GENERAL.**—Not later than 180 days of  
24 the date of enactment of this section, the Adminis-  
25 trator shall initiate a process, which may include a

1 rulemaking, to define and implement criteria and  
2 conditions for the certification and oversight of third  
3 party service suppliers of UTM that could have a di-  
4 rect or indirect impact on air traffic services in the  
5 national airspace system and require FAA oversight.

6 (2) CONSIDERATIONS.—In carrying out the cer-  
7 tification process described in paragraph (1) the Ad-  
8 ministrator shall consider the facilitation and  
9 streamlining of processes for global recognition and  
10 applicability, including through bilateral aviation  
11 safety agreements, implementation procedures, and  
12 other associated bilateral arrangements.

13 (d) DEFINITIONS.—In this section:

14 (1) THIRD PARTY SERVICE SUPPLIER.—The  
15 term “third party service supplier” means an entity  
16 other than the UAS operator or the FAA that pro-  
17 vides a distributed service that affects the national  
18 airspace system safety, including UAS Service Sup-  
19 pliers (USS), Supplemental Data Service Providers  
20 (SDSPs), and infrastructure providers such as  
21 ground-based surveillance, command-and-control and  
22 information exchange to another party.

23 (2) UTM.—The term “UTM” has the meaning  
24 given that term in section 44801 of title 49, United  
25 States Code.

1           (3) UAS.—The term “UAS” has the meaning  
2           given the term “unmanned aircraft system” in sec-  
3           tion 44801 of title 49, United States Code.

4 **SEC. 807. OPERATIONS OVER THE HIGH SEAS.**

5           (a) IN GENERAL.—Not later than 180 days after the  
6           date of enactment of this section, and to the extent per-  
7           mitted by treaty obligations of the United States, includ-  
8           ing the Convention on International Civil Aviation, the Ad-  
9           ministrator shall establish and implement an operational  
10          approval process to permit small unmanned aircraft sys-  
11          tems (as defined in section 44801 of title 49, United  
12          States code), and unmanned aircraft systems (as so de-  
13          fined) with a special airworthiness certificate, to operate  
14          over the high seas within flight information regions for  
15          which the United States is responsible for the operational  
16          control.

17          (b) CONSULTATION.—In establishing and imple-  
18          menting the approval process under subsection (a), the  
19          Administrator shall consult with appropriate stakeholders  
20          outside of the FAA, including industry stakeholders.

21 **SEC. 808. EXTENSION OF THE BEYOND PROGRAM.**

22          (a) IN GENERAL.—Chapter 448 of title 49, United  
23          States Code, as amended by section 803(a), is amended  
24          by adding at the end the following new section:

1 **“§ 44812. BEYOND program**

2 “During the period beginning on the date of enact-  
 3 ment of this section and ending on September 30, 2028,  
 4 the Administrator of the Federal Aviation Administration  
 5 shall continue to operate the Federal Aviation Administra-  
 6 tion’s BEYOND program (as established on October 26,  
 7 2020) under the same terms and conditions applicable  
 8 under such program as of such date of enactment. A waiv-  
 9 er or authority granted under the Unmanned Aircraft Sys-  
 10 tem Integration Pilot Program established under section  
 11 351 of the FAA Reauthorization Act of 2018 shall con-  
 12 tinue to apply during such period to an entity partici-  
 13 pating in the BEYOND program under such waiver or  
 14 authority on such date of enactment for so long as the  
 15 entity continues to participate in the BEYOND pro-  
 16 gram.”.

17 (b) CLERICAL AMENDMENT.—The analysis for chap-  
 18 ter 448 of title 49, United States Code, as amended by  
 19 section 803(b), is amended by inserting after the item re-  
 20 lating to section 44811 the following:

“44812. BEYOND program.”.

21 **SEC. 809. EXTENSION OF THE KNOW BEFORE YOU FLY CAM-**  
 22 **PAIGN.**

23 Section 356 of the FAA Reauthorization Act of 2018  
 24 (Pub. Law 115–254; 132 Stat. 3305) is amended by strik-

1 ing “2019 through 2023” and inserting “2024 through  
2 2028”.

3 **SEC. 810. UNMANNED AIRCRAFT SYSTEM DATA EXCHANGE.**

4 (a) **DATA EXCHANGE PLAN.**—Not later than 180  
5 days after the date of enactment of this section, the Ad-  
6 ministrator shall develop and submit to the appropriate  
7 committees of Congress a plan to make available data that  
8 is prudent to ensure the safe integration of unmanned air-  
9 craft systems into the national airspace system. Such plan  
10 shall include the following:

11 (1) A description of technical efforts to digitize  
12 and automate aeronautical information (including  
13 through the development and use of an unmanned  
14 aircraft systems geospatial information management  
15 system) to provide an authoritative source of  
16 geospatial information to support the operation of  
17 unmanned aircraft systems in the national airspace  
18 system.

19 (2) Suggested refinements to standard sets of  
20 aeronautical information for current and upcoming  
21 unmanned aircraft systems integration efforts to fa-  
22 cilitate the exchange of unmanned aircraft systems  
23 data that is relevant to the unmanned aircraft sys-  
24 tems community.

1           (3) An identification of sensitive flight data  
 2           that may require information security controls or  
 3           protection to safeguard the operational security of  
 4           such flight activity with respect to air navigation  
 5           services that contain information about sensitive na-  
 6           tional security or law enforcement flights.

7           (4) Means and service fees for the data to be  
 8           shared consistent with industry standard geospatial  
 9           formats.

10          (b) COORDINATION.—In developing the plan under  
 11 subsection (a), the Administrator shall—

12           (1) solicit from the Secretary of the Interior  
 13           and other departments or agencies, as deemed nec-  
 14           essary by the Administrator, information relevant to  
 15           the safe operation of unmanned aircraft systems in  
 16           the national airspace system; and

17           (2) coordinate with unmanned aircraft systems  
 18           industry and technical groups to identify an efficient  
 19           and effective format, method, and cadence for pro-  
 20           viding the required data.

21 **SEC. 811. UNMANNED AIRCRAFT SYSTEM DETECTION AND**  
 22 **MITIGATION ENFORCEMENT AUTHORITY.**

23          (a) IN GENERAL.—Chapter 448 of title 49, United  
 24 States Code, as amended by sections 803(a) and 808(a),  
 25 is amended by adding at the end the following:

1 **“§ 44813. Unmanned aircraft system detection and**  
2 **mitigation enforcement**

3 **“(a) PROHIBITION.—**

4 **“(1) IN GENERAL.—**No person may operate a  
5 system or technology to detect, identify, monitor,  
6 track, or mitigate an unmanned aircraft or un-  
7 manned aircraft system in a manner that adversely  
8 impacts or interferes with safe airport operations,  
9 navigation, or air traffic services, or the safe and ef-  
10 ficient operation of the national airspace system.

11 **“(2) ACTIONS BY THE ADMINISTRATOR.—**The  
12 Administrator of the Federal Aviation Administra-  
13 tion may take such action as may be necessary to  
14 address the adverse impacts or interference of oper-  
15 ations that violate paragraph (1).

16 **“(3) TERMINATION.—**The prohibition under  
17 paragraph (1) shall not apply on or after September  
18 30, 2028.

19 **“(b) PENALTIES.—**A person who operates a system  
20 or technology in violation of subsection (a)(1) is liable to  
21 the Federal Government for a civil penalty of not more  
22 than \$25,000 per violation.

23 **“(c) RULE OF CONSTRUCTION.—**The term ‘person’  
24 as used in this section does not include—



1           “~~(1)~~ the Federal Government or any bureau,  
2           department, instrumentality, or other agency of the  
3           Federal Government; or

4           “~~(2)~~ an officer, employee, or contractor of the  
5           Federal Government or any bureau, department, in-  
6           strumentality, or other agency of the Federal Gov-  
7           ernment if the officer, employee, or contractor is au-  
8           thorized by the Federal Government or any bureau,  
9           department, instrumentality, or other agency of the  
10          Federal Government to operate a system or tech-  
11          nology referred to in subsection ~~(a)~~(1).

12          “~~(d)~~ BRIEFING TO CONGRESS.—Not later than 1  
13          year after the date of enactment of this section, and annu-  
14          ally thereafter, the Administrator shall brief the appro-  
15          priate committees of Congress on any enforcement actions  
16          taken (including any civil penalties imposed) using the au-  
17          thority under this section.”.

18          ~~(b)~~ CLERICAL AMENDMENT.—The analysis for chap-  
19          ter 448 of title 49, United States Code, as amended by  
20          sections 803(b) and 808(b), is amended by inserting after  
21          the item relating to section 44812 the following:

“44813. Unmanned aircraft system detection and mitigation enforcement.”.

22      **SEC. 812. RECREATIONAL OPERATIONS OF DRONE SYS-**  
23   **TEMS.**

24          ~~(a)~~ IN GENERAL.—Section 44809 of title 49, United  
25          States Code, is amended—

1           (1) in subsection (a) by striking paragraph (6)  
2           and inserting the following:

3           “~~(6)~~ Except for circumstances when the Admin-  
4           istrator establishes alternative altitude ceilings or as  
5           otherwise authorized in subsection (e)(2), in Class G  
6           airspace, the aircraft is flown from the surface to  
7           not more than 400 feet above ground level and com-  
8           plies with all airspace and flight restrictions and  
9           prohibitions established under this chapter, such as  
10          special use airspace designations and temporary  
11          flight restrictions.”;

12          (2) in subsection (e)—

13                (A) in paragraph (1) by striking “organi-  
14                zation conducting a sanctioned event” and in-  
15                serting “organization sponsoring operations”;

16                (B) by redesignating paragraph (2) as  
17                paragraph (3);

18                (C) in paragraph (3) (as so redesign-  
19                ated)—

20                   (i) in the paragraph heading by strik-  
21                   ing “WEIGHING MORE THAN 55 POUNDS”  
22                   and inserting “WEIGHING 55 POUNDS OR  
23                   GREATER”;

24                   (ii) in the matter preceding subpara-  
25                   graph (A), by striking “weighing more

1 than 55 pounds” and inserting “weighing  
2 55 pounds or greater”; and

3 (iii) in subparagraph (B), by inserting  
4 “or (2)” after “paragraph (1)”; and

5 (D) by inserting after paragraph (1) the  
6 following:

7 “(2) OPERATIONS IN CLASS G AIRSPACE.—Sub-  
8 ject to compliance with all airspace and flight re-  
9 strictions and prohibitions established under this  
10 chapter, such as special use airspace designations  
11 and temporary flight restrictions—

12 “(A) persons operating drones under sub-  
13 section (a) from a fixed site at which the oper-  
14 ations are sponsored by a community-based or-  
15 ganization may operate within Class G air-  
16 space—

17 “(i) up to 400 feet above ground level,  
18 without prior authorization from the Ad-  
19 ministrator; and

20 “(ii) above 400 feet above ground  
21 level, with prior authorization from the Ad-  
22 ministrator; and

23 “(B) persons operating drones under para-  
24 graph (3) from a fixed site at which the oper-  
25 ations are sponsored by a community-based or-

1 organization may operate within Class G airspace  
 2 with prior authorization from the Adminis-  
 3 trator.”;

4 (3) in subsection (d) by striking the subsection  
 5 heading and all that follows through “Nothing in  
 6 this subsection” and inserting the following:

7 “(d) SAVINGS CLAUSE.—Nothing in this subsection”;

8 (4) in subsection (f)(1) by striking “updates to  
 9 the operational parameters” and inserting “the oper-  
 10 ational limitations”; and

11 (5) in subsection (h)—

12 (A) by redesignating paragraphs (1)  
 13 through (6) as paragraphs (2) through (7), re-  
 14 spectively; and

15 (B) by inserting before paragraph (2) (as  
 16 so redesignated) the following:

17 “(1) is recognized by the Administrator of the  
 18 Federal Aviation Administration.”.

19 (b) USE OF UAS AT INSTITUTIONS OF HIGHER EDU-  
 20 CATION.—Section 350 of the FAA Reauthorization Act of  
 21 2018 (49 U.S.C. 44809 note) is amended—

22 (1) in subsection (a)—

23 (A) by redesignating paragraphs (2) and  
 24 (3) as paragraphs (3) and (4), respectively; and

1 (B) by inserting after paragraph (1) the  
2 following:

3 “(2) operated by an elementary school or sec-  
4 ondary school for educational or research pur-  
5 poses;” and

6 (2) in subsection (d)—

7 (A) in paragraph (2), in the matter pre-  
8 ceeding subparagraph (A), by inserting “an ele-  
9 mentary school, or a secondary school,” after  
10 “institution of higher education;” and

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

12 “(3) ELEMENTARY SCHOOL.—The term ‘ele-  
13 mentary school’ has the meaning given that term in  
14 section 8101 of the Elementary and Secondary Edu-  
15 cation Act of 1965 (20 U.S.C. 7801).

16 “(4) SECONDARY SCHOOL.—The term ‘sec-  
17 ondary school’ has the meaning given that term in  
18 section 8101 of the Elementary and Secondary Edu-  
19 cation Act of 1965 (20 U.S.C. 7801).”.

20 **SEC. 813. UAS TEST RANGES.**

21 (a) IN GENERAL.—Chapter 448 of title 49, United  
22 States Code, is amended by striking section 44803 and  
23 inserting the following:

24 **“§ 44803. Unmanned aircraft test ranges**

25 “(a) TEST RANGES.—

1           “(1) IN GENERAL.—The Administrator of the  
2 Federal Aviation Administration shall carry out and  
3 update, as appropriate, a program for the use of un-  
4 manned aircraft system test ranges to—

5           “(A) enable a broad variety of research,  
6 development, testing, and evaluation activities  
7 at the test ranges; and

8           “(B) not later than 5 years after the date  
9 of enactment of the FAA Reauthorization Act  
10 of 2023, expand the number of test ranges, to  
11 the extent consistent with aviation safety and  
12 efficiency, for purposes of the safe integration  
13 of unmanned aircraft systems into the national  
14 airspace system.

15           “(2) DESIGNATIONS.—

16           “(A) IN GENERAL.—Subject to subpara-  
17 graph (B), the designations of test ranges  
18 under this section may include the following:

19           “(i) The 7 test ranges established by  
20 the Administrator under section 332(e) of  
21 the FAA Modernization and Reform Act of  
22 2012 (49 U.S.C. 40101 note), as in effect  
23 on the day before the date of enactment of  
24 the FAA Reauthorization Act of 2018, and  
25 pursuant to section 2201(b) of the FAA

1           Extension, Safety, and Security Act of  
2           2016 (49 U.S.C. 40101 note), which, ex-  
3           cept for the eligibility factors as provided  
4           in paragraph (3) of this section, shall each  
5           be subject to the requirements of this sec-  
6           tion.

7           “(ii) Two additional test ranges sub-  
8           ject to the requirements of this section,  
9           which may be established by the Adminis-  
10          trator through a competitive selection proc-  
11          ess after successful conversion of test  
12          ranges established prior to the date of en-  
13          actment of the FAA Reauthorization Act  
14          of 2023 and at least 6 months of data  
15          sharing demonstrating safe operations and  
16          improved use of the test range consistent  
17          with any standard established by the Ad-  
18          ministrator through the selection process.

19          “(B) LIMITATION.—Not more than 9 test  
20          ranges shall be designated under this section at  
21          any given time.

22          “(3) ELIGIBILITY.—An applicant shall be con-  
23          sidered eligible for designation as a test range spon-  
24          sor under paragraph (2)(A)(ii) based on the fol-  
25          lowing criteria:

1           “(A) The applicant shall be an instrumen-  
2           tality of a State, a local, tribal, or territorial  
3           government, or other public entity.

4           “(B) The applicant shall be approved by  
5           the chief executive officer of the State, local,  
6           territorial, or tribal government for the appli-  
7           cant’s principal place of business, prior to seek-  
8           ing designation by the Administrator.

9           “(C) The applicant shall not have been se-  
10          lected previously by the Administrator to spon-  
11          sor or host a test range covered by this section.

12          “(D) The applicant shall undertake and  
13          ensure testing in innovative concepts, tech-  
14          nologies, and operations that will offer new  
15          safety benefits, including expanding advanced  
16          research and developing and retaining an ad-  
17          vanced aviation industrial base within the  
18          United States.

19          “(E) The applicant shall meet any other  
20          requirements established by the Administrator  
21          in a competitive selection process.

22          “(b) AIRSPACE REQUIREMENTS.—

23                 “(1) IN GENERAL.—In carrying out the pro-  
24                 gram under subsection (a), the Administrator may  
25                 establish, upon the request of a test range sponsor



1 designated by the Administrator under subsection  
2 (a), a restricted area, pursuant to part 73 of title  
3 14, Code of Federal Regulations, for purposes of—

4 “(A) accommodating hazardous research,  
5 development, testing, and evaluation activities  
6 to inform the safe integration of unmanned air-  
7 craft systems into the national airspace system;  
8 or

9 “(B) other activities authorized by the Ad-  
10 ministrator pursuant to subsection (f).

11 “(2) NEPA REVIEW.—The Administrator may  
12 require that each test range sponsor designated by  
13 the Administrator under subsection (a) provide a  
14 draft environmental review consistent with the Na-  
15 tional Environmental Policy Act of 1969 (42 U.S.C.  
16 4321 et seq.), subject to the supervision and adop-  
17 tion by the Federal Aviation Administration, with  
18 respect to any request for the establishment of a re-  
19 stricted area under this subsection.

20 “(3) INACTIVE RESTRICTED AREA.—

21 “(A) IN GENERAL.—In the event a re-  
22 stricted area established under paragraph (1) is  
23 not needed to meet the requirements of the  
24 using agency (as described in subparagraph

1           (B)), the restricted area shall be inactive and  
2           revert to the controlling agency.

3           “(B) USING AGENCY.—For purposes of  
4           this subsection, a test range sponsor designated  
5           by the Administrator under subsection (a) shall  
6           be considered the using agency with respect to  
7           a restricted area established by the Adminis-  
8           trator under this subsection.

9           “(4) APPROVAL AUTHORITY.—The Adminis-  
10          trator shall have the authority to approve access by  
11          a participating or nonparticipating operator to a test  
12          range or restricted area established by the Adminis-  
13          trator under this subsection.

14          “(e) PROGRAM REQUIREMENTS.—In carrying out the  
15          program under subsection (a), the Administrator—

16               “(1) may develop operational standards and air  
17               traffic requirements for flight operations at test  
18               ranges;

19               “(2) shall coordinate with, and leverage the re-  
20               sources of, the National Aeronautics and Space Ad-  
21               ministration and the Department of Defense, as ap-  
22               propriate;

23               “(3) shall address both civil and public aircraft  
24               operations;

1           “(4) shall provide for verification of the safety  
2 of flight systems and related navigation procedures  
3 as it relates to the continued development of stand-  
4 ards for integration of unmanned aircraft systems  
5 into the national airspace system;

6           “(5) shall engage test range sponsors, as nec-  
7 essary and with available resources, in projects for  
8 research, development, testing, and evaluation of  
9 flight systems to facilitate the Federal Aviation Ad-  
10 ministration’s development of standards for the safe  
11 integration of unmanned aircraft systems into the  
12 national airspace system, which may include solu-  
13 tions for—

14           “(A) developing and enforcing geographic  
15 and altitude limitations;

16           “(B) providing for alerts by the manufac-  
17 turer regarding any hazards or limitations on  
18 flight, including prohibition on flight as nec-  
19 essary;

20           “(C) developing sense and avoid capabili-  
21 ties;

22           “(D) developing technology to support  
23 communications, navigation, and surveillance;

24           “(E) beyond visual line of sight (BVLOS)  
25 operations, nighttime operations, operations

1 over people; operations involving multiple small  
2 unmanned aircraft systems; unmanned aircraft  
3 systems traffic management, or other critical  
4 research priorities; and

5 “(F) improving privacy protections  
6 through the use of advances in unmanned air-  
7 craft systems;

8 “(6) shall coordinate periodically with all test  
9 range sponsors to ensure the test range sponsors  
10 know which data should be collected, how data can  
11 be de-identified to flow more readily to the Federal  
12 Aviation Administration, what procedures should be  
13 followed, and what research would advance efforts to  
14 safely integrate unmanned aircraft systems into the  
15 national airspace system; and

16 “(7) shall allow test range sponsors to receive  
17 Federal funding (including in-kind contributions),  
18 other than from the Federal Aviation Administra-  
19 tion, from test range participants in furtherance of  
20 research, development, and testing objectives.

21 “(d) EXEMPTION.—Except as provided in subsection  
22 (f), the requirements of section 44711 (including any re-  
23 lated implementing regulations) shall not apply to persons  
24 approved by the test range sponsor for operation at a test  
25 range designated by the Administrator under this section.

1       “(e) RESPONSIBILITIES OF TEST RANGE SPON-  
2       SORS.—The sponsor of each test range designated by the  
3       Administrator under subsection (a) shall do the following:

4               “(1) Provide access to all interested private and  
5       public entities seeking to carry out research at the  
6       test range, to the greatest extent practicable, con-  
7       sistent with safety and any operating procedures es-  
8       tablished by the test range sponsor, including access  
9       by small business concerns (as defined in section 3  
10      of the Small Business Act (15 U.S.C. 632)).

11              “(2) Maintain operational control for all testing  
12      activities conducted at its respective test range.

13              “(3) Ensure all activities remain within the geo-  
14      graphical boundaries and altitude limitations estab-  
15      lished for any restricted area covering the test  
16      range.

17              “(4) Ensure any activity conducted at the des-  
18      ignated test range is not conducted in a careless or  
19      reckless manner.

20              “(5) Establish safe operating procedures for all  
21      operators approved for testing activities at the test  
22      range, including provisions for maintaining oper-  
23      ational control and ensuring protection of persons  
24      and property on the ground, subject to approval by  
25      the Administrator.

1           “(6) Exercise direct oversight of all operations  
2           conducted at the test range.

3           “(7) Consult with the Administrator on the na-  
4           ture of planned activity at the test range and wheth-  
5           er segregation of the airspace is required to contain  
6           the activity consistent with aviation safety.

7           “(8) Protect proprietary technology, sensitive  
8           data, or sensitive research of any civil or private en-  
9           tity when using the test range.

10          “(9) Maintain detailed records of all ongoing  
11          and completed research activities conducted at the  
12          test range and all operators conducting such activi-  
13          ties, for inspection by, and reporting to, the Admin-  
14          istrator, as required by agreement between the Ad-  
15          ministrator and the test range sponsor.

16          “(10) Make all original records available for in-  
17          spection upon request by the Administrator.

18          “(11) Provide recommendations, on a quarterly  
19          basis until the program terminates, to the Adminis-  
20          trator to further enable public and private research  
21          and development operations at the test ranges that  
22          contribute to the Federal Aviation Administration’s  
23          safe integration of unmanned aircraft systems into  
24          the national airspace system.

1       “(f) TESTING.—The Administrator may authorize a  
 2 sponsor of a test range designated under subsection (a)  
 3 to host research, development, testing, and evaluation ac-  
 4 tivities other than those directly related to the integration  
 5 of unmanned aircraft systems into the national airspace  
 6 system, provided that—

7           “(1) the activity is necessary to inform the de-  
 8 velopment of standards or policy for integrating new  
 9 types of flight systems into the national airspace  
 10 system; and

11           “(2) the Administrator waives the requirements  
 12 of section 44711 (including any related imple-  
 13 menting regulations) to the extent the Administrator  
 14 determines such waiver is consistent with aviation  
 15 safety.

16       “(g) COLLABORATIVE RESEARCH AND DEVELOP-  
 17 MENT AGREEMENTS.—The Administrator may use the  
 18 transaction authority under section 106(1)(6), in coordina-  
 19 tion with the Center of Excellence for Unmanned Aircraft  
 20 Systems, to enter into collaborative research and develop-  
 21 ment agreements or to direct research related to un-  
 22 manned aircraft systems, including at any test range des-  
 23 ignated under subsection (a).

24       “(h) USE OF CENTER OF EXCELLENCE FOR UN-  
 25 MANNED AIRCRAFT SYSTEMS.—The Administrator, in

1 carrying out research necessary to implement the con-  
2 sensus safety standards accepted under section 44805,  
3 shall, to the maximum extent practicable, leverage the re-  
4 search and testing capacity and capabilities of the Center  
5 of Excellence for Unmanned Aircraft Systems and the test  
6 ranges designated under subsection (a).

7       “(i) CLARIFICATION.—Nothing in this section shall  
8 be construed as authorizing the research, development,  
9 testing, evaluation, or any other use of a system or tech-  
10 nology for the detection or mitigation of unmanned air-  
11 craft systems (commonly referred to as ‘counter-UAS’) at  
12 any test range designated under subsection (a).

13       “(j) TERMINATION.—The program under this section  
14 shall terminate on September 30, 2028.”.

15       (b) CONFORMING AMENDMENT.—Section 44801(10)  
16 of title 49, United States Code, is amended by striking  
17 “any of the 6 test ranges established by the Administrator  
18 under section 332(c) of the FAA Modernization and Re-  
19 form Act of 2012 (49 U.S.C. 40101 note), as in effect  
20 on the day before the date of enactment of the FAA Reau-  
21 thorization Act of 2018, and any public entity authorized  
22 by the Federal Aviation Administration as an unmanned  
23 aircraft system flight test center before January 1, 2009”  
24 and inserting “the test ranges designated by the Adminis-  
25 trator under section 44803”.



1 **SEC. 814. AUTHORITY REGARDING PROTECTION OF CER-**  
2 **TAIN FACILITIES AND ASSETS FROM UN-**  
3 **MANNED AIRCRAFT.**

4 Section 547 of title V of division F of the Consoli-  
5 dated Appropriations Act, 2023 (Public Law 117-328) is  
6 amended by striking “September 30, 2023” and inserting  
7 “September 30, 2026”.

8 **SEC. 815. AIRPORT SAFETY AND AIRSPACE HAZARD MITI-**  
9 **GATION AND ENFORCEMENT.**

10 Section 44810(h) of title 49, United States Code, is  
11 amended by striking “September 30, 2023” and inserting  
12 “September 30, 2028”.

13 **SEC. 816. SPECIAL AUTHORITY FOR TRANSPORT OF HAZ-**  
14 **ARDOUS MATERIALS BY COMMERCIAL PACK-**  
15 **AGE DELIVERY UNMANNED AIRCRAFT SYS-**  
16 **TEMS.**

17 (a) **IN GENERAL.**—Notwithstanding any other Fed-  
18 eral requirement or restriction related to the transpor-  
19 tation of hazardous materials on aircraft, the Secretary  
20 shall, beginning not later than 180 days after enactment  
21 of this section, use a risk-based approach to establish the  
22 operational requirements, standards, or special permits  
23 necessary to approve or authorize the safe transportation  
24 of hazardous materials by unmanned aircraft systems pro-  
25 viding common carriage under part 135 of title 14, Code

1 of Federal Regulations, or under other authorities, as ap-  
2 plicable.

3 (b) REQUIREMENT.—In implementing the authority  
4 in subsection (a), the Secretary shall consider, at a min-  
5 imum—

6 (1) the safety of the public and users of the na-  
7 tional airspace system;

8 (2) efficiencies of allowing the safe transpor-  
9 tation of hazardous materials by unmanned aircraft  
10 systems; and

11 (3) the risk profile of the transportation of haz-  
12 ardous materials by unmanned aircraft systems, tak-  
13 ing into consideration the likelihood, if any, that  
14 such operations will carry small quantities of haz-  
15 ardous materials.

16 (c) CONFORMITY OF HAZARDOUS MATERIALS REGU-  
17 LATIONS.—The Secretary shall make such changes as nec-  
18 essary to conform the hazardous materials regulations  
19 under parts 173 and 175 of title 49, Code of Federal Reg-  
20 ulations, to this section. Such changes shall not be re-  
21 quired before the Secretary exercises the authority pro-  
22 vided for in this section.

23 (d) DEFINITIONS.—In this section:

1           (1) HAZARDOUS MATERIALS.—The term “haz-  
2           ardous materials” has the meaning given that term  
3           in section 5102 of title 49, United States Code.

4           (2) UNMANNED AIRCRAFT SYSTEM.—The term  
5           “unmanned aircraft system” has the meaning given  
6           such term in section 44801 of title 49, United  
7           States Code.

## 8           **Subtitle B—Advanced Air Mobility**

### 9           **SEC. 821. SENSE OF CONGRESS ON FAA LEADERSHIP.**

10          It is the sense of Congress that—

11               (1) the United States should take actions to po-  
12               sition itself as a global leader in advanced air mobil-  
13               ity; and

14               (2) as such a global leader, the FAA should—

15                       (A) prioritize its work on the type certifi-  
16                       cation of aircraft;

17                       (B) publish in line with its stated deadlines  
18                       rulemakings and policy necessary to enable  
19                       commercial operations, such as the powered-lift  
20                       Special Federal Aviation Regulation (SFAR);

21                       (C) work with global partners to promote  
22                       acceptance of advanced air mobility products;  
23                       and

1           (D) leverage the existing aviation system  
2           to the greatest extent possible to support ad-  
3           vanced air mobility operations.

4 **SEC. 822. AVIATION RULEMAKING COMMITTEE ON CERTIFI-**  
5 **CATION OF POWERED-LIFT AIRCRAFT.**

6           (a) **IN GENERAL.**—Not later than 180 days after the  
7 date on which the first special class type certificate for  
8 powered-lift aircraft is issued, the Administrator shall es-  
9 tablish an Aviation Rulemaking Committee (in this section  
10 referred to as the “Committee”) to provide the Adminis-  
11 trator with specific findings and recommendations for the  
12 creation of a standard certification pathway for the certifi-  
13 cation of powered-lift aircraft.

14           (b) **REPORT.**—

15           (1) **IN GENERAL.**—Not later than 1 year after  
16 the date on which the Committee is established  
17 under subsection (a), the Committee shall submit to  
18 the Administrator a report detailing the findings and  
19 recommendations of the Committee.

20           (2) **CONSIDERATIONS.**—In submitting the re-  
21 port under paragraph (1), the Committee shall con-  
22 sider the following:

23           (A) Broad, outcome-driven safety objec-  
24 tives that will spur innovation and technology

1 adoption and promote the development of per-  
2 formance-based regulations.

3 (B) Lessons and insights learned from pre-  
4 viously published FAA special conditions and  
5 other Federal Register notices of airworthiness  
6 certification criteria for powered-lift aircraft.

7 (c) RULEMAKING.—Not later than 90 days after the  
8 date on which the Committee submits the report to the  
9 Administrator under subsection (b), the Administrator  
10 shall initiate a rulemaking to implement the findings and  
11 recommendations of the Committee, as determined appro-  
12 priate by the Administrator.

13 **SEC. 823. APPLICATION OF NATIONAL ENVIRONMENTAL**  
14 **POLICY ACT (NEPA) CATEGORICAL EXCLU-**  
15 **SIONS FOR VERTIPOINT PROJECTS.**

16 (a) IN GENERAL.—In considering the environmental  
17 impacts of a proposed vertipoint project on an existing air-  
18 port, the Administrator shall—

19 (1) apply an applicable categorical exclusion in  
20 accordance with the National Environmental Policy  
21 Act of 1969 (42 U.S.C. 4321 et seq.) and sub-  
22 chapter A of chapter V of title 40, Code of Federal  
23 Regulations; and

24 (2) after consultation with the Council on Envi-  
25 ronmental Quality, take steps to establish categorical

1 exclusions for vertiports on an existing airport, in  
 2 accordance with the National Environmental Policy  
 3 Act of 1969 (42 U.S.C. 4321 et seq.) and sub-  
 4 chapter A of chapter V of title 40, Code of Federal  
 5 Regulations.

6 (b) DEFINITIONS.—In this section:

7 (1) ADVANCED AIR MOBILITY; AAM.—The terms  
 8 “‘advanced air mobility’” and “‘AAM’” mean a  
 9 transportation system that transports people and  
 10 property by air between two points in the United  
 11 States using aircraft with advanced technologies, in-  
 12 cluding electric aircraft or electric vertical take-off  
 13 and landing aircraft, in both controlled and uncon-  
 14 trolled airspace.

15 (2) VERTIPOINT.—The term “‘vertiport’” means  
 16 a designated location used or intended to be used to  
 17 support advanced air mobility (AAM) operations, in-  
 18 cluding the landing, take-off, loading, taxiing, park-  
 19 ing, and storage of aircraft developed for advanced  
 20 air mobility (AAM) operations.

21 **SEC. 824. ADVANCED AIR MOBILITY WORKING GROUP**  
 22 **AMENDMENTS.**

23 Section 2(f) of the Advanced Air Mobility Coordina-  
 24 tion and Leadership Act (49 U.S.C. 40101 note) is  
 25 amended—

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

3           (2) by redesignating paragraph (2) as para-  
4       graph (3);

5           (3) by inserting after paragraph (1) the fol-  
6       lowing new paragraph:

7           “~~(2)~~ recommendations for sharing expertise and  
8       data on critical items, including long-term elec-  
9       trification requirements and the needs of cities (from  
10      a macro-electrification standpoint) to enable the de-  
11     ployment of AAM; and”; and

12          (4) in paragraph (3), as redesignated by para-  
13      graph (2) of this section, by striking “paragraph  
14      (1)” and inserting “paragraphs (1) and (2)”.

15   **SEC. 825. RULES FOR OPERATION OF POWERED-LIFT AIR-**  
16                                   **CRAFT.**

17      (a) **POWERED-LIFT AIRCRAFT DEFINED.**—In this  
18      section, the term “powered-lift aircraft” means a heavier-  
19      than-air aircraft capable of vertical take-off, vertical land-  
20      ing, and low speed flight that depends principally on en-  
21      gine-driven lift devices or engine thrust for lift during  
22      these flight regimes and on  $\frac{1}{2}$  or more nonrotating airfoils  
23      for lift during horizontal flight. Such term includes, but  
24      is not limited to, electric aircraft capable of vertical take-  
25      off and landing (eVTOL).

1 (b) RULEMAKING.—Not later than December 31,  
2 2024, the Administrator shall finalize a Powered-Lift Spe-  
3 cial Federal Aviation Regulation (SFAR) establishing a  
4 procedure for certifying pilots and the operation of pow-  
5 ered-lift aircraft capable of transporting passengers and  
6 cargo.

7 **SEC. 826. INTERNATIONAL COORDINATION ON POWERED-**  
8 **LIFT AIRCRAFT.**

9 (a) POWERED-LIFT AIRCRAFT PLAN.—

10 (1) IN GENERAL.—Not later than 90 days after  
11 the date of enactment of this section, the Adminis-  
12 trator shall develop a plan to facilitate the ability of  
13 the aerospace industry of the United States to effi-  
14 ciently operate powered-lift aircraft and export pow-  
15 ered-lift products and articles in key markets glob-  
16 ally.

17 (2) REQUIREMENTS.—The plan developed  
18 under paragraph (1) shall include the following:

19 (A) An assessment of existing bilateral  
20 aviation safety agreements, implementation pro-  
21 cedures, and other associated bilateral arrange-  
22 ments so that current and future powered-lift  
23 products and articles can utilize the most ap-  
24 propriate validation mechanisms and procedures  
25 for powered-lift aircraft, products, and articles.



1           (B) A description of methods to facilitate  
2           the efficient, global acceptance of the FAA ap-  
3           proach to certification of powered-lift aircraft,  
4           products, and articles.

5           (C) Any other information determined ap-  
6           propriated by the Administrator.

7           (b) COORDINATION WITH CIVIL AVIATION AUTHORI-  
8           TIES.—Not later than 90 days after the plan is developed  
9           under subsection (a), the Administrator shall coordinate  
10          with international civil aviation authorities in countries  
11          that have a bilateral safety agreement and implementation  
12          procedure with the United States regarding the establish-  
13          ment of mutual processes for efficient validation, accept-  
14          ance, and working arrangements of certificates and ap-  
15          provals for powered-lift aircraft, products, and articles.

16          (c) ESTABLISHMENT OF PROVISIONS.—Not later  
17          than 2 years after the date of enactment of this section,  
18          the Administrator shall establish the mutual processes de-  
19          scribed in subsection (b).

20          (d) POWERED-LIFT AIRCRAFT DEFINED.—In this  
21          section, the term “powered-lift aircraft” means a heavier-  
22          than-air aircraft capable of vertical take-off, vertical land-  
23          ing, and low speed flight that depends principally on en-  
24          gine-driven lift devices or engine thrust for lift during  
25          these flight regimes and on 1 or more nonrotating airfoils

1 for lift during horizontal flight. Such term includes, but  
 2 is not limited to, electric aircraft capable of vertical take-  
 3 off and landing (eVTOL).

4 **SEC. 827. ADVANCED AIR MOBILITY PROPULSION SYSTEMS**  
 5 **AVIATION RULEMAKING COMMITTEE.**

6 (a) **IN GENERAL.**—Not later than 1 year after the  
 7 date of enactment of this section, the Administrator shall  
 8 establish an Aviation Rulemaking Committee (in this sec-  
 9 tion referred to as the “Committee”) to provide the Ad-  
 10 ministrator with specific findings and recommendations  
 11 for regulations covering, with respect to small and large  
 12 type certificated aircraft, the certification and installation  
 13 of—

14 (1) electric engines and propellers;

15 (2) hybrid electric engines and propulsion sys-  
 16 tems;

17 (3) hydrogen fuel cells; and

18 (4) hydrogen combustion engines or propulsion  
 19 systems.

20 (b) **CONSIDERATIONS.**—In providing the findings and  
 21 recommendations under subsection (a), the Committee  
 22 shall consider the following:

23 (1) Broad, outcome-driven safety objectives that  
 24 will spur innovation and technology adoption, and

1 promote the development of performance-based regula-  
2 tions.

3 (2) Lessons and insights learned from pre-  
4 viously published FAA special conditions and other  
5 Federal Register notices of airworthiness certifi-  
6 cation criteria for advanced air mobility engines,  
7 propellers, and aircraft.

8 (3) The requirements of part 33 and part 35 of  
9 title 14, Code of Federal Regulations, any bound-  
10 aries of applicability for stand alone engine type cer-  
11 tificates (including highly integrated systems), and  
12 the use of technical standards order authorizations.

13 (c) REPORT.—Not later than 2 years after the date  
14 on which the Committee is established under subsection  
15 (a), the Committee shall submit to the Administrator and  
16 the appropriate committees of Congress a report con-  
17 taining the findings and recommendations described in  
18 subsection (a).

19 (d) BRIEFING.—Not later than 180 days after the  
20 date on which the Committee submits the report under  
21 subsection (c), the Administrator shall brief the appro-  
22 priate committees of Congress regarding the FAA's plans  
23 in response to the findings and recommendations con-  
24 tained in the report.

1           (e) SAFETY COOPERATION.—The Administrator shall  
 2 lead efforts to engage with foreign authorities to further  
 3 harmonize standards for certification and installation of  
 4 the products described in paragraphs (1) through (4) of  
 5 subsection (a).

6 **TITLE IX—RESEARCH AND DE-**  
 7 **VELOPMENT AND INNOVA-**  
 8 **TIVE AVIATION TECH-**  
 9 **NOLOGIES**

10 **SEC. 901. ADVANCED MATERIALS CENTER OF EXCELLENCE**  
 11 **ENHANCEMENTS.**

12           Section 44518 of title 49, United States Code, is  
 13 amended—

14           (1) in subsection (a), by striking “under its  
 15 structure” and all that follows through the period  
 16 and inserting “through September 30, 2028, under  
 17 its structure as in effect on March 1, 2023, which  
 18 shall focus on applied research and training on the  
 19 safe use of composites and advanced materials in  
 20 airframe structures. The Center shall also conduct  
 21 research and development into aircraft structure  
 22 crash worthiness and passenger safety, as well as  
 23 address safe and accessible air travel of individuals  
 24 with a disability (as defined in section 382.3 of title  
 25 14, Code of Federal Regulations (or any successor

1 regulation)); including materials required to facili-  
2 tate safe wheelchair restraint systems on commercial  
3 aircraft. The Administrator shall award grants to  
4 the Center within 90 days from the date the Grants  
5 Officer recommends a proposal for award to the Ad-  
6 ministrator.”; and

7 (2) by striking subsection (b) and inserting the  
8 following:

9 “(b) RESPONSIBILITIES.—The Center shall—

10 “(1) promote and facilitate collaboration among  
11 member universities, academia, the Federal Aviation  
12 Administration, the commercial aircraft industry, in-  
13 cluding manufacturers, commercial air carriers, and  
14 suppliers, and other appropriate stakeholders;

15 “(2) establish goals set to advance technology,  
16 improve engineering practices, and facilitate con-  
17 tinuing education in relevant areas of study, which  
18 should include all structural materials, such as ear-  
19 bon fiber polymers and thermoplastic composites,  
20 and structural technologies, such as additive manu-  
21 facturing, to be used in applications within the com-  
22 mercial aircraft industry, including traditional fixed-  
23 wing aircraft, rotorcraft, and emerging aircraft types  
24 such as advanced air mobility aircraft; and

1           “(3) establish criteria for the safe movement of  
 2           all passengers, including individuals with a disability  
 3           (as defined in section 382.3 of title 14, Code of Fed-  
 4           eral Regulations (or any successor regulation)), and  
 5           individuals using their personal wheelchairs in flight,  
 6           that takes into account the modeling, engineering,  
 7           testing, operating, and training issues significant to  
 8           all passengers and relevant stakeholders.”.

9   **SEC. 902. CENTER OF EXCELLENCE FOR UNMANNED AIR-**  
 10                                   **CRAFT SYSTEMS.**

11           (a) IN GENERAL.—Chapter 448 of title 49, United  
 12           States Code, as amended by section 811(a), is amended  
 13           by inserting after section 44813 the following new section:

14   **“SEC. 44814. CENTER OF EXCELLENCE FOR UNMANNED**  
 15                                   **AIRCRAFT SYSTEMS.**

16           “(a) IN GENERAL.—During the period beginning on  
 17           the date of enactment of this section, and ending on Sep-  
 18           tember 30, 2028, the Administrator shall continue oper-  
 19           ation of the Center of Excellence for Unmanned Aircraft  
 20           Systems (referred to in this section as the ‘Center’) under  
 21           the structure of the Center as in effect on January 1,  
 22           2023.

23           “(b) RESPONSIBILITIES.—The Center shall carry out  
 24           the following responsibilities:

1           “(1) Conduct applied research and training on  
2           the safe and efficient integration of unmanned air-  
3           craft systems and advanced air mobility into the na-  
4           tional airspace system.

5           “(2) Promote and facilitate collaboration among  
6           academia, the FAA, Federal agency partners, and  
7           industry stakeholders (including manufacturers, op-  
8           erators, service providers, standards development or-  
9           ganizations, carriers, and suppliers), with respect to  
10          the safe and efficient integration of unmanned air-  
11          craft systems and advanced air mobility into the na-  
12          tional airspace system.

13          “(3) Establish goals set to advance technology,  
14          improve engineering practices, and facilitate con-  
15          tinuing education with respect to the safe and effi-  
16          cient integration of unmanned aircraft systems and  
17          advanced air mobility into the national airspace sys-  
18          tem.

19          “(c) PROGRAM PARTICIPATION.—The Administrator  
20          shall ensure the participation in the Center of public insti-  
21          tutions of higher education and research institutions that  
22          provide accredited bachelor’s degree programs in aero-  
23          nautical sciences that provide pathways to commercial  
24          pilot certifications and focus primarily on supporting pilot  
25          training for women aviators.”.

1 (b) CLERICAL AMENDMENT.—The analysis for chap-  
 2 ter 448 of title 49, United States Code, as amended by  
 3 section 811(b), is amended by inserting after the item re-  
 4 lating to section 44813 the following:

“44814. Center of Excellence for Unmanned Aircraft Systems.”.

5 **SEC. 903. ASSURED SAFE CREDENTIALING AUTHORITY.**

6 (a) IN GENERAL.—Chapter 448 of title 49, United  
 7 States Code, as amended by section 902(a), is amended  
 8 by inserting after section 44814 the following new section:

9 **“SEC. 44815. ASSURED SAFE CREDENTIALING AUTHORITY.**

10 “(a) IN GENERAL.—Not later than 6 months after  
 11 the date of enactment of this section, the Administrator  
 12 of the Federal Aviation Administration shall establish the  
 13 credentialing authority for the Administration’s program  
 14 of record (referred to in this section as ‘ASSURED Safe’)  
 15 under the Center of Excellence for Unmanned Aircraft  
 16 Systems at the Mississippi State University.

17 “(b) PURPOSES.—The ASSURED Safe credentialing  
 18 authority established under subsection (a) shall offer serv-  
 19 ices throughout the United States, and to allies and part-  
 20 ners of the United States, including—

21 “(1) online and in-person standards, education,  
 22 and testing to certify first responders’ use of un-  
 23 manned aircraft systems for public safety and dis-  
 24 aster operations;



1           “(2) uniform communications standards, oper-  
2           ational standards, and reporting standards for civil-  
3           ian, military, and international allies and partners;  
4           and

5           “(3) any other services determined appropriate  
6           by the Administrator of the Federal Aviation Admin-  
7           istration.”.

8           (b) CLERICAL AMENDMENT.—The analysis for chap-  
9           ter 448 of such title, as amended by section 902(b), is  
10          amended by inserting after the item relating to section  
11          44814 the following:

          “44815. ASSURED Safe Credentialing Authority.”.

12          **SEC. 904. FAA AND NASA ADVANCED AVIATION TECH-**  
13                 **NOLOGIES PILOT PROGRAM.**

14          (a) PILOT PROGRAM.—

15                 (1) ESTABLISHMENT.—Not later than 1 year  
16                 after the date of enactment of this section, the Ad-  
17                 ministratoꝛ, in coordination with the Administrator  
18                 of the National Aeronautics and Space Administra-  
19                 tion (in this section referred to as the “NASA Ad-  
20                 ministratoꝛ”), shall establish a pilot program to fa-  
21                 cilitate the appointment of individuals from NASA  
22                 to the FAA to serve in temporary technical discipline  
23                 expert positions relating to advanced aviation tech-  
24                 nologies (in this section referred to as the “pro-  
25                 gram”).

1           (2) CONSIDERATIONS.—In developing the pro-  
2           gram, the Administrator shall consider—

3                   (A) existing mechanisms of collaboration  
4                   between FAA and NASA relating to aero-  
5                   nautics programs, advisory committees, and  
6                   work groups;

7                   (B) the degree to which FAA and NASA  
8                   facilitate partnerships between subject matter  
9                   experts to support the research and develop-  
10                  ment, testing, and certification of advanced  
11                  aviation technologies; and

12                  (C) how temporary appointments under  
13                  the program may be best used to enhance the  
14                  technical capacity of the FAA and technical  
15                  partnerships between agencies.

16       (b) TEMPORARY APPOINTMENT OF NASA PER-  
17       SONNEL.—

18           (1) TERMS AND CONDITIONS.—The Adminis-  
19           trator, in coordination with the NASA Adminis-  
20           trator, shall identify qualifying projects or activities  
21           at the FAA that would benefit from temporary ap-  
22           pointments of highly qualified, experienced profes-  
23           sionals under the program to enhance technical ca-  
24           pacity, knowledge, skills, and abilities relating to re-  
25           search and development, certification, and the safe

1 deployment of advanced aviation technologies. The  
2 Administrator and NASA Administrator shall jointly  
3 establish the terms and conditions of service under  
4 the program and issue relevant guidelines related to  
5 the responsibilities and duration of service of partici-  
6 pating NASA personnel. In approving NASA per-  
7 sonnel for participation in the program, the NASA  
8 Administrator shall certify that the temporary ap-  
9 pointment of such personnel shall not have an ad-  
10 verse impact on the post-assignment employment du-  
11 ties of relevant NASA personnel or an undue ad-  
12 verse impact on the mission of the agency.

13 (2) SPECIAL RULES.—The Administrator shall  
14 make clear that any responsibilities of NASA per-  
15 sonnel participating in the program constitute serv-  
16 ing in temporary technical discipline expert positions  
17 at the FAA and are subject to FAA conflict-of-inter-  
18 est policies and supervision.

19 (3) RULES FOR PAY AND BENEFITS FOR NASA  
20 PERSONNEL.—Any individuals employed by NASA  
21 who are participating in the program shall continue  
22 to receive pay and benefits from NASA and shall not  
23 receive pay or benefits from the FAA for the dura-  
24 tion of the program.

1       (e) **AUTHORITY TO TRANSFER AND RECEIVE RE-**  
2 **SOURCES.**—In supporting the participation of NASA per-  
3 sonnel, the Administrator and NASA Administrator may  
4 authorize the use of NASA technical services, equipment,  
5 software, and facilities without reimbursement to facilitate  
6 cooperation between agencies under the program.

7       (d) **PROGRAM REVIEW AND REPORT.**—

8           (1) **REVIEW.**—The Comptroller General shall  
9 conduct a comprehensive review of the program that  
10 includes evaluation of the impact of the program on  
11 improving coordination on projects and sharing of  
12 technical expertise between agencies relating to ad-  
13 vanced aviation technologies.

14           (2) **REPORT.**—Not later than 3 years after the  
15 date of enactment of this section, the Comptroller  
16 General shall submit to the appropriate committees  
17 of Congress a report containing the results of the re-  
18 view conducted under paragraph (1), along with rec-  
19 ommendations for such future action as the Comp-  
20 troller General determines appropriate.

21 **SEC. 905. ADVANCING GLOBAL LEADERSHIP ON CIVIL SU-**  
22 **PERSONIC AIRCRAFT.**

23       Section 181 of the FAA Reauthorization Act of 2018  
24 (49 U.S.C. 40101 note) is amended—

1           (1) in subsection (a), by striking “regulations,  
2           and standards” and inserting “regulations, stand-  
3           ards, and recommended practices”; and

4           (2) by adding at the end the following new sub-  
5           section:

6           “(g) **ADDITIONAL REPORTS.**—

7           “(1) **INITIAL PROGRESS REPORT.**—Not later  
8           than 1 years after the date of enactment of this sub-  
9           section, the Administrator shall submit to the appro-  
10          priate committees of Congress a report describing—

11                   “(A) the progress of the actions described  
12                   in subsection (d)(1);

13                   “(B) any planned, proposed, or anticipated  
14                   action to update or modify existing policies and  
15                   regulations related to civil supersonic aircraft,  
16                   including those identified as a result of stake-  
17                   holder consultation and feedback (such as land-  
18                   ing and takeoff noise); and

19                   “(C) any other information determined ap-  
20                   propriate by the Administrator.

21          “(2) **SUBSEQUENT REPORT.**—Not later than 2  
22          years after the date on which the Administrator sub-  
23          mits the initial progress report under paragraph (1),  
24          the Administrator shall submit to the appropriate

1 committees of Congress an updated report on the  
2 progress of the actions described in paragraph (1).”.

3 **SEC. 906. CLEAN ENGINE AND AIRFRAME TECHNOLOGY**  
4 **PARTNERSHIP.**

5 Section 47511 of title 49, United States Code, is  
6 amended—

7 (1) in subsection (a), by striking “subsonic”  
8 after “fuels for civil”; and

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

10 “(d) **SELECTION.**—In carrying out the program, the  
11 Administrator may ensure that not less than 2 of the coop-  
12 erative agreements entered into under this section involve  
13 the participation of an entity that is a small business con-  
14 cern (as defined in section 3 of the Small Business Act  
15 (15 U.S.C. 632)), provided that the entity’s submitted  
16 technology proposal meets requisite technology readiness  
17 levels for entry into the agreement as determined by the  
18 Administrator.”.

19 **SEC. 907. HYPERSONIC FLIGHT TESTING.**

20 (a) **IN GENERAL.**—Not later than 2 years after the  
21 date of enactment of this section, the Administrator shall  
22 establish procedures for permitting manned flights in oce-  
23 anic airspace and overland flights operating with speeds  
24 in excess of Mach 5 and above for the purposes of develop-  
25 mental and airworthiness testing (including demonstration

1 flights in areas where such flights will not interfere with  
2 the safety of other aircraft or the efficient use of airspace  
3 in the national airspace system).

4 (b) CONSIDERATIONS.—In carrying out subsection  
5 (a), the Administrator shall consider—

6 (1) the provisions of parts 91.817 and 91.818  
7 of title 14, Code of Federal Regulations;

8 (2) applications for special flight authorizations  
9 for flights operating with speeds in excess of Mach  
10 5, as described in such part 91.818;

11 (3) the environmental impacts of developmental  
12 and airworthiness testing operations;

13 (4) whether to require applicants to include  
14 specification of proposed flight areas;

15 (5) the authorization of flights to and from  
16 spaceports and airports in Class D airspace within  
17 10 nautical miles of oceanic coastline;

18 (6) developing the vertical limits at or above the  
19 altitude necessary for safe hypersonic operations;

20 (7) proponent-provided data regarding the de-  
21 sign and operational analysis of the aircraft, as well  
22 as data regarding sonic boom overpressure; and

23 (8) the safety of the uninvolved public.

24 **SEC. 908. HYPERSONIC PATHWAY TO INTEGRATION STUDY.**

25 (a) STUDY.—

1           (1) ~~IN GENERAL.~~—The Administrator shall con-  
2           duct a study assessing actions necessary to facilitate  
3           the safe operation and integration of hypersonic air-  
4           craft into the national airspace system.

5           (2) ~~CONTENTS.~~—The study conducted under  
6           paragraph (1) shall include, at a minimum—

7                   (A) an initial assessment of cross-agency  
8                   equities related to hypersonic aircraft tech-  
9                   nologies and flight;

10                   (B) the identification, development, and  
11                   collection of data required to develop certifi-  
12                   cation, flight standards, and air traffic require-  
13                   ments for the deployment and integration of  
14                   hypersonic aircraft;

15                   (C) the development of a framework and  
16                   timeline to establish the appropriate regulatory  
17                   requirements for conducting hypersonic aircraft  
18                   flights;

19                   (D) strategic plans to improve the FAA's  
20                   state of preparedness and response capability in  
21                   advance of receiving applications to conduct  
22                   hypersonic aircraft flights; and

23                   (E) a survey of global hypersonic aircraft-  
24                   related regulatory and testing developments or  
25                   activities.



1           (3) CONSIDERATIONS.—In conducting the study  
2 under paragraph (1), the Administrator may con-  
3 sider—

4           (A) the feedback and technical expertise of  
5 the aerospace industry and other stakeholders  
6 when creating policies, regulations, and stand-  
7 ards that enable the safe operation and integra-  
8 tion of hypersonic aircraft into the national air-  
9 space system;

10          (B) opportunities for—

11           (i) demonstrating United States global  
12 leadership in aeronautics, including  
13 hypersonic aircraft and related tech-  
14 nologies; and

15           (ii) strengthening global harmoni-  
16 zation in aeronautics; and

17          (C) the development of international poli-  
18 cies, regulations, and standards relating to the  
19 certification and safe operation of hypersonic  
20 aircraft.

21          (4) CONSULTATION.—In conducting the study  
22 under paragraph (1), the Administrator shall consult  
23 with representatives from Federal agencies, industry,  
24 and other stakeholders, including—

1           (A) the National Aeronautics and Space  
2           Administration;  
3           (B) the Department of Defense;  
4           (C) aircraft manufacturers;  
5           (D) institutions of higher education; and  
6           (E) any other stakeholders the Adminis-  
7           trator determines appropriate.

8           (b) REPORT.—Not later than 2 years after the date  
9 of enactment of this Act, the Administrator shall submit  
10 to the appropriate committees of Congress a report on the  
11 results of the study conducted under subsection (a), to-  
12 gether with recommendations to facilitate the safe oper-  
13 ation and integration of hypersonic aircraft into the na-  
14 tional airspace system.

15           (c) DEFINITION OF HYPERSONIC.—In this section,  
16 the term “hypersonic” means an aircraft or flight oper-  
17 ating at speeds in excess of Mach 5 and above.

18 **SEC. 909. OPERATING HIGH-SPEED FLIGHTS IN HIGH ALTI-**  
19 **TUDE CLASS E AIRSPACE.**

20           (a) CONSULTATION.—Not later than 12 months after  
21 the date of enactment of this section, the Administrator,  
22 in consultation with the Administrator of the National  
23 Aeronautics and Space Administration and relevant stake-  
24 holders, including industry and academia, shall identify  
25 the minimum altitude above the upper boundary of Class

1 A airspace at or above which flights operating with speeds  
2 above Mach 1 generate sonic booms that are inaudible at  
3 the surface under prevailing atmospheric conditions.

4 (b) RULEMAKING.—Not later than 2 years after the  
5 date on which the Administrator identifies the minimum  
6 altitude described in subsection (a), the Administrator  
7 shall publish in the Federal Register a notice of proposed  
8 rulemaking to amend sections 91.817 and 91.818 of title  
9 14, Code of Federal Regulations, and such other regula-  
10 tions as appropriate, to permit flight operations with  
11 speeds above Mach 1 at or above the minimum altitude  
12 identified under subsection (a) without specific authoriza-  
13 tions, provided that such flight operations—

14 (1) show compliance with airworthiness require-  
15 ments;

16 (2) do not cause a measurable sonic boom over-  
17 pressure to reach the surface; and

18 (3) have ordinary instrument flight rules clear-  
19 ances necessary to operate in controlled airspace.

20 **SEC. 910. ELECTRIC PROPULSION AIRCRAFT OPERATIONS**  
21 **STUDY.**

22 (a) IN GENERAL.—Not later than 120 days after the  
23 date of enactment of this section, the Comptroller General  
24 shall initiate a study assessing the safe and scalable oper-

1 ation and integration of electric aircraft into the national  
2 airspace system.

3 (b) CONTENTS.—The study required under sub-  
4 section (a) shall address—

5 (1) the technical capacity and competencies  
6 needed for the FAA to certify aircraft systems spe-  
7 cific to electric aircraft;

8 (2) the data development and collection re-  
9 quired to develop standards specific to electric air-  
10 craft;

11 (3) the regulatory standards and guidance ma-  
12 terial needed to facilitate the safe operation of elec-  
13 tric aircraft, including—

14 (A) fire protection;

15 (B) high voltage electromagnetic environ-  
16 ments;

17 (C) engine and human machine interfaces;

18 (D) reliability of high voltage components  
19 and insulation;

20 (E) lithium batteries for propulsion use;

21 (F) operating and pilot qualifications; and

22 (G) airspace integration;

23 (4) the airport infrastructure requirements to  
24 support electric aircraft operations, including an as-  
25 sessment of—

1           (A) existing capabilities of airport infra-  
2           structure as of the date of enactment of this  
3           section;

4           (B) aircraft operations specifications;

5           (C) projected operations demand by ear-  
6           riers and other operators;

7           (D) potential modifications to existing air-  
8           port infrastructure;

9           (E) additional investments in new infra-  
10          structure and systems required to meet oper-  
11          ations demand; and

12          (F) management of infrastructure relating  
13          to hazardous materials used in hybrid and elec-  
14          tric propulsion; and

15          (5) varying types of electric aircraft, including  
16          advanced air mobility aircraft and small or regional  
17          passenger or cargo aircraft.

18          (c) CONSIDERATIONS.—In conducting the study  
19          under subsection (a), the Comptroller General may con-  
20          sider the following:

21               (1) The potential for improvements to air serv-  
22               ice connectivity for communities through the deploy-  
23               ment of electric aircraft operations, including by—

24                       (A) establishing routes to small and rural  
25                       communities; and

1           (B) introducing alternative modes of trans-  
2           portation for multimodal operations within com-  
3           munities.

4           (2) Impacts to airport-adjacent communities,  
5           including implications due to changes in airspace  
6           utilization and land use compatibility.

7           (d) REPORT TO CONGRESS.—Not later than 2 years  
8           after the date of enactment of this section, the Comp-  
9           troller General shall submit to the appropriate committees  
10          of Congress a report on the results of the study conducted  
11          under subsection (a), together with recommendations for  
12          such legislation and administrative action as the Comp-  
13          troller General determines appropriate.

14          (e) DEFINITIONS.—In this section:

15           (1) ELECTRIC AIRCRAFT.—The term “electric  
16           aircraft” means an aircraft with a fully electric or  
17           hybrid electric driven propulsion system used for  
18           flight.

19           (2) ADVANCED AIR MOBILITY.—The term “ad-  
20           vanced air mobility” means a transportation system  
21           that transports passengers and cargo by air between  
22           two points in the United States using aircraft with  
23           advanced technologies, including aircraft with hybrid  
24           or electric vertical take-off and landing capabilities,  
25           in both controlled and uncontrolled airspace.

1 **SEC. 911. CONTRACT WEATHER OBSERVERS PROGRAM.**

2 Section 2306 of the FAA Extension, Safety, and Se-  
3 curity Act of 2016 (P.L. 114–190, 130 Stat. 641) is  
4 amended by striking subsection (b) and inserting the fol-  
5 lowing:

6 “(b) CONTINUED USE OF CONTRACT WEATHER OB-  
7 SERVERS.—

8 “(1) IN GENERAL.—Subject to paragraph (2),  
9 the Administrator may not discontinue or diminish  
10 the contract weather observer program at any air-  
11 port until September 30, 2028.

12 “(2) AVAILABILITY OF NEW TECHNOLOGY.—If  
13 the Administrator determines that technology has  
14 become available that could provide equal or better  
15 service than the contract weather observer program,  
16 the Administrator may discontinue or diminish the  
17 contract weather observer program at any airport  
18 earlier than the date specified in paragraph (1), but  
19 only if, not later than 180 days before the date on  
20 which the Administrator proposes to discontinue or  
21 diminish such program at any airport, the Adminis-  
22 trator notifies the appropriate committees of Con-  
23 gress of such proposed action and submits informa-  
24 tion relating to the determination of the availability  
25 of such technology and the reasoning for such pro-  
26 posed action.”.

1 **SEC. 912. AIRFIELD PAVEMENT TECHNOLOGY PROGRAM.**

2 Using amounts made available under section  
 3 48102(a) of title 49, United States Code, the Secretary  
 4 may carry out a program for the research and develop-  
 5 ment of airfield pavement technologies under which the  
 6 Secretary makes grants to, and enters into cooperative  
 7 agreements with, institutions of higher education (as de-  
 8 fined in section 101 of the Higher Education Act of 1965  
 9 (20 U.S.C. 1001)) and nonprofit organizations that—

10 (1) research concrete and asphalt pavement  
 11 technologies that extend the life of airfield pave-  
 12 ments;

13 (2) develop sustainability and resiliency guide-  
 14 lines to improve long-term pavement performance;

15 (3) develop and conduct training with respect to  
 16 such airfield pavement technologies;

17 (4) provide for demonstration projects of such  
 18 airfield pavement technologies; and

19 (5) promote the latest airfield pavement tech-  
 20 nologies to aid the development of safer, more cost  
 21 effective, and more resilient and sustainable airfield  
 22 pavements.

23 **SEC. 913. NATIONAL AVIATION RESEARCH PLAN MODIFICA-**  
 24 **TION.**

25 (a) **MODIFICATION OF SUBMISSION DEADLINE.—**  
 26 Section 44501(e)(1) of title 49, United States Code, is



1 amended by striking “the date of submission” and insert-  
2 ing “the date that is 45 days after the date of submis-  
3 sion”.

4 (b) CONFORMING AMENDMENT.—Section 48102(g)  
5 of title 49, United States Code, is amended by striking  
6 “the date of submission” and inserting “the date that is  
7 45 days after the date of submission”.

8 **SEC. 914. FAA AND NASA RESEARCH AND DEVELOPMENT**  
9 **COORDINATION REVIEW.**

10 (a) REVIEW.—

11 (1) IN GENERAL.—Not later than 1 year after  
12 the date of enactment of this section, the Adminis-  
13 trator, in coordination with the Administrator of the  
14 National Aeronautics and Space Administration (in  
15 this section referred to as “NASA”) shall conduct a  
16 review of aeronautics research and development co-  
17 ordination between Federal agencies and the extent  
18 to which NASA and the FAA can improve collabora-  
19 tion in order to leverage each other’s subject matter  
20 expertise relating to civil aviation projects.

21 (2) CONTENTS.—In carrying out the review  
22 under paragraph (1), the Administrator shall—

23 (A) review the extent to which NASA and  
24 the FAA leverage each other’s laboratory and  
25 testing capabilities, facilities, resources, and

1 subject matter expert personnel in support of  
2 aeronautics research and development programs  
3 and projects;

4 (B) assess—

5 (i) the current fiscal year, and the 3  
6 most recent fiscal years, of Federal ex-  
7 penditures for the FAA and NASA's re-  
8 search and development programs and  
9 projects; and

10 (ii) the extent to which other Federal  
11 agencies, industry partners, and research  
12 organizations are involved in such pro-  
13 grams and projects; and

14 (C) develop recommendations for the im-  
15 provement of coordination, collaboration, and  
16 efficiency of aeronautics research and develop-  
17 ment programs to reduce overlap between  
18 NASA, the FAA, other Federal agencies, aca-  
19 demia, research organizations, standards  
20 groups, and industry.

21 (b) REPORT.—Not later than 180 days after com-  
22 pleting the review under subsection (a), the Administrator  
23 shall submit to the appropriate committees of Congress  
24 a report on such review, including the recommendations  
25 developed under subsection (a)(2)(C).

1 **SEC. 915. RESEARCH AND DEVELOPMENT OF FAA'S AERO-**  
2 **NAUTICAL INFORMATION SYSTEMS MOD-**  
3 **ERNIZATION ACTIVITIES.**

4 (a) **IN GENERAL.**—Not later than 60 days after the  
5 date of enactment of this section, the Administrator, in  
6 coordination with the John A. Volpe National Transpor-  
7 tation Systems Center, shall carry out a research and de-  
8 velopment program to assist with the continuous mod-  
9 ernization of the FAA's aeronautical information systems,  
10 including, but not limited to—

11 (1) the Aeronautical Information Management  
12 Modernization (AIMM), including the FAA's Notice  
13 to Air Missions (NOTAM) system;

14 (2) the Aviation Safety Information Analysis  
15 and Sharing (ASIAS) system; and

16 (3) the Service Difficulty Reporting System  
17 (SDRS).

18 (b) **REVIEW AND REPORT.**—

19 (1) **REVIEW.**—Not later than 180 days after  
20 the date of enactment of this section, the Adminis-  
21 trator shall enter into an agreement with a Federally  
22 funded research and development center to conduct  
23 and complete a review of planned and ongoing mod-  
24 ernization efforts of FAA's aeronautical information  
25 systems. Such review shall identify opportunities for  
26 additional coordination between the FAA and the

1 John A. Volpe National Transportation Systems  
2 Center to further modernize such systems.

3 (2) REPORT.—Not later than 1 year after the  
4 Administrator enters into the agreement with the  
5 center under paragraph (1), the Center shall submit  
6 to the Administrator and the appropriate committees  
7 of Congress a report on the review conducted under  
8 paragraph (1), together with such recommendations  
9 as the Center determines appropriate.

10 **SEC. 916. CENTER OF EXCELLENCE FOR ALTERNATIVE JET**  
11 **FUELS AND ENVIRONMENT.**

12 (a) IN GENERAL.—Chapter 445 of title 49, United  
13 States Code, is amended by adding at the end the fol-  
14 lowing new section:

15 **“§ 44520. Center of Excellence for Alternative Jet**  
16 **Fuels and Environment**

17 “(a) IN GENERAL.—During the period beginning on  
18 the date of enactment of this section and ending on Sep-  
19 tember 30, 2028, the Administrator of the Federal Avia-  
20 tion Administration (in this section referred to as the ‘Ad-  
21 ministrator’) shall continue operation of the Center of Ex-  
22 cellence for Alternative Jet Fuels and Environment (in  
23 this section referred to as the ‘Center’) under its structure  
24 as in effect on January 1, 2023.

25 “(b) RESPONSIBILITIES.—The Center shall—

1 “(1) focus on research to—

2 “(A) assist in the development, qualifica-  
3 tion, and certification of the use of aviation fuel  
4 from alternative and renewable sources (such as  
5 biomass, alcohols, organic acids, hydrogen, and  
6 gaseous carbon) for commercial aircraft;

7 “(B) assist in informing the safe use of al-  
8 ternative aviation fuels in commercial aircraft  
9 that also apply electrified aircraft propulsion  
10 systems;

11 “(C) reduce community exposure to civilian  
12 aircraft noise and pollutant emissions;

13 “(D) inform decision making to support  
14 United States leadership on international avia-  
15 tion environmental issues, including the devel-  
16 opment of domestic and international stand-  
17 ards; and

18 “(E) improve and expand the scientific un-  
19 derstanding of civil aviation noise and pollutant  
20 emissions and their impacts, as well as support  
21 the development of improved modeling ap-  
22 proaches and tools; and

23 “(2) examine the use of novel technologies and  
24 other forms of innovation to reduce noise, emissions,  
25 and fuel burn in commercial aircraft.

1       “(e) GRANT AUTHORITY.—The Administrator shall  
2 carry out the work of the Center through the use of grants  
3 or other measures as determined appropriate by the Ad-  
4 ministrator pursuant to section 44513, including through  
5 interagency agreements with other Federal agencies.

6       “(d) PARTICIPATION.—

7               “(1) PARTICIPATION OF EDUCATIONAL AND RE-  
8 SEARCH INSTITUTIONS.—In carrying out the respon-  
9 sibilities described in subsection (b), the Center shall  
10 include, as appropriate, participation by—

11                       “(A) higher education and research institu-  
12 tions that—

13                               “(i) have existing facilities for re-  
14 search, development, and testing; and

15                               “(ii) leverage private sector partner-  
16 ships;

17                       “(B) other Federal agencies;

18                       “(C) consortia with experience across the  
19 alternative fuels supply chain, including with re-  
20 search, feedstock development and production,  
21 small-scale development, testing, and technology  
22 evaluation related to the creation, processing,  
23 production, and transportation of alternative  
24 aviation fuel; and

1           “(D) consortia with experience in innova-  
2           tive technologies to reduce noise, emissions, and  
3           fuel burn in commercial aircraft.

4           “(2) USE OF NASA FACILITIES.—The Center  
5           shall consider utilizing the existing capacity in aero-  
6           nautics research at the Langley Research Center,  
7           NASA John H. Glenn Center at the Neil A. Arm-  
8           strong Test Facility, and other appropriate facilities  
9           of the National Aeronautics and Space Administra-  
10          tion.”.

11          (b) CLERICAL AMENDMENT.—The analysis for chap-  
12          ter 445 of such title is amended by inserting after the  
13          item relating to section 44519 the following:

“44520. Center of Excellence for Alternative Jet Fuels and Environment.”.

14          **SEC. 917. AIRCRAFT NOISE ADVISORY COMMITTEE.**

15          (a) ESTABLISHMENT.—Not later than 180 days after  
16          the date of enactment of this section, the Administrator  
17          shall establish an Aircraft Noise Advisory Committee (in  
18          this section referred to as the “Advisory Committee”) to  
19          advise the Administrator on issues facing the aviation  
20          community that are related to aircraft noise exposure and  
21          existing FAA noise policies and regulations.

22          (b) MEMBERSHIP.—The Administrator shall appoint  
23          the members of the Advisory Committee, which shall be  
24          comprised of—

25                  (1) at least 1 representative of each of—

- 1                   (A) engine manufacturers;
- 2                   (B) air carriers;
- 3                   (C) airport owners or operators;
- 4                   (D) aircraft manufacturers;
- 5                   (E) advanced air mobility manufacturers
- 6                   or operators;
- 7                   (F) institutions of higher education; and
- 8                   (G) the National Aeronautics and Space
- 9                   Administration; and
- 10                  (2) representatives of airport-adjacent commu-
- 11                  nities from geographically diverse regions.

12                  (c) DUTIES.—The duties of the Advisory Committee  
13 shall include—

- 14                  (1) the evaluation of existing research on air-
- 15                  craft noise impacts and annoyance;
- 16                  (2) the assessment of alternative noise metrics
- 17                  that could be used to supplement or replace the ex-
- 18                  isting Day Night Level (DNL) standard;
- 19                  (3) the evaluation of the current 65-decibel ex-
- 20                  posure threshold, including the impact to land use
- 21                  compatibility around airports if such threshold was
- 22                  lowered;
- 23                  (4) the evaluation of current noise mitigation
- 24                  strategies and the community engagement efforts by
- 25                  the FAA with respect to changes in airspace utiliza-



1 tion, such as the integration of new entrants and  
2 usage of performance-based navigation; and

3 (5) other duties determined appropriate by the  
4 Administrator.

5 (d) REPORTS.—

6 (1) IN GENERAL.—Not later than 1 year after  
7 the date of establishment of the Advisory Com-  
8 mittee, the Advisory Committee shall submit to the  
9 Administrator a report on any recommended  
10 changes to current aviation noise policies.

11 (2) REPORT TO CONGRESS.—Not later than  
12 180 days after the date the Administrator receives  
13 the report under paragraph (1), the Administrator  
14 shall submit to the appropriate committees of Con-  
15 gress a report containing the recommendations made  
16 by the Advisory Committee.

17 (e) CONGRESSIONAL BRIEFING.—Not later than 30  
18 days after submission of the report under paragraph (2),  
19 the Administrator shall brief the appropriate committees  
20 of Congress on how the Administrator plans to implement  
21 recommendations contained in the report and, for each  
22 recommendation that the Administrator does not plan to  
23 implement, the Administrator's reason for not imple-  
24 menting the recommendation.

1           **TITLE X—MISCELLANEOUS**

2   **SEC. 1001. NOISE MITIGATION.**

3           (a) REQUIREMENTS FOR LANDING AND DEPARTING  
4   AIRCRAFT.—

5           (1) LANDING AIRCRAFT.—All aircraft landing  
6           at Boise Airport (BOI) that will be facing west on  
7           the runway when landing on runways 10R and 10L  
8           shall travel over a circle on the ground (the center  
9           of which is located at  $43^{\circ}37'45.3''$  N,  $116^{\circ}24'49.3''$   
10          W, and the radius of which is 2 miles) at an altitude  
11          of not less than 5,000 feet when passing over such  
12          circle. All aircraft approaching from the west shall  
13          fly a straight vector from the above described circle  
14          to the Boise Airport (BOI) runway on which it is  
15          landing.

16          (2) DEPARTING AIRCRAFT.—All aircraft depart-  
17          ing the Boise Airport (BOI) to the west on runways  
18          28R and 28L shall travel over the circle described  
19          in paragraph (1) and in such a manner as the air-  
20          craft is at least 5,000 feet in altitude as it passes  
21          over the circle. All aircraft departing the Boise Air-  
22          port (BOI) to the west shall fly a straight vector  
23          from the Boise Airport (BOI) runway the aircraft is  
24          leaving, to the such circle and only after leaving the  
25          circle shall the aircraft change vectors.

1       (b) **APPLICABILITY.**—Subject to subsection (c), this  
 2 requirement shall apply to and regulate all entities and  
 3 persons including, but not limited to the FAA, FAA Em-  
 4 ployees and their contractors and agents, all branches of  
 5 the United States Military, air traffic controllers, pilots,  
 6 co-pilots, and all other persons and entities directing or  
 7 controlling any aircraft landing at or departing Boise Air-  
 8 port (BOI) in Boise, Idaho. This requirement shall only  
 9 apply to commercial aviation, military aviation, and gen-  
 10 eral aviation aircraft that weigh 12,500 pounds of max-  
 11 imum takeoff weight or more.

12       (c) **EXCEPTION.**—This regulation shall not apply  
 13 during a bona fide safety emergency applicable to a single  
 14 flight.

15       (d) **ENFORCEMENT.**—A violation of this section shall  
 16 be a misdemeanor and violators shall be liable for civil  
 17 damages.

## 18           **TITLE XI—TECHNICAL** 19           **CORRECTIONS**

### 20   **SEC. 1101. TECHNICAL CORRECTIONS.**

21       (a) **DISPOSAL OF PROPERTY.**—Section 40110(c)(4)  
 22 of title 49, United States Code, is amended by striking  
 23 “subsection (a)(2)” and inserting “subsection (a)(3)”.

1 (b) CIVIL PENALTY.—Section 44704(f) of title 49,  
 2 United States Code, is amended by striking “subsection  
 3 (a)(6)” and inserting “subsection (d)(3)”.

4 (c) SUNSET OF RULE.—Section 44729 of title 49,  
 5 United States Code, is amended—

6 (1) by striking subsection (d); and

7 (2) by redesignating subsections (e) through (h)  
 8 as (d) through (g), respectively.

9 (d) PUBLIC DISCLOSURE OF INFORMATION.—Section  
 10 44735 of title 49, United States Code, is amended—

11 (1) in subsection (a)—

12 (A) in the matter preceding paragraph (1),  
 13 by inserting “, nor by any agency receiving in-  
 14 formation from the Administrator,” after “Fed-  
 15 eral Aviation Administration”; and

16 (B) in paragraph (2), by inserting “or for  
 17 any other purpose regarding the development  
 18 and implementation of a safety management  
 19 system acceptable to the Administrator” before  
 20 the period at the end; and

21 (2) by adding at the end the following new sub-  
 22 section:

23 “(d) APPLICABILITY TO THE NATIONAL TRANSPOR-  
 24 TATION SAFETY BOARD.—This section shall not be con-  
 25 strued to limit the National Transportation Safety

1 Board’s accident or incident investigation authority under  
 2 chapter 11 of this title, including the requirement to not  
 3 disclose voluntarily provided safety-related information  
 4 under section 1114.”.

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

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

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

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

*Sec. 2. Definitions.*

*TITLE I—AUTHORIZATIONS*

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

*Sec. 102. Facilities and equipment.*

*Sec. 103. FAA operations.*

*Sec. 104. Extension of expiring authorities.*

*Sec. 105. Research, engineering, and development.*

*Sec. 106. Prevention of duplicate obligation authority.*

*TITLE II—FAA OVERSIGHT AND ORGANIZATION*

*Subtitle A—Organization*

*Sec. 201. Future of NextGen.*

*Sec. 202. Airspace Innovation Office.*

*Sec. 203. Commercial Software Options for Improving ASIAS Analytics.*

*Sec. 204. Authority to use electronic service.*

*Subtitle B—Regulatory Reform*

*Sec. 211. Safety and efficiency through digitization of FAA systems.*

*Sec. 212. Report elimination or modification.*

*Sec. 213. Internal regulatory process review.*

*Sec. 214. Review and Updates of Categorical Exclusions.*

*TITLE III—SAFETY IMPROVEMENTS*

*Sec. 301. Independent Study on future state of type certification processes.*

*Sec. 302. Report on international validation program performance.*

*Sec. 303. High risk flight testing.*

*Sec. 304. Recording devices.*

*Sec. 305. Helicopter safety.*

*Sec. 306. Review and incorporation of human readiness levels into agency guid-  
 ance material.*

- Sec. 307. Service difficulty reports.*
- Sec. 308. Accountability and compliance.*
- Sec. 309. Accountability for aircraft registration numbers.*
- Sec. 310. Aircraft reregistration.*
- Sec. 311. FAA oversight of repair stations located outside the United States.*
- Sec. 312. Alcohol and drug testing and background checks.*
- Sec. 313. Continuous aircraft tracking and transmission for high altitude balloons.*
- Sec. 314. International engagement.*
- Sec. 315. Air tour and sport parachuting safety.*
- Sec. 316. International aviation safety assessment program.*
- Sec. 317. Changed product rule reform.*
- Sec. 318. Development of low-cost voluntary ADS-B.*
- Sec. 319. Public aircraft flight time logging eligibility.*
- Sec. 320. Safety management systems.*
- Sec. 321. Aviation safety information analysis and sharing program.*
- Sec. 322. Consistent and timely pilot checks for air carriers.*
- Sec. 323. Enhancing processes for authorizing aircraft for service in commuter and on demand operations.*
- Sec. 324. Tower marking compliance.*
- Sec. 325. Administrative authority for civil penalties.*
- Sec. 326. Civil penalties for whistleblower protection program violations.*
- Sec. 327. Flight service stations.*
- Sec. 328. Technical assistance agreements.*
- Sec. 329. Restoration of authority.*
- Sec. 330. Tarmac operations monitoring study.*
- Sec. 331. GAO report on cybersecurity of commercial aviation avionics.*
- Sec. 332. Securing aircraft avionics systems.*
- Sec. 333. Maintenance data availability.*
- Sec. 334. Study on airworthiness standards compliance.*
- Sec. 335. Fire protection standards.*
- Sec. 336. Cabin air safety.*
- Sec. 337. Airport air safety.*
- Sec. 338. Aircraft interchange agreement limitations.*
- Sec. 339. Wildfire suppression.*
- Sec. 340. Study on impacts of temperature in aircraft cabins.*
- Sec. 341. Part 135 pilot supplemental oxygen requirement.*
- Sec. 342. Crewmember pumping guidance.*
- Sec. 343. Reauthorization of certain provisions of the Aircraft Certification, Safety, and Accountability Act.*
- Sec. 344. Report on the compliance of foreign regulators with Bilateral Aviation Safety Agreements.*
- Sec. 345. Study on FAA use of mandatory Equal Access to Justice Act waivers.*
- Sec. 346. Sense of Congress regarding mandated contents of onboard emergency medical kits.*
- Sec. 347. Passenger aircraft first aid and emergency medical kit equipment and training.*
- Sec. 348. Runway traffic alerting technology.*
- Sec. 349. Runway landing safety technology.*
- Sec. 350. Hawaii Air Noise and Safety Task Force.*
- Sec. 351. Improved safety in rural areas.*
- Sec. 352. Alaska aviation safety initiative.*
- Sec. 353. Reducing turbulence on part 121 aircraft operations.*
- Sec. 354. Enhanced qualification program for restricted airline transport pilot certificate.*

*Sec. 355. Reauthorization of the National Transportation Safety Board.*

**TITLE IV—MODERNIZING THE NATIONAL AIRSPACE SYSTEM**

- Sec. 401. NextGen accountability task force.*  
*Sec. 402. Use of advanced surveillance in oceanic airspace.*  
*Sec. 403. GPS monitoring pilot program.*  
*Sec. 404. Runway safety technologies.*  
*Sec. 405. Flight profile optimization.*  
*Sec. 406. STARS remote surveillance displays.*  
*Sec. 407. Audit of legacy systems.*  
*Sec. 408. Aeronautical mobile communications services.*  
*Sec. 409. Low-altitude routes for vertical flight.*  
*Sec. 410. ADS-B out equipage study; Vehicle-to-Vehicle link program.*  
*Sec. 411. Extension of enhanced air traffic services pilot program.*  
*Sec. 412. NextGen equipage plan.*  
*Sec. 413. Performance based navigation report and utilization plan.*  
*Sec. 414. Air traffic control facility realignment study.*  
*Sec. 415. Update of FAA standards to allow distribution and use of certain restricted routes and terminal procedures.*  
*Sec. 416. Protection of safe and efficient use of airspace at airports.*  
*Sec. 417. ASOS/AWOS service report dashboard.*  
*Sec. 418. Upgrading and replacing aging air traffic systems.*  
*Sec. 419. Washington, D.C. Metropolitan Area Special Flight Rules Area.*

**TITLE V—AVIATION WORKFORCE**

*Subtitle A—Civil Aviation Workforce*

- Sec. 501. Aviation workforce development grants.*  
*Sec. 502. Women in Aviation Advisory Committee.*  
*Sec. 503. Study of high school aviation maintenance training programs.*  
*Sec. 504. Military aviation maintenance technicians rule.*  
*Sec. 505. Prohibition of remote dispatching.*  
*Sec. 506. Employee assault prevention and response plan standards and best practices.*  
*Sec. 507. Crewmember self-defense training.*  
*Sec. 508. Improving apron safety.*  
*Sec. 509. Aviation Medical Innovation and Modernization Working Group.*  
*Sec. 510. Airman Certification Standards.*  
*Sec. 511. Airport service workforce analysis.*

*Subtitle B—FAA Workforce*

- Sec. 521. Air traffic control staffing standards.*  
*Sec. 522. FAA Workforce review audit.*  
*Sec. 523. Direct hire authority utilization.*  
*Sec. 524. Staffing model for aviation safety inspectors.*  
*Sec. 525. Safety critical staffing.*  
*Sec. 526. Instrument landing system installation.*  
*Sec. 527. Contract Tower Program air traffic controller training programs.*  
*Sec. 528. Review of FAA and industry cooperative familiarization programs.*  
*Sec. 529. Improved access to air traffic control simulation training.*  
*Sec. 530. Air Traffic Controller Instructor Pipeline.*  
*Sec. 531. Ensuring hiring of air traffic control specialists is based on assessment of job-relevant aptitudes.*  
*Sec. 532. Federal Aviation Administration academy and facility expansion plan.*

- Sec. 533. Pilot program to provide veterans with pilot training services.*
- Sec. 534. Biennial reports to Congress on designated pilot examiners.*
- Sec. 535. GAO study and report on the extent and effects of the commercial aviation pilot shortage on regional/commuter carriers.*
- Sec. 536. Minority Serving Institutions (MSI) Internship Program.*
- Sec. 537. FAA Educational Partnership Initiative.*

*Subtitle C—Flight Education Access*

- Sec. 541. Short title.*
- Sec. 542. Increase in Federal student loan limits for students in flight education and training programs.*
- Sec. 543. GAO report.*
- Sec. 544. Rule of construction.*
- Sec. 545. Authorization of appropriations.*

*TITLE VI—MODERNIZING AIRPORT SYSTEMS*

- Sec. 601. AIP eligibility amendments.*
- Sec. 602. Revised minimum apportionments.*
- Sec. 603. Apportionments for transitioning airports.*
- Sec. 604. Updating United States Government's share of project costs.*
- Sec. 605. Primary airport designation.*
- Sec. 606. Discretionary fund for terminal development costs.*
- Sec. 607. Alternative-delivery and advance-construction methods pilot program.*
- Sec. 608. Integrated project delivery.*
- Sec. 609. Airport investment partnership program.*
- Sec. 610. Airport accessibility.*
- Sec. 611. General aviation public-private partnership program.*
- Sec. 612. Runway rehabilitation.*
- Sec. 613. Extension of provision relating to airport access roads in remote locations.*
- Sec. 614. Procurement regulations applicable to FAA multimodal projects.*
- Sec. 615. Solar powered taxiway edge lighting systems.*
- Sec. 616. Additional ground based transmitters.*
- Sec. 617. Automated weather observing systems maintenance improvements.*
- Sec. 618. Contract Tower Program.*
- Sec. 618A. Contract tower program safety enhancements.*
- Sec. 619. Remote towers.*
- Sec. 620. Grant assurances.*
- Sec. 620A. GAO study on fee transparency by fixed based operators.*
- Sec. 620B. Aviation fuel in Alaska.*
- Sec. 621. Civil penalties for grant assurances violations.*
- Sec. 622. Community use of airport land.*
- Sec. 623. Buckeye 940 release of deed restrictions.*
- Sec. 624. Clarifying airport revenue use of local general sales taxes.*
- Sec. 625. AIP handbook review.*
- Sec. 626. PFAS-related resources for airports.*
- Sec. 627. Progress reports on the national transition plan related to a fluorine-free firefighting foam.*
- Sec. 628. Review of airport layout plans.*
- Sec. 629. NEPA purpose and need statements.*
- Sec. 630. Passenger facility charge streamlining.*
- Sec. 631. Use of passenger facility charges for noise barriers.*
- Sec. 632. Automated weather observing systems policy.*
- Sec. 633. Infrastructure Investment and Jobs Act implementation.*



- Sec. 634. Report on airport notifications.*
- Sec. 635. Coastal airports resiliency study.*
- Sec. 636. Electric aircraft infrastructure.*
- Sec. 637. Study on competition and airport access.*
- Sec. 638. Regional airport capacity study.*
- Sec. 639. Study on autonomous and electric-powered track systems.*
- Sec. 640. Special rule for reclassification of certain unclassified airports.*
- Sec. 641. General aviation airport runway extension pilot program.*
- Sec. 642. Applicability of screening requirements.*
- Sec. 643. Additional permitted uses of passenger facility charge revenue.*
- Sec. 644. Airport infrastructure resilience pilot program.*
- Sec. 645. Prohibition on provision of airport improvement grant funds to certain entities that have violated intellectual property rights of United States entities.*
- Sec. 646. Ensuring that certain projects related to natural hazards and emergency management are eligible for funding under the Federal Aviation Administration's airport improvement program.*
- Sec. 647. Visual weather observation systems.*
- Sec. 648. Transfers of air traffic systems acquired with AIP funding.*
- Sec. 649. Consideration of small hub control towers.*
- Sec. 650. Codification of FAA notice of policy relating to addressing disputed changes of sponsorship at Federally obligated, publicly owned airports.*
- Sec. 651. Eligible revenue-producing facilities at rural public-use general aviation airports.*
- Sec. 652. Increasing the energy efficiency of airport power sources.*

#### TITLE VII—AIR SERVICE IMPROVEMENTS

##### Subtitle A—Consumer Enhancements

- Sec. 701. Advisory committee for aviation consumer protection.*
- Sec. 702. Refunds.*
- Sec. 703. Airline passenger rights transparency act.*
- Sec. 704. Disclosure of ancillary fees.*
- Sec. 705. Access to customer service assistance for all travelers.*
- Sec. 706. Frequent flyer programs and vouchers.*
- Sec. 707. Airline customer service dashboards.*
- Sec. 708. Annual briefings on disruptions of passenger air transportation and periods of mass cancellations of scheduled flights.*
- Sec. 709. Enhancing child safety.*
- Sec. 710. Codification of consumer protection provisions.*
- Sec. 711. GAO study on competition and consolidation in the air carrier industry.*
- Sec. 712. GAO study and report on the operational preparedness of air carriers for preparing for changing weather and other events related to changing conditions and natural hazards.*
- Sec. 713. Increase in civil penalties.*
- Sec. 714. Family seating.*
- Sec. 715. Establishment of Office of Aviation Consumer Protection.*
- Sec. 716. Extension of aviation consumer advocate reporting requirement.*
- Sec. 717. Additional within and beyond perimeter slot exemptions at Ronald Reagan Washington National Airport.*

*Subtitle B—Accessibility*

- Sec. 731. Extension of the advisory committee on the air travel needs of passengers with disabilities.*
- Sec. 732. Modernization and improvements to aircraft evacuation.*
- Sec. 733. Improved training standards for assisting passengers who use wheelchairs.*
- Sec. 734. Training standards for stowage of wheelchairs and scooters.*
- Sec. 735. Mobility Aids On Board Improve Lives and Empower All.*
- Sec. 736. Prioritizing Accountability and Accessibility for Aviation Consumers.*
- Sec. 737. Access and Dignity for All People who Travel.*
- Sec. 738. Equal Accessibility to Passenger Portals.*
- Sec. 739. Store On-board Wheelchairs in Cabin.*
- Sec. 740. Standards.*
- Sec. 741. Investigation of complaints.*

*Subtitle C—Air Service Development*

- Sec. 751. Essential air service.*
- Sec. 752. Small community air service development grants.*
- Sec. 753. GAO study and report on the alternate Essential Air Service program.*
- Sec. 754. Essential air service in parts of Alaska.*
- Sec. 755. Essential air service community petition for review.*

*TITLE VIII—NEW ENTRANTS**Subtitle A—Unmanned Aircraft Systems*

- Sec. 801. Office of Advanced Aviation Technology and Innovation.*
- Sec. 802. Advanced Aviation Technology and Innovation Steering Committee.*
- Sec. 803. Beyond visual line of sight operations for unmanned aircraft systems.*
- Sec. 804. Extending special authority for certain unmanned aircraft systems.*
- Sec. 805. Environmental Review and Noise Certification.*
- Sec. 806. Third party service approvals.*
- Sec. 807. Operations over the high seas.*
- Sec. 808. Extension of the BEYOND program.*
- Sec. 809. Extension of the Know Before You Fly campaign.*
- Sec. 810. Unmanned aircraft system data exchange.*
- Sec. 811. Unmanned aircraft system detection and mitigation enforcement authority.*
- Sec. 812. Recreational operations of drone systems.*
- Sec. 813. UAS test ranges.*
- Sec. 814. Authority regarding protection of certain facilities and assets from unmanned aircraft.*
- Sec. 815. Airport safety and airspace hazard mitigation and enforcement.*
- Sec. 816. Special authority for transport of hazardous materials by commercial package delivery unmanned aircraft systems.*
- Sec. 817. Stop Illicit Drones.*
- Sec. 818. Drone infrastructure inspection grants.*
- Sec. 819. Unmanned aircraft in the Arctic.*
- Sec. 820. Remote identification alternative means of compliance.*
- Sec. 821. Prohibition on operation, procurement, or contracting action of foreign-made unmanned aircraft systems.*
- Sec. 822. FAA comprehensive plan on UAS automation.*
- Sec. 823. Sense of Congress.*
- Sec. 824. Comprehensive unmanned aircraft system integration strategy.*

- Sec. 825. Establishment of Associate Administrator of UAS Integration.*  
*Sec. 826. Use of modeling and simulation tools in unmanned aircraft test ranges; program extension.*

*Subtitle B—Advanced Air Mobility*

- Sec. 831. Sense of Congress on FAA leadership.*  
*Sec. 832. Aviation Rulemaking Committee on certification of powered-lift aircraft.*  
*Sec. 833. Application of National Environmental Policy Act (NEPA) categorical exclusions for vertiport projects.*  
*Sec. 834. Advanced Air Mobility Working Group amendments.*  
*Sec. 835. Rules for operation of powered-lift aircraft.*  
*Sec. 836. International coordination on powered-lift aircraft.*  
*Sec. 837. Advanced air mobility propulsion systems aviation rulemaking committee.*

*TITLE IX—RESEARCH AND DEVELOPMENT AND INNOVATIVE AVIATION TECHNOLOGIES*

- Sec. 901. Advanced materials center of excellence enhancements.*  
*Sec. 902. Center of excellence for unmanned aircraft systems.*  
*Sec. 903. ASSUREd safe credentialing authority.*  
*Sec. 904. FAA and NASA advanced aviation technologies pilot program.*  
*Sec. 905. Advancing global leadership on civil supersonic aircraft.*  
*Sec. 906. CLEEN engine and airframe technology partnership.*  
*Sec. 907. Hypersonic and Supersonic flight testing.*  
*Sec. 908. Hypersonic pathway to integration study.*  
*Sec. 909. Operating high-speed flights in high altitude Class E airspace.*  
*Sec. 910. Electric propulsion aircraft operations study.*  
*Sec. 911. Contract weather observers program.*  
*Sec. 912. Airfield pavement technology program.*  
*Sec. 913. National aviation research plan modification.*  
*Sec. 914. FAA and NASA research and development coordination review.*  
*Sec. 915. Research and development of FAA’s aeronautical information systems modernization activities.*  
*Sec. 916. Center of Excellence for Alternative Jet Fuels and Environment.*  
*Sec. 917. Aircraft Noise Advisory Committee.*  
*Sec. 918. Next generation radio altimeters.*  
*Sec. 919. Hydrogen aviation strategy.*  
*Sec. 920. Aviation fuel systems.*

*TITLE X—MISCELLANEOUS*

- Sec. 1001. Authorization for carriage reimbursement.*  
*Sec. 1002. Clarifying minimum altitudes for go-arounds, inspection passes, practice approaches, and instrument approaches.*  
*Sec. 1003. Let Me Travel America.*  
*Sec. 1004. Transportation of organs, bone marrow, and human cells, tissues, or cellular or tissue-based products (HCT/Ps).*

*TITLE XI—TECHNICAL CORRECTIONS*

- Sec. 1101. Technical corrections.*

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*  
10 *Transportation and Infrastructure of the House of*  
11 *Representatives.*12 (3) *COMPTROLLER GENERAL.*—*The term “Comptroller General”*  
13 *means the Comptroller General of the*  
14 *United States.*15 (4) *FAA.*—*The term “FAA” means the Federal*  
16 *Aviation Administration.*17 (5) *SECRETARY.*—*Unless otherwise specified, the*  
18 *term “Secretary” means the Secretary of Transpor-*  
19 *tation.*20 **TITLE I—AUTHORIZATIONS**21 **SEC. 101. AIRPORT PLANNING AND DEVELOPMENT AND**  
22 **NOISE COMPATIBILITY PLANNING AND PRO-**  
23 **GRAMS.**24 (a) *AUTHORIZATION.*—*Section 48103(a) of title 49,*  
25 *United States Code, is amended by striking paragraphs (1)*  
26 *through (7) and inserting the following:*

1           “(1) \$4,000,000,000 for fiscal year 2024;

2           “(2) \$4,000,000,000 for fiscal year 2025;

3           “(3) \$4,000,000,000 for fiscal year 2026;

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

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

6           (b) *OBLIGATION AUTHORITY*.—Section 47104(c) of  
7 title 49, United States Code, is amended, in the matter pre-  
8 ceding paragraph (1), by striking “March 8, 2024,” and  
9 inserting “2028”.

10          (c) *EXTENSION OF SPECIAL RULE FOR APPORTION-*  
11 *MENTS*.—Section 47114(c)(1)(J) of title 49, United States  
12 Code, is amended by striking “March 8, 2024,” and insert-  
13 ing “September 30, 2024”.

14 **SEC. 102. FACILITIES AND EQUIPMENT.**

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

18           “(1) \$3,575,000,000 for fiscal year 2024.

19           “(2) \$3,625,000,000 for fiscal year 2025.

20           “(3) \$3,675,000,000 for fiscal year 2026.

21           “(4) \$3,675,000,000 for fiscal year 2027.

22           “(5) \$3,675,000,000 for fiscal year 2028.”.

1 **SEC. 103. FAA OPERATIONS.**

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

5 “(A) \$12,740,000,000 for fiscal year 2024;

6 “(B) \$13,033,000,000 for fiscal year 2025;

7 “(C) \$13,500,000,000 for fiscal year 2026;

8 “(D) \$13,900,000,000 for fiscal year 2027;

9 and

10 “(E) \$14,400,000,000 for fiscal year 2028.”.

11 (b) *AUTHORITY TO TRANSFER FUNDS.*—Section  
12 106(k)(3) of title 49, *United States Code*, is amended by  
13 striking “through 2023” and all that follows through  
14 “March 8, 2024” and inserting “through 2028”.

15 **SEC. 104. EXTENSION OF EXPIRING AUTHORITIES.**

16 (a) *MARSHALL ISLANDS, MICRONESIA, AND PALAU.*—  
17 Section 47115(i) of title 49, *United States Code*, is amended  
18 by striking “March 8, 2024” and inserting “September 30,  
19 2028”.

20 (b) *EXTENSION OF COMPATIBLE LAND USE PLANNING*  
21 *AND PROJECTS BY STATE AND LOCAL GOVERNMENTS.*—  
22 Section 47141(f) of title 49, *United States Code*, is amended  
23 by striking “March 8, 2024” and inserting “September 30,  
24 2028”.

25 (c) *MIDWAY ISLAND AIRPORT.*—Section 186(d) of the  
26 *Vision 100—Century of Aviation Reauthorization Act*

1 *(Public Law 108–176; 117 Stat. 2518) is amended by strik-*  
2 *ing “March 8, 2024” and inserting “September 30, 2028”.*

3 *(d) AUTHORITY TO PROVIDE INSURANCE.—Section*  
4 *44310(b) of title 49, United States Code, is amended by*  
5 *striking “March 8, 2024” and inserting “September 30,*  
6 *2028”.*

7 *(e) COMPETITIVE ACCESS REPORTING REQUIRE-*  
8 *MENT.—Section 47107(r)(3) of title 49, United States Code,*  
9 *is amended by striking “March 9, 2024” and inserting “Oc-*  
10 *tober 1, 2028”.*

11 *(f) NON-MOVEMENT AREA SURVEILLANCE PILOT PRO-*  
12 *GRAM.—Section 47143(c) of title 49, United States Code,*  
13 *is amended by striking “March 9, 2024” and inserting “Oc-*  
14 *tober 1, 2028”.*

15 **SEC. 105. RESEARCH, ENGINEERING, AND DEVELOPMENT.**

16 *Section 48102(a) of title 49, United States Code, is*  
17 *amended—*

18 *(1) in paragraph (15), by striking “and” at the*  
19 *end; and*

20 *(2) by striking paragraph (16) and inserting the*  
21 *following:*

22 *“(16) \$344,000,000 for fiscal year 2024;*

23 *“(17) \$360,000,000 for fiscal year 2025;*

24 *“(18) \$367,000,000 for fiscal year 2026;*

25 *“(19) \$374,000,000 for fiscal year 2027; and*

1           “(20) \$390,000,000 for fiscal year 2028.”.

2   **SEC. 106. PREVENTION OF DUPLICATE OBLIGATION AU-**  
 3                           **THORITY.**

4           *The amounts available for obligation for fiscal year*  
 5 *2024 under the amendments made by sections 101(a), 102,*  
 6 *103(a), 105, 501(b), 751(i), and 752(3) shall be reduced by*  
 7 *the amounts obligated for fiscal year 2024 under the amend-*  
 8 *ments made by section 2201 of the Continuing Appropria-*  
 9 *tions Act, 2024 and Other Extensions Act (Public Law 118–*  
 10 *15) and section 101 of the Airport and Airway Extension*  
 11 *Act of 2023, Part II (Public Law 118–34) before the date*  
 12 *of enactment of this Act.*

13   **TITLE II—FAA OVERSIGHT AND**  
 14                           **ORGANIZATION**  
 15                           **Subtitle A—Organization**

16 **SEC. 201. FUTURE OF NEXTGEN.**

17           (a) *COMPLETION AND SUNSET.—*

18                   (1) *KEY PROGRAMS.—Not later than December*  
 19 *31, 2025, the FAA shall operationalize all the key*  
 20 *programs under the NextGen project as described in*  
 21 *the FAA’s deployment plan.*

22                   (2) *OFFICE; ADVISORY COMMITTEE.—The*  
 23 *NextGen Office and the NextGen Advisory Committee*  
 24 *shall terminate on December 31, 2025.*



1           (3) *TRANSFER OF RESIDUAL NEXTGEN IMPLE-*  
2           *MENTATION FUNCTIONS; STATUS REPORT.*—If the  
3           *FAA does not complete the NextGen project by the*  
4           *deadline specified in paragraph (1), the Adminis-*  
5           *trator shall transfer the residual functions of com-*  
6           *pleting NextGen to the Airspace Innovation Office es-*  
7           *tablished under section 202.*

8           (4) *TRANSFER OF ADVANCED AIR MOBILITY*  
9           *FUNCTIONS.*—Not later than 90 days after the date of  
10          *enactment of this section, any AAM (as defined in*  
11          *section 106(u)(7) of title 49, United States Code (as*  
12          *added by section 801)) relevant functions, duties, and*  
13          *responsibilities of the NAS Systems, Engineering, &*  
14          *Integration Office or other Offices within the Office of*  
15          *NextGen shall be incorporated into the Office of Ad-*  
16          *vanced Aviation Technology and Innovation estab-*  
17          *lished under section 106(u) of title 49, United States*  
18          *Code (as so added).*

19          (5) *STATUS REPORTS.*—If the *FAA does not*  
20          *complete the NextGen project by the deadline specified*  
21          *in paragraph (1), the Administrator shall, not later*  
22          *than 30 days after such deadline, and quarterly there-*  
23          *after until all key programs under the NextGen*  
24          *project are deployed, brief the appropriate committees*  
25          *of Congress on the status of each incomplete program,*

1        *including, with respect to each such incomplete pro-*  
2        *gram—*

3                *(A) an explanation as to why the program*  
4                *deployment was delayed or not completed by*  
5                *such deadline;*

6                *(B) an assessment of the key risks to the full*  
7                *implementation of the program and a descrip-*  
8                *tion of how the FAA is mitigating, or plans to*  
9                *mitigate, those risks; and*

10               *(C) a detailed schedule of actions necessary*  
11               *to complete the program, including updated*  
12               *milestones and deadlines.*

13        *(b) INDEPENDENT REPORT.—*

14               *(1) IN GENERAL.—Not later than 90 days of the*  
15               *date of enactment of this section, the Administrator*  
16               *shall contract with an independent third-party con-*  
17               *tractor or a Federally funded research and develop-*  
18               *ment center to develop a report reviewing and assess-*  
19               *ing the implementation of the NextGen project.*

20               *(2) REQUIREMENTS.—The report developed*  
21               *under paragraph (1) shall include the following:*

22               *(A) Evaluation of the promised operational*  
23               *benefits at the time of initiation and the realized*  
24               *benefits upon completion of the NextGen project.*

1           (B) *Recommendations for the technical ca-*  
2           *capacity and resources needed by the FAA in order*  
3           *to oversee a comprehensive airspace moderniza-*  
4           *tion project on-schedule and on-budget.*

5           (C) *Identification of programs under the*  
6           *NextGen project that were significantly delayed,*  
7           *significantly diminished, or ultimately not im-*  
8           *plemented, including an explanation of the cause*  
9           *of the delay, reduction, or removal of the pro-*  
10          *gram from the NextGen project by the FAA. This*  
11          *discussion shall include at a minimum, pro-*  
12          *grams relating to expanding surveillance cov-*  
13          *erage across the country, increasing perform-*  
14          *ance-based navigation, and improving enroute*  
15          *data communications.*

16          (D) *Identification of any challenges that*  
17          *impacted the implementation of the NextGen*  
18          *project.*

19          (E) *Identification of any lessons learned*  
20          *during the NextGen project effort, and whether,*  
21          *how, and to what effect those lessons may be ap-*  
22          *plied to future national airspace system mod-*  
23          *ernization efforts.*

1           (F) *Assessment of national airspace system*  
2           *user engagement in the NextGen project prior-*  
3           *ities and implementation.*

4           (G) *Recommendations of the justifications*  
5           *for further national airspace system moderniza-*  
6           *tion efforts including economic, safety, efficiency,*  
7           *capacity, predictability, and resiliency of the*  
8           *United States air transportation system.*

9           (3) *DEADLINE.—Not later than June 30, 2026,*  
10          *the report developed under paragraph (1) shall be*  
11          *submitted to the Administrator and the appropriate*  
12          *committees of Congress.*

13 **SEC. 202. AIRSPACE INNOVATION OFFICE.**

14          (a) *ESTABLISHMENT.—*

15               (1) *IN GENERAL.—On January 1, 2026, the Ad-*  
16               *ministrator shall establish within the FAA the Air-*  
17               *space Innovation Office (in this section referred to as*  
18               *the “Office”).*

19               (2) *ASSISTANT ADMINISTRATOR.—The Office*  
20               *shall be led by the Assistant Administrator.*

21               (3) *DUTIES.—The Office shall be responsible*  
22               *for—*

23                       (A) *the research and development, systems*  
24                       *engineering, enterprise architecture, and port-*

1           *folio management for the continuous moderniza-*  
2           *tion of the national airspace system; and*

3                   *(B) developing an integrated plan for the*  
4           *future state of the national airspace system and*  
5           *overseeing the deployment of the system.*

6           (4) *CONSULTATION.—The Assistant Adminis-*  
7           *trator shall consult, as necessary, with the Chief Tech-*  
8           *nology Officer appointed under section 106(s) of title*  
9           *49, United States Code, and the Associate Adminis-*  
10          *trator for Advanced Aviation Technology and Innova-*  
11          *tion appointed under section 106(u) of title 49,*  
12          *United States Code (as added by section 801).*

13          (b) *INTEGRATED PLAN REQUIREMENTS.—The inte-*  
14          *grated plan developed by the Office shall be designed to en-*  
15          *sure that the national airspace system meets future safety,*  
16          *security, mobility, efficiency, and capacity needs of a di-*  
17          *verse set of airspace users. The integrated plan shall include*  
18          *the following:*

19                   (1) *A description of the demand for services that*  
20                  *will be required of the Nation's future air transpor-*  
21                  *tation system, and an explanation of how those de-*  
22                  *mand projections were derived, including—*

23                           (A) *the most likely range of average annual*  
24                          *resources required over the duration of the plan*  
25                          *to cost-effectively maintain the safety, sustain-*

1           *ability, and other characteristics of national air-*  
2           *space operation and the FAA's mission; and*

3                   *(B) an estimate of FAA resource require-*  
4                   *ments by user group, including expectations con-*  
5                   *cerning the growth of new entrants and potential*  
6                   *new users.*

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

9                   *(A) the most significant technical, oper-*  
10                  *ational, and personnel obstacles and the activi-*  
11                  *ties necessary to overcome such obstacles, includ-*  
12                  *ing the role of other Federal agencies, corpora-*  
13                  *tions, institutions of higher learning, and non-*  
14                  *profit organizations in carrying out such activi-*  
15                  *ties;*

16                  *(B) the annual anticipated cost of carrying*  
17                  *out such activities; and*

18                  *(C) the technical milestones that will be*  
19                  *used to evaluate the activities.*

20           *(3) A description of the operational concepts*  
21           *needed to meet the system performance requirements*  
22           *for all system users and a timeline and anticipated*  
23           *expenditures needed to develop and deploy the system.*

24           *(4) The management of the enterprise architec-*  
25           *ture framework for the introduction of these oper-*

1        *ational improvements and to inform FAA financial*  
2        *decision-making.*

3            (5) *A business case for the operational improve-*  
4        *ments that the Office will develop and deploy not*  
5        *later than 2040, including the benefits, costs, and*  
6        *risks of the preferred and alternative options.*

7        (c) *CONSIDERATIONS.—In developing and carrying*  
8        *out the integrated plan, the Office shall consider—*

9            (1) *the results and recommendations of the inde-*  
10        *pendent report on implementation of the NextGen*  
11        *project under section 201(b);*

12            (2) *the status of the transition to, and deploy-*  
13        *ment of, trajectory-based operations within the na-*  
14        *tional airspace system; and*

15            (3) *the audit of legacy systems required by sec-*  
16        *tion 407, and the resulting plan to replace or enhance*  
17        *the identified legacy systems within a reasonable time*  
18        *frame.*

19        (d) *CONSULTATION.—In developing and carrying out*  
20        *the integrated plan, the Office shall consult with representa-*  
21        *tives from—*

22            (1) *the National Aeronautics and Space Admin-*  
23        *istration;*

24            (2) *airlines;*

25            (3) *business aviation;*

- 1           (4) *general aviation;*
- 2           (5) *aviation labor groups;*
- 3           (6) *aviation research and development entities;*
- 4           (7) *aircraft and avionics manufacturers;*
- 5           (8) *air traffic control suppliers;*
- 6           (9) *commercial space industry;*
- 7           (10) *commercial and recreational drone indus-*
- 8           *try; and*
- 9           (11) *any other entities the Office deems nec-*
- 10          *essary.*

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

12           (1) *PLAN DEADLINE.—Not later than November*  
13          *30, 2026, the Administrator shall submit the inte-*  
14          *grated plan required by subsection (a)(3)(B) to the*  
15          *Committee on Commerce, Science, and Transpor-*  
16          *tation of the Senate, the Committee on Appropria-*  
17          *tions of the Senate, the Committee on Transportation*  
18          *and Infrastructure of the House of Representatives,*  
19          *and the Committee on Appropriations of the House of*  
20          *Representatives.*

21           (2) *ANNUAL BRIEFINGS.—The Administrator*  
22          *shall provide the committees of Congress specified in*  
23          *paragraph (1) with an annual briefing describing the*  
24          *progress in carrying out the integrated plan required*



1        *by subsection (a)(3)(B), including any changes to the*  
2        *plan.*

3        *(f) DOT INSPECTOR GENERAL REVIEW.—Not later*  
4        *than 180 days following submission of the integrated plan*  
5        *under subsection (e)(1), the Inspector General of the Depart-*  
6        *ment of Transportation shall review the integrated plan*  
7        *and submit to the committees of Congress specified in para-*  
8        *graph (1) a report that—*

9            *(1) assesses the business case for the integrated*  
10        *plan;*

11            *(2) provides any recommendations for improving*  
12        *the integrated plan; and*

13            *(3) includes any other information that the In-*  
14        *pector General determines appropriate.*

15        *(g) LIMITATION.—The FAA is not authorized to spend*  
16        *any amounts on the deployment of new air traffic manage-*  
17        *ment technologies and operational improvements that have*  
18        *yet to be deployed and identified in the integrated plan*  
19        *until the committees of Congress specified in paragraph (1)*  
20        *have been briefed under subsection (e)(2).*

21        **SEC. 203. COMMERCIAL SOFTWARE OPTIONS FOR IMPROV-**  
22            **ING ASIAS ANALYTICS.**

23        *(a) ASIAS ANALYTICS.—*

24            *(1) EVALUATION.—Not later than 180 days after*  
25        *the date of enactment of this section, the Adminis-*

1 *trator shall evaluate whether commercial software so-*  
2 *lutions are available to improve the FAA's Aviation*  
3 *Safety Information Analysis and Sharing (ASIAS)*  
4 *system to advance the system's predictive capabilities*  
5 *and analytical solutions developed.*

6 (2) *REQUIREMENTS.—In carrying out the eval-*  
7 *uation required by paragraph (1), the Administrator*  
8 *shall—*

9 (A) *prioritize production-ready configurable*  
10 *solutions over custom development to support*  
11 *FAA critical aviation safety programs; and*

12 (B) *ensure that adequate market research is*  
13 *completed in accordance with FAA acquisition*  
14 *management system requirements, including ap-*  
15 *propriate live demonstrations of proposed solu-*  
16 *tions, as part of the evaluation criteria.*

17 (b) *CONGRESSIONAL BRIEFING.—Not later than 2*  
18 *years after the date of enactment of this section, the Admin-*  
19 *istrator shall submit to the appropriate committees of Con-*  
20 *gress a briefing on the results of the evaluation carried out*  
21 *under subsection (a) that—*

22 (1) *includes an assessment of the FAA's progress*  
23 *toward achieving previously identified milestones for*  
24 *ASIAS by the Inspector General of the Department of*

1       *Transportation and the Special Committee to Review*  
2       *FAA Aircraft Certification Reports; and*

3             (2) *outlines the FAA’s plan to use rapidly*  
4       *deployable commercial solutions to assist the FAA in*  
5       *meeting such milestones.*

6       **SEC. 204. AUTHORITY TO USE ELECTRONIC SERVICE.**

7       *Section 46103 of title 49, United States Code, is*  
8       *amended—*

9             (1) *in subsection (b)—*

10                (A) *in paragraph (1)—*

11                    (i) *in subparagraph (B), by striking*  
12                    “or” *after the semicolon;*

13                    (ii) *in subparagraph (C), by striking*  
14                    *the period at the end and inserting a semi-*  
15                    *colon; and*

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

18                    “(D) *by electronic or facsimile transmission*  
19                    *to the person to be served or the designated agent*  
20                    *of the person; or*

21                    “(E) *as designated by regulation or guid-*  
22                    *ance published in the Federal Register.”; and*

23                    (B) *by adding at the end the following:*

24                    “(3) *The date of service made by an electronic or*  
25                    *facsimile method is—*

1           “(A) *the date an electronic or facsimile*  
2           *transmission is sent; or*

3           “(B) *the date a notification is sent by an*  
4           *electronic or facsimile method that a notice,*  
5           *process, or action is immediately available and*  
6           *accessible in an electronic database.”; and*

7           (2) *in subsection (c) by striking the first sentence*  
8           *and inserting “Service on an agent designated under*  
9           *this section shall be made at the office or usual place*  
10           *of residence of the agent or at the electronic or fac-*  
11           *simile address designated by the agent.”.*

## 12           ***Subtitle B—Regulatory Reform***

### 13   ***SEC. 211. SAFETY AND EFFICIENCY THROUGH*** 14           ***DIGITIZATION OF FAA SYSTEMS.***

15           (a) *IN GENERAL.*—*Not later than 180 days after the*  
16           *date of enactment of this section, the Administrator shall—*

17           (1) *identify, at the discretion of the Adminis-*  
18           *trator, 3 processes of the FAA that result in a certifi-*  
19           *cation (such as an aircraft certification, aircraft reg-*  
20           *istration, or airmen certification) or authorization,*  
21           *an exemption, or a letter of authorization; and*

22           (2) *initiate the digitization of such processes.*

23           (b) *REQUIREMENTS.*—*In carrying out the digitization*  
24           *required by subsection (a), the Administrator shall ensure*  
25           *that the digitization of any process allows for—*

1           (1) *an applicant to track their application*  
2           *throughout the period of submission and review of*  
3           *such application; and*

4           (2) *the status of the application to be available*  
5           *upon demand to the applicant, as well as FAA em-*  
6           *ployees responsible for reviewing and making a deci-*  
7           *sion on the application.*

8           (c) *BRIEFING TO CONGRESS.*—*Not later than 1 year*  
9           *after the date on which the Administrator initiates the*  
10           *digitization under subsection (a)(2), the Administrator*  
11           *shall brief the appropriate committees of Congress on the*  
12           *progress of such digitization.*

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

17           **SEC. 212. REPORT ELIMINATION OR MODIFICATION.**

18           (a) *REPORTS MODIFIED.*—

19           (1) *REPORT ON THE AIRPORT IMPROVEMENT*  
20           *PROGRAM.*—

21           (A) *IN GENERAL.*—*Section 47131(a) of title*  
22           *49, United States Code, is amended by striking*  
23           *the first sentence and inserting “Not later than*  
24           *June 1, 2025, and biennially thereafter, the Sec-*  
25           *retary of Transportation shall submit to Con-*

1           gress a report on activities carried out under this  
2           subchapter during the prior 2 fiscal years.”.

3           (B) CONFORMING AMENDMENTS.—

4           (i) Section 47131 of title 49, United  
5           States Code, is amended in the section head-  
6           ing by striking “**Annual**” and inserting  
7           “**Biennial**”.

8           (ii) The analysis for chapter 471 of  
9           title 49, United States Code, is amended by  
10          striking the item relating to section 47131  
11          and inserting the following:

“47131. Biennial report.”.

12          (2) NATIONAL AVIATION RESEARCH PLAN.—

13          (A) Section 44501(c)(1) of title 49, United  
14          States Code, is amended by striking “the date of  
15          submission” and inserting “90 days after the  
16          date of submission”.

17          (B) Section 48102(g) of title 49, United  
18          States Code, is amended by striking “the date of  
19          submission” and inserting “90 days after the  
20          date of submission”.

21          (b) REPORTS ELIMINATED.—

22          (1) LASER POINTER INCIDENTS.—Section  
23          2104(a) of the FAA Extension, Safety, and Security  
24          Act of 2016 (49 U.S.C. 46301 note) is amended by  
25          striking “Beginning 90 days after the date of enact-

1 *ment of this Act, the Administrator of the Federal*  
 2 *Aviation Administration, in coordination with ap-*  
 3 *propriate Federal law enforcement agencies, shall pro-*  
 4 *vide quarterly updates to the appropriate committees*  
 5 *of Congress regarding” and inserting “The Adminis-*  
 6 *trator of the Federal Aviation Administration, in co-*  
 7 *ordination with appropriate Federal law enforcement*  
 8 *agencies, shall provide an annual briefing to the ap-*  
 9 *propriate committees of Congress regarding”.*

10 (2) *REPORT ON HELICOPTER AIR AMBULANCE*  
 11 *OPERATIONS.—Section 44731 of title 49, United*  
 12 *States Code, is amended—*

13 (A) *in subsection (d)—*

14 (i) *in the subsection heading, by strik-*  
 15 *ing “REPORT TO CONGRESS” and inserting*  
 16 *“BRIEFING”;*

17 (ii) *by striking the first sentence and*  
 18 *inserting “The Administrator shall provide*  
 19 *a briefing to the Committee on Transpor-*  
 20 *tation and Infrastructure of the House of*  
 21 *Representatives and the Committee on Com-*  
 22 *merce, Science, and Transportation of the*  
 23 *Senate annually on the data collected under*  
 24 *subsection (a).”;* and

1                   (iii) in the second sentence by striking  
2                   “report” and inserting “briefing”; and  
3                   (B) in subsection (e)(2), by striking “the re-  
4                   port” and inserting “the briefing”.

5 **SEC. 213. INTERNAL REGULATORY PROCESS REVIEW.**

6           (a) *IN GENERAL.*—The Secretary shall establish an in-  
7 ternal regulatory process review team (in this section re-  
8 ferred to as the “review team”) comprised of FAA employees  
9 and individuals described in subsection (b) to develop rec-  
10 ommendations to improve the timeliness of, and perform-  
11 ance accountability in, the development and promulgation  
12 of regulatory materials (as defined in subsection (g)). The  
13 review team shall deliver a report with recommendations  
14 to the Secretary in accordance with the deadlines specified  
15 in subsection (e).

16           (b) *OTHER MEMBERS; CONSULTATION.*—

17           (1) *IN GENERAL.*—The review team shall include  
18 outside experts and academics with relevant experi-  
19 ence or expertise in aviation safety and in improving  
20 the performance, accountability, and transparency of  
21 the Federal regulatory process, particularly as it re-  
22 lates to aviation safety. The review team shall include  
23 at least 3 outside experts or academics with relevant  
24 experience or expertise in aviation safety and at least  
25 1 outside expert or academic with relevant experience



1        *or expertise in improving the performance, account-*  
2        *ability, and transparency of the Federal regulatory*  
3        *process, particularly as it relates to aviation safety.*

4            (2) *CONSULTATION.*—*The review team may, as*  
5        *appropriate, consult with industry stakeholders.*

6            (c) *CONTENTS OF REVIEW.*—*In conducting the review*  
7        *required under subsection (a), the review team shall do the*  
8        *following:*

9            (1) *Develop a proposal for rationalizing proc-*  
10        *esses and eliminating redundant administrative re-*  
11        *view of regulatory materials within the FAA, particu-*  
12        *larly when FAA-sponsored rulemaking committees*  
13        *and stakeholders have collaborated on the proposed*  
14        *regulations to address airworthiness standards defi-*  
15        *ciencies.*

16            (2) *With respect to each office within the FAA*  
17        *that reviews regulatory materials, assess—*

18            (A) *the timeline assigned to each such office*  
19        *to complete the review of regulatory materials;*

20            (B) *the actual time spent for such review;*

21            (C) *opportunities to reduce the actual time*  
22        *for such review; and*

23            (D) *whether clear roles, responsibilities, re-*  
24        *quirements, and expectations are clearly defined*

1           *for each office required to review the regulatory*  
2           *materials.*

3           (3) *Define and document the roles and respon-*  
4           *sibilities of each office within the FAA that develops,*  
5           *drafts, or reviews each kind of regulatory material in*  
6           *order to ensure that hiring reflects who, where, and*  
7           *how these employees function in the rulemaking*  
8           *framework.*

9           (4) *Describe any organizational changes or the*  
10          *need to hire additional FAA employees, if necessary*  
11          *and taking into consideration whether current posi-*  
12          *tions are staffed, to reduce delays in publication of*  
13          *proposed and final regulatory materials.*

14          (5) *In order to provide the public with detailed*  
15          *information on the progress of the development of reg-*  
16          *ulatory materials, identify reporting mechanisms and*  
17          *develop a template and appropriate system metrics*  
18          *for making publicly available on a website a real-time*  
19          *progress tracker that updates itself to show the major*  
20          *stages (as determined by the Secretary) of the develop-*  
21          *ment of regulatory materials as they are initiated, in*  
22          *progress, and completed, from inception of a proposed*  
23          *development of regulatory materials to publication of*  
24          *the final version of such materials.*

1           (6) Consider changes to the FAA's best practices  
2           under rules governing *ex parte* communications with  
3           other validating authorities, including international  
4           validating authorities, and with consideration of the  
5           public interest in transparency, to provide flexibility  
6           for FAA employees to discuss regulatory materials,  
7           particularly for those related to enhancing aviation  
8           safety and the United States' aviation international  
9           leadership.

10           (7) Recommend methods by which the FAA can  
11           incorporate research funded by the Department of  
12           Transportation, in addition to consensus standards  
13           and conformance assessment processes set by private  
14           sector standards-developing organizations into regu-  
15           latory materials, to keep pace with rapid changes in  
16           aviation technologies and processes.

17           (8) Recommend mechanisms to optimize the roles  
18           of the Office of the Secretary of Transportation and  
19           the Office of Management and Budget, with the objec-  
20           tive of improving the efficiency of regulatory activity.

21           (d) ACTION PLAN.—The Administrator shall develop  
22           an action plan to implement the recommendations devel-  
23           oped by the review team. The Administrator shall publish  
24           the action plan on the internet website of the FAA and shall

1 *transmit the plan to the appropriate committees of Con-*  
2 *gress.*

3 (e) *DEADLINES.—The requirements of this section*  
4 *shall be subject to the following deadlines:*

5 (1) *The review team shall complete the evalua-*  
6 *tion required under subsection (a) and submit the re-*  
7 *view team’s report on such evaluation to the Sec-*  
8 *retary not later than 120 days after the date of enact-*  
9 *ment of this section.*

10 (2) *The Administrator shall develop and publish*  
11 *the action plan under subsection (d) not later than 30*  
12 *days after the date on which the review team submits*  
13 *the report required by subsection (a) to the Adminis-*  
14 *trator.*

15 (f) *ADMINISTRATIVE PROCEDURE REQUIREMENTS IN-*  
16 *APPLICABLE.—The provisions of subchapter II of chapter*  
17 *5, and chapter 7, of title 5, United States Code (commonly*  
18 *known as the “Administrative Procedure Act”) shall not*  
19 *apply to any activities of the review team in carrying out*  
20 *the requirements of this section.*

21 (g) *REGULATORY MATERIALS DEFINED.—In this sec-*  
22 *tion, the term “regulatory materials” means rules, orders,*  
23 *advisory circulars, statements of policy, guidance, and other*  
24 *materials related to aviation safety regulations, as well as*

1 *other materials pertaining to training and operation of*  
 2 *aeronautical products.*

3 **SEC. 214. REVIEW AND UPDATES OF CATEGORICAL EXCLU-**  
 4 **SIONS.**

5 *Not later than 2 years after the date of enactment of*  
 6 *this section, the Secretary shall—*

7 *(1) identify each categorical exclusion under the*  
 8 *jurisdiction of the Department of Transportation (re-*  
 9 *ferred to in this section as the “Department”), includ-*  
 10 *ing any operating administration within the Depart-*  
 11 *ment; and*

12 *(2) review, adopt, and broaden the applicability*  
 13 *of categorical exclusions to enable the use by oper-*  
 14 *ating administrations of the Department, as relevant*  
 15 *and appropriate, of categorical exclusions identified*  
 16 *in paragraph (1).*

17 **TITLE III—SAFETY**  
 18 **IMPROVEMENTS**

19 **SEC. 301. INDEPENDENT STUDY ON FUTURE STATE OF**  
 20 **TYPE CERTIFICATION PROCESSES.**

21 *(a) REVIEW AND STUDY.—Not later than 60 days after*  
 22 *the date of enactment of this section, subject to the avail-*  
 23 *ability of appropriations, the Administrator shall enter into*  
 24 *an agreement with an appropriate Federally-funded re-*  
 25 *search and development center, or other independent non-*

1 *profit organization that recommends solutions to aviation*  
2 *policy challenges through objective analysis, to conduct a*  
3 *review and study in accordance with the requirements and*  
4 *elements set forth in this section.*

5 (b) *ELEMENTS.*—*The review and study under sub-*  
6 *section (a) shall provide analyses, assessments, and rec-*  
7 *ommendations that address the following:*

8 (1) *A vision for a future state of type certifi-*  
9 *cation that reflects the highly complex, highly inte-*  
10 *grated nature of today’s aircraft and improvements*  
11 *in aviation safety.*

12 (2) *A review of the current tools and techniques*  
13 *used for type certification and an evaluation of*  
14 *whether use of advanced digital tools and techniques,*  
15 *including model-based system engineering, would im-*  
16 *prove the type certification process and enhance avia-*  
17 *tion safety.*

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

21 (4) *What changes are needed to ensure that cor-*  
22 *rective actions for continued operational safety issues*  
23 *can be approved and implemented quickly, particu-*  
24 *larly with respect to software modifications, while*

1        *maintaining the safety of the type certification proc-*  
2        *ess.*

3            (5) *What efficiencies and safety process improve-*  
4        *ments are needed in the FAA's type certification sys-*  
5        *tem that will facilitate the assessment and integration*  
6        *of innovating technologies that advance aviation safe-*  
7        *ty, such as conducting product familiarization, devel-*  
8        *oping certification requirements, and demonstrating*  
9        *flight test safety readiness.*

10           (6) *Best practices and tools used by other certifi-*  
11        *cation authorities that could be adopted by the FAA*  
12        *and the United States, as well as the best practices*  
13        *and tools used by the United States which can be*  
14        *shared with other certification authorities.*

15           (c) *REPORT.*—*Not later than 15 months after the date*  
16        *of enactment of this section, the organization conducting the*  
17        *review and study shall submit to the Administrator and*  
18        *the appropriate committees of Congress a report on the re-*  
19        *sults of the review and study that includes the findings and*  
20        *recommendations of the organization.*

21           (d) *CONGRESSIONAL BRIEFING.*—*Not later than 270*  
22        *days after the report required under subsection (c) is sub-*  
23        *mitted to the Administrator, the Administrator shall brief*  
24        *the appropriate committees of Congress regarding the FAA's*  
25        *response to the findings and recommendations of such re-*

1 port, what actions the FAA will take as a result of such  
2 findings and recommendations, and the FAA rationale for  
3 not taking action on any specific recommendation.

4 **SEC. 302. REPORT ON INTERNATIONAL VALIDATION PRO-**  
5 **GRAM PERFORMANCE.**

6 (a) *IN GENERAL.*—Not later than 120 days after the  
7 date of enactment of this section, the Secretary shall evalu-  
8 ate the performance of the FAA’s type certificate validation  
9 program under bilateral agreements, with reference to  
10 agreed implementation procedures.

11 (b) *CONTENTS.*—The evaluation under subsection (a)  
12 shall consider, at minimum, the following:

13 (1) *Progress under section 243(a) of the FAA Re-*  
14 *authorization Act of 2018 (49 U.S.C. 44701 note)*  
15 *with respect to improving the FAA’s leadership*  
16 *abroad.*

17 (2) *Develop criteria and procedures whereby an*  
18 *Organization Designation Authorization Holder (as*  
19 *defined in section 44736(c)(5) of title 49, United*  
20 *States Code) may provide an ODA Unit recommenda-*  
21 *tion that certain data produced during an applicant’s*  
22 *company flight test program may be accepted by the*  
23 *FAA as final compliance data in accordance with sec-*  
24 *tion 21.35(b) of title 14, Code of Federal Regulations,*  
25 *at the sole discretion of the FAA.*



1           (3) *Training on the minimum standards for val-*  
2           *idation work plan content, such as the validating au-*  
3           *thority level of involvement, and what constitutes jus-*  
4           *tification for level of involvement and compliance doc-*  
5           *ument requests.*

6           (4) *The perspectives of FAA employees respon-*  
7           *sible for type validation projects, bilateral civil avia-*  
8           *tion regulatory partners, and industry applicants, on*  
9           *the FAA's performance in carrying out validation*  
10          *projects.*

11          (5) *The levels of funding and staffing for the*  
12          *International Validation Branch of the Compliance*  
13          *and Airworthiness Division of the Aircraft Certifi-*  
14          *cation Service of the FAA compared to the Branch's*  
15          *workload and goals.*

16          (6) *The effectiveness of FAA training for employ-*  
17          *ees and of outreach conducted to improve and enforce*  
18          *validation processes.*

19          (7) *Efforts undertaken to strengthen relation-*  
20          *ships with international certification authorities to*  
21          *maximize safety cooperation and the use of approvals*  
22          *issued by other certifying authorities in compliance*  
23          *with applicable bilateral agreements and implementa-*  
24          *tion procedures.*

1       (c) *REPORT.*—*The Administrator shall issue a report*  
2 *regarding the evaluation required under subsection (a) to*  
3 *the appropriate committees of Congress not later than 1*  
4 *year after the date of enactment of this section.*

5 **SEC. 303. HIGH RISK FLIGHT TESTING.**

6       (a) *IN GENERAL.*—*Not later than 2 years after the*  
7 *date of enactment of this section, the Administrator shall*  
8 *take necessary actions, including as appropriate, amending*  
9 *part 21 of title 14, Code of Federal Regulations, and revis-*  
10 *ing or modifying any associated advisory circulars, guid-*  
11 *ance, or policy of the FAA, in accordance with this section*  
12 *to improve flight test safety risk.*

13       (b) *REQUIREMENTS.*—*In developing, amending, revis-*  
14 *ing, or modifying regulations, advisory circulars, guidance,*  
15 *or policy under subsection (a), the Administrator shall do*  
16 *the following:*

17           (1) *Develop validation criteria and procedures*  
18 *whereby data produced in high fidelity engineering*  
19 *laboratories and facilities may be allowed in conjunc-*  
20 *tion with, or in lieu of, data produced on a flying test*  
21 *article to support an applicant's showing of compli-*  
22 *ance required under section 21.35(a)(1) of title 14,*  
23 *Code of Federal Regulations.*

24           (2) *Develop criteria and procedures whereby an*  
25 *Organization Designation Authorization (as defined*

1 *in section 44736(c)(5) of title 49, United States Code)*  
2 *may recommend that certain data produced during*  
3 *an applicant's company flight test program may be*  
4 *accepted by the FAA as final compliance data in ac-*  
5 *cordance with section 21.35(b) of title 14, Code of*  
6 *Federal Regulations, at the sole discretion of the FAA.*

7 *(3) Work with other civil aviation authorities*  
8 *representing States of Design to identify their best*  
9 *practices relative to high risk flight testing and adopt*  
10 *those practices into the FAA's flight-testing require-*  
11 *ments to the maximum extent practicable.*

12 **SEC. 304. RECORDING DEVICES.**

13 *(a) IN GENERAL.—Chapter 447 of title 49, United*  
14 *States Code, is amended by adding at the end the following*  
15 *new section:*

16 **“§44745. Cockpit recording device**

17 *“(a) IN GENERAL.—Not later than 18 months after the*  
18 *date of enactment of this section, the Administrator of the*  
19 *Federal Aviation Administration shall complete a rule-*  
20 *making proceeding to—*

21 *“(1) require that, not later than 4 years after the*  
22 *date of enactment of this Act, all applicable aircraft*  
23 *are fitted with a cockpit voice recorder and a flight*  
24 *data recorder that are each capable of recording the*  
25 *most recent 25 hours of data;*

1           “(2) prohibit any person from deliberately eras-  
2           ing or tampering with any recording on such a cock-  
3           pit voice recorder or flight data recorder following a  
4           National Transportation Safety Board reportable  
5           event under part 830 of title 49, Code of Federal Reg-  
6           ulations, and provide for civil and criminal penalties  
7           for such deliberate erasing or tampering, which may  
8           be assessed in accordance with section 1155 of this  
9           title and section 32 of title 18;

10           “(3) require that such a cockpit voice recorder  
11           has the capability for an operator to use an erasure  
12           feature, such as an installed bulk erase function, con-  
13           sistent with applicable law and regulations;

14           “(4) require that, in the case of such a cockpit  
15           voice recorder or flight data recorder that uses a solid  
16           state recording medium in which activation of a bulk  
17           erase function assigns a random discrete code to the  
18           deleted recording, only the manufacturer of the re-  
19           corder and the National Transportation Safety Board  
20           have access to the software necessary to determine the  
21           code in order to extract the deleted recorded data; and

22           “(5) ensure that data on such a cockpit voice re-  
23           corder or a flight data recorder, through technical  
24           means other than encryption (such as overwriting or  
25           the substitution of a blank recording medium before

1       *the recorder is returned to the owner) is not disclosed*  
2       *for use other than for accident or incident investiga-*  
3       *tion purposes.*

4       “(b) *PROHIBITED USE.—A cockpit voice recorder re-*  
5       *ording shall not be used by the Administrator or any em-*  
6       *ployer for any certificate action, civil penalty, or discipli-*  
7       *nary proceedings against flight crewmembers.*

8       “(c) *APPLICABLE AIRCRAFT DEFINED.—In this sec-*  
9       *tion, the term ‘applicable aircraft’ means an aircraft that*  
10      *is—*

11               “(1) *operated under part 121 or 135 of title 14,*  
12              *Code of Federal Regulations; and*

13               “(2) *required by regulation to have a cockpit*  
14              *voice recorder or a flight data recorder.”.*

15       “(b) *FLIGHT DATA RECOVERY FROM OVERWATER OP-*  
16       *ERATIONS.—Chapter 447 of title 49, United States Code,*  
17       *as amended by subsection (a), is further amended by adding*  
18       *at the end the following new section:*

19       “**§44746. *Flight data recovery from overwater oper-***  
20                      ***ations***

21               “(a) *IN GENERAL.—Not later than 18 months after the*  
22       *date of enactment of this section, the Administrator of the*  
23       *Federal Aviation Administration shall complete a rule-*  
24       *making proceeding to require that, not later than 4 years*

1 *after the date of enactment of this section, all applicable*  
2 *aircraft are—*

3           “(1) *fitted with a means, in the event of an acci-*  
4 *dent, to recover mandatory flight data parameters in*  
5 *a manner that does not require the underwater re-*  
6 *trieval of the cockpit voice recorder or flight data re-*  
7 *recorder;*

8           “(2) *equipped with a tamper-resistant method to*  
9 *broadcast sufficient information to a ground station*  
10 *to establish the location where an applicable aircraft*  
11 *terminates flight as the result of such an event; and*

12           “(3) *equipped with an airframe low-frequency*  
13 *underwater locating device that functions for at least*  
14 *90 days and that can be detected by appropriate*  
15 *equipment.*

16           “(b) *APPLICABLE AIRCRAFT DEFINED.—In this sec-*  
17 *tion, the term ‘applicable aircraft’ means an aircraft manu-*  
18 *factured on or after January 1, 2027, that is—*

19           “(1) *operated under part 121 of title 14, Code of*  
20 *Federal Regulations;*

21           “(2) *required by regulation to have a cockpit*  
22 *voice recorder and a flight data recorder; and*

23           “(3) *used in extended overwater operations.”.*

1           (c) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
 2 *447 of title 49, United States Code, is amended by inserting*  
 3 *after the item relating to section 44744 the following:*

“44745. *Recording devices.*

“44746. *Flight data recovery from overwater operations.*”.

4 **SEC. 305. HELICOPTER SAFETY.**

5           (a) *IN GENERAL.*—*Not later than 270 days after the*  
 6 *date of enactment of this section, the Administrator shall*  
 7 *task the Aviation Rulemaking Advisory Committee (in this*  
 8 *section referred to as the “Committee”) with reviewing and*  
 9 *assessing the need for changes to the safety requirements for*  
 10 *turbine-powered rotorcraft certificated for 6 or more pas-*  
 11 *senger seats in relation to flight data recorders, flight data*  
 12 *monitoring, and terrain awareness and warning systems.*  
 13 *The Committee shall submit to the Administrator a report*  
 14 *on the findings from such review and assessment, together*  
 15 *with recommendations for such legislative or administrative*  
 16 *action as the Committee deems appropriate.*

17           (b) *CONSIDERATIONS.*—*In reviewing and assessing the*  
 18 *safety requirements under subsection (a), the Committee*  
 19 *shall consider—*

20                   (1) *any applicable safety recommendations of the*  
 21 *National Transportation Safety Board; and*

22                   (2) *the operational requirements and safety con-*  
 23 *siderations for operations under parts 121 and 135 of*  
 24 *title 14, Code of Federal Regulations.*

1       (c) *BRIEFING.*—Not later than 30 days after the date  
2 on which the Committee submits the report under subsection  
3 (a), the Administrator shall brief the appropriate commit-  
4 tees of Congress on—

5           (1) *the findings and recommendations included*  
6 *in the Committee’s report; and*

7           (2) *the Administrator’s plan, if any, to imple-*  
8 *ment such recommendations.*

9 **SEC. 306. REVIEW AND INCORPORATION OF HUMAN READI-**  
10 **NESS LEVELS INTO AGENCY GUIDANCE MATE-**  
11 **RIAL.**

12       (a) *FINDINGS.*—Congress finds the following:

13           (1) *Proper attention to human factors during the*  
14 *development of technological systems is a significant*  
15 *factor in minimizing or preventing human error.*

16           (2) *The evaluation and monitoring of a new*  
17 *aviation technology or system with respect to human*  
18 *use throughout its design and development may re-*  
19 *duce human error in new systems and technologies*  
20 *when used in operational conditions.*

21           (3) *The technical standard “ANSI/HFES 400–*  
22 *2021, Human Readiness Level Scale in the System*  
23 *Development Process” defines the 9 levels of a Human*  
24 *Readiness Level scale and their application in sys-*



1        *tems engineering and human systems integration*  
2        *processes.*

3        *(b) REVIEW.—Not later than 90 days after the date*  
4        *of enactment of this section, the Administrator shall initiate*  
5        *a process to review ANSI/HFES Standard 400–2021 and*  
6        *determine whether any materials from this standard can*  
7        *and should be incorporated or referenced in agency proce-*  
8        *dures and guidance material in order to enhance safety in*  
9        *relation to human factors.*

10        *(c) CONSULTATION.—In carrying out subsection (b),*  
11        *the Administrator shall conduct a review of the ANSI/*  
12        *HFES 400–2021 technical standard and may consult with*  
13        *subject matter experts affiliated with the authoring organi-*  
14        *zation for such technical standard.*

15        *(d) BRIEFING.—Not later than 180 days after the date*  
16        *of enactment of this section, the Administrator shall brief*  
17        *the appropriate committees of Congress on the progress of*  
18        *the review required by subsection (b).*

19        **SEC. 307. SERVICE DIFFICULTY REPORTS.**

20        *(a) ANNUAL CONGRESSIONAL BRIEFINGS.—Not later*  
21        *than 1 year after the date of enactment of this section, and*  
22        *annually thereafter, the Administrator shall brief the ap-*  
23        *propriate committees of Congress on compliance during the*  
24        *preceding year with requirements relating to Service Dif-*  
25        *ficulty Reports, specifically—*

1           (1) *compliance by operators with the require-*  
2           *ments of section 121.703 of title 14, Code of Federal*  
3           *Regulations;*

4           (2) *compliance by approval or certificate holders*  
5           *with the requirements of section 183.63 of title 14,*  
6           *Code of Federal Regulations; and*

7           (3) *compliance by FAA offices with the require-*  
8           *ments for investigation of Service Difficulty Reports,*  
9           *as documented in the following FAA Orders (and any*  
10           *subsequent revisions of such Orders):*

11                   (A) *FAA Order 8900.1A, Flight Standards*  
12                   *Information Management System (issued October*  
13                   *27, 2022);*

14                   (B) *FAA Order 8120.23A, Certificate Man-*  
15                   *agement of Production Approval Holders (issued*  
16                   *March 6, 2017); and*

17                   (C) *FAA Order 8110.107A, Monitor Safety/*  
18                   *Analyze Data (issued October 1, 2012).*

19           (b) *REQUIREMENTS.—The briefings required by sub-*  
20           *section (a) shall include the following with respect to the*  
21           *preceding year:*

22                   (1) *Identification of categories of service difficul-*  
23                   *ties reported, as determined by the Administrator, in-*  
24                   *cluding repetitive service difficulties reported.*

1           (2) *The causes of the service difficulties, as deter-*  
2           *mined by the Administrator.*

3           (3) *Actions taken by, or required by, the Admin-*  
4           *istrator to address the identified causes of service dif-*  
5           *ficulties.*

6           (4) *Violations of title 14, Code of Federal Regu-*  
7           *lations, and what, if any, action the FAA took in re-*  
8           *sponse to a violation, including any actions set forth*  
9           *in FAA Order 2150.3C, FAA Compliance and En-*  
10          *forcement Program w/Changes 1-10 (issued September*  
11          *18, 2018) (or any subsequent revisions of such Order).*

12 **SEC. 308. ACCOUNTABILITY AND COMPLIANCE.**

13          (a) *IN GENERAL.*—Section 44704(a)(1) of title 49,  
14 *United States Code, is amended by adding at the end the*  
15 *following: “When an applicant submits design data to the*  
16 *Administrator for a finding of compliance as part of an*  
17 *application for a type certificate, the applicant shall certify*  
18 *to the Administrator that the submitted design data dem-*  
19 *onstrates compliance with the applicable airworthiness*  
20 *standards or that any airworthiness standards not com-*  
21 *plied with are compensated for by factors that provide an*  
22 *equivalent level of safety as agreed upon by the Adminis-*  
23 *trator.”*

24          (b) *REPORT TO CONGRESS.*—*Not later than 1 year*  
25 *after the date of enactment of this section, the Adminis-*

1 *trator shall provide to the appropriate committees of Con-*  
 2 *gress a briefing on the implementation of the certification*  
 3 *required by the amendment made by subsection (a).*

4 **SEC. 309. ACCOUNTABILITY FOR AIRCRAFT REGISTRATION**  
 5 **NUMBERS.**

6 *The Administrator shall review the process of reserving*  
 7 *aircraft registration numbers and implement appropriate*  
 8 *changes to ensure fair participation by the general public,*  
 9 *including the implementation of readily available software*  
 10 *to prevent any computer auto-fill systems from reserving*  
 11 *aircraft registration numbers in bulk.*

12 **SEC. 310. AIRCRAFT REREGISTRATION.**

13 *(a) IN GENERAL.—Chapter 441 of title 49, United*  
 14 *States Code, is amended by adding at the end the following*  
 15 *new section:*

16 **“§44114. Reregistration of aircraft**

17 *“If an application for reregistration of an aircraft is*  
 18 *filed before the date on which the aircraft’s registration ex-*  
 19 *pires, the aircraft may continue to be operated after the*  
 20 *expiration of the 90-day period following the date on which*  
 21 *the owner of the aircraft filed such reregistration applica-*  
 22 *tion (without regard for whether the Administrator has re-*  
 23 *ceived such reregistration application), provided that—*

24 *“(1) any operator of the aircraft has evidence*  
 25 *aboard the aircraft that the owner of the aircraft filed*

1       *the reregistration application with the Administrator*  
 2       *not less than 90 days previously; and*

3               “(2) *the Administrator has not rejected such re-*  
 4       *registration application.*”.

5       (b) *EFFECTIVE DATE.*—*The amendments made by sub-*  
 6       *section (a) shall take effect on the date that is 90 days after*  
 7       *the date of enactment of this section.*

8       (c) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
 9       *441 of such title is amended by inserting after the item re-*  
 10       *lating to section 44113 the following:*

      “44114. *Reregistration of aircraft.*”.

11       **SEC. 311. FAA OVERSIGHT OF REPAIR STATIONS LOCATED**  
 12                               **OUTSIDE THE UNITED STATES.**

13       (a) *IN GENERAL.*—*Section 44733 of title 49, United*  
 14       *States Code, is amended—*

15               (1) *in the section heading by striking “**Inspec-***  
 16       *tion” and inserting “**Oversight**”;*

17               (2) *in subsection (e)—*

18                       (A) *in the first sentence—*

19                               (i) *by inserting “, without prior notice*  
 20                               *to such repair stations,” after “annually”;*  
 21                               *and*

22                               (ii) *by inserting “and the applicable*  
 23                               *laws of the country in which a repair sta-*  
 24                               *tion is located” after “international agree-*  
 25                               *ments”; and*

1           (B) by striking the second sentence and in-  
2           serting “The Administrator may carry out an-  
3           nounced or unannounced inspections in addition  
4           to the annual unannounced inspection required  
5           under this subsection based on identified risks  
6           and in a manner consistent with United States  
7           obligations under international agreements and  
8           with the applicable laws of the country in which  
9           a repair station is located.”;

10          (3) by redesignating subsection (g) as subsection  
11          (i); and

12          (4) by inserting after subsection (f) the following:  
13          “(g) DATA ANALYSIS.—

14                 “(1) IN GENERAL.—An air carrier conducting  
15                 operations under part 121 of title 14, Code of Federal  
16                 Regulations, shall, if applicable, provide to the appro-  
17                 priate office of the Administration, not less than once  
18                 every year, a report containing the information de-  
19                 scribed in paragraph (2) with respect to heavy main-  
20                 tenance work on aircraft (including on-wing aircraft  
21                 engines) performed in the preceding year.

22                 “(2) INFORMATION REQUIRED.—A report under  
23                 paragraph (1) shall contain the following informa-  
24                 tion:

1           “(A) *The location where any heavy maintenance*  
2           *work on aircraft (including on-wing aircraft*  
3           *engines) was performed outside the United*  
4           *States.*

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

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

9           “(D) *If applicable, a list of all failures,*  
10           *malfunctions, or defects affecting the safe operation*  
11           *of such aircraft identified by the air carrier*  
12           *within 30 days after the date on which an*  
13           *aircraft is returned to service, organized by reference*  
14           *to aircraft registration number, that—*

15                   “(i) *require corrective action after the*  
16                   *aircraft is approved for return to service;*  
17                   *and*

18                   “(ii) *result from the work performed on*  
19                   *such aircraft.*

20           “(E) *The certificate number of the person*  
21           *approving such aircraft or on-wing aircraft engine,*  
22           *for return to service following completion of*  
23           *the work performed at each such location.*

24           “(3) *ANALYSIS.—The Administrator of the Federal*  
25           *Aviation Administration shall—*

1           “(A) analyze information made available  
2           under paragraph (1) of this subsection and sec-  
3           tions 121.703, 121.705, 121.707, and 145.221 of  
4           title 14, Code of Federal Regulations, or any suc-  
5           cessor provisions, to detect safety issues associ-  
6           ated with heavy maintenance work on aircraft  
7           (including on-wing aircraft engines) performed  
8           outside the United States; and

9           “(B) require appropriate actions in re-  
10          sponse.

11          “(4) CONFIDENTIALITY.—Information made  
12          available under paragraph (1) shall be subject to the  
13          same protections given to voluntarily provided safety  
14          or security related information under section 40123.

15          “(h) MINIMUM QUALIFICATIONS FOR MECHANICS AND  
16          OTHERS WORKING ON U.S. REGISTERED AIRCRAFT.—

17          “(1) IN GENERAL.—Not later than 1 year after  
18          the date of enactment of this subsection, the Adminis-  
19          trator of the Federal Aviation Administration shall  
20          require that, at each covered repair station—

21                 “(A) all supervisory personnel are appro-  
22                 priately certificated as a mechanic or repairman  
23                 under part 65 of title 14, Code of Federal Regu-  
24                 lations, or under an equivalent certification or



1           *licensing regime, as determined by the Adminis-*  
2           *trator; and*

3           “(B) *all personnel authorized to approve an*  
4           *article for return to service are appropriately*  
5           *certificated as a mechanic or repairman under*  
6           *part 65 of such title, or under an equivalent cer-*  
7           *tification or licensing regime, as determined by*  
8           *the Administrator.*

9           “(2) *AVAILABLE FOR CONSULTATION.—Not later*  
10          *than 1 year after the date of enactment of this sub-*  
11          *section, the Administrator of the Federal Aviation*  
12          *Administration shall require any individual who is*  
13          *responsible for approving an article for return to*  
14          *service or who is directly in charge of aircraft (in-*  
15          *cluding on-wing aircraft engine) maintenance per-*  
16          *formed on aircraft operated under part 121 of title*  
17          *14, Code of Federal Regulations, be available for con-*  
18          *sultation while work is being performed at a covered*  
19          *repair station.”.*

20          (b) *DEFINITION OF COVERED REPAIR STATION.—*

21                 (1) *IN GENERAL.—Section 44733(i) of title 49,*  
22          *United States Code (as redesignated by subsection*  
23          *(a)(3)), is amended—*

1           (A) by redesignating paragraphs (1)  
2 through (3) as paragraphs (2) through (4), re-  
3 spectively; and

4           (B) by inserting before paragraph (2), as so  
5 redesignated, the following:

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

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

9           “(B) is certificated under part 145 of title  
10 14, Code of Federal Regulations; and

11           “(C) performs heavy maintenance work on  
12 aircraft (including on-wing aircraft engines) op-  
13 erated under part 121 of title 14, Code of Fed-  
14 eral Regulations.”.

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

19           (c) CLERICAL AMENDMENTS.—The analysis for chap-  
20 ter 447 of title 49, United States Code, is amended by strik-  
21 ing the item relating to section 44733 and inserting the fol-  
22 lowing:

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

1 **SEC. 312. ALCOHOL AND DRUG TESTING AND BACKGROUND**

2 **CHECKS.**

3 (a) *IN GENERAL.*—Subject to subsection (c), beginning  
4 on the date that is 2 years after the date of enactment of  
5 this section, the Administrator may not approve or author-  
6 ize international travel for any employee of the FAA until  
7 a final rule carrying out the requirements of subsection (b)  
8 of section 2112 of the *FAA Extension, Safety, and Security*  
9 *Act of 2016* (49 U.S.C. 44733 note) has been published in  
10 the *Federal Register*.

11 (b) *RULEMAKING ON ASSESSMENT REQUIREMENT.*—  
12 With respect to any employee not covered under the require-  
13 ments of section 1554.101 of title 49, *Code of Federal Regu-*  
14 *lations*, the Administrator shall initiate a rulemaking that  
15 requires a covered repair station to confirm that any such  
16 employee has successfully completed an assessment commen-  
17 surate with a security threat assessment described in sub-  
18 part C of part 1540 of such title.

19 (c) *EXCEPTIONS.*—The prohibition in subsection (a)  
20 shall not apply to international travel that is determined  
21 by the Administrator on an individual-by-individual basis  
22 to be—

23 (1) exclusively for the purpose of conducting a  
24 safety inspection;

25 (2) directly related to aviation safety standards,  
26 certification, and oversight; or

1           (3) *vital to the national interests of the United*  
2           *States.*

3           (d) **DEFINITION OF COVERED REPAIR STATION.**—*For*  
4           *purposes of this section, the term “covered repair station”*  
5           *means a facility that—*

6           (1) *is located outside the United States;*

7           (2) *is certificated under part 145 of title 14,*  
8           *Code of Federal Regulations; and*

9           (3) *performs heavy maintenance work on air-*  
10          *craft (including on-wing aircraft engines), operated*  
11          *under part 121 of title 14, Code of Federal Regula-*  
12          *tions.*

13   **SEC. 313. CONTINUOUS AIRCRAFT TRACKING AND TRANS-**  
14                           **MISSION FOR HIGH ALTITUDE BALLOONS.**

15          (a) **AVIATION RULEMAKING COMMITTEE.**—

16           (1) **IN GENERAL.**—*Not later than 180 days after*  
17          *the date of enactment of this section, the Adminis-*  
18          *trator shall establish an Aviation Rulemaking Com-*  
19          *mittee (in this section referred to as the “Committee”)*  
20          *to review and develop findings and recommendations*  
21          *regarding a standard that any high altitude balloon*  
22          *be equipped with a system for continuous aircraft*  
23          *tracking that shall transmit, at a minimum, the alti-*  
24          *tude, location, and identity of the high altitude bal-*  
25          *loon in a manner that is accessible to air traffic con-*

1 *trollers and ensures the safe integration of high alti-*  
2 *tude balloons into the national airspace system.*

3 (2) *COMPOSITION.*—*The Committee shall consist*  
4 *of members appointed by the Administrator, includ-*  
5 *ing the following:*

6 (A) *Representatives of industry.*

7 (B) *Aviation safety experts, including ex-*  
8 *perts with specific knowledge—*

9 (i) *of high altitude balloon operations;*

10 *or*

11 (ii) *FAA tracking and surveillance sys-*  
12 *tems.*

13 (C) *Non-governmental researchers and edu-*  
14 *cators.*

15 (D) *Representatives of the Department of*  
16 *Defense.*

17 (E) *Representatives of Federal agencies that*  
18 *conduct high altitude balloon operations.*

19 (3) *REPORT.*—*Not later than 18 months after the*  
20 *date of enactment of this section, the Committee shall*  
21 *submit to the Administrator a report detailing the*  
22 *findings and recommendations of the Committee de-*  
23 *scribed in paragraph (1). Such report shall include*  
24 *recommendations regarding the following:*

1           (A) *How to update sections 91.215, 91.225,*  
2 *and 99.13 of title 14, Code of Federal Regula-*  
3 *tions, to require all high altitude balloons (in-*  
4 *cluding public aircraft operations) to have a*  
5 *continuous aircraft tracking and transmission*  
6 *system.*

7           (B) *Any necessary updates to the require-*  
8 *ments for unmanned free balloons under subpart*  
9 *D of part 101 of title 14, Code of Federal Regu-*  
10 *lations.*

11           (C) *Any necessary updates to other FAA*  
12 *regulations or requirements deemed appropriate*  
13 *and necessary by the Administrator to—*

14               (i) *ensure any high altitude balloon*  
15 *has a continuous aircraft tracking and*  
16 *transmission system;*

17               (ii) *ensure all data relating to the alti-*  
18 *tude, location, and identity of any high al-*  
19 *titude balloon is made available to air traf-*  
20 *fic controllers;*

21               (iii) *determine criteria and provide*  
22 *approval guidance for new equipment that*  
23 *provides continuous aircraft tracking and*  
24 *transmission for high altitude balloons and*  
25 *meets the performance requirements de-*

1                   scribed under such section 91.225, including  
2                   portable, battery-powered Automatic De-  
3                   pendent Surveillance-Broadcast (ADS-B)  
4                   Out equipage; and  
5                   (iv) maintain airspace safety.

6                   (4) *USE OF PRIOR WORK.*—In developing the re-  
7                   port under paragraph (3), the Committee may make  
8                   full use of any research, comments, data, findings, or  
9                   recommendations made by any prior Aviation Rule-  
10                  making Committee.

11                  (5) *NEW TECHNOLOGIES AND SOLUTIONS.*—Noth-  
12                  ing in this subsection shall require the Committee to  
13                  develop recommendations requiring equipage of high  
14                  altitude balloons with an ADS-B or an air traffic  
15                  control transponder transmission system, or preclude  
16                  the Committee from making recommendations for the  
17                  adoption of new systems or solutions that may re-  
18                  quire that a high altitude balloon be equipped with  
19                  a system that can transmit, at a minimum, the alti-  
20                  tude, location, and identity of the high altitude bal-  
21                  loon.

22                  (b) *RULEMAKING AND OTHER REQUIREMENTS.*—Not  
23                  later than 18 months after the date on which the Committee  
24                  submits the report under subsection (a)(3), the Adminis-  
25                  trator shall—

1           (1) *issue a notice of proposed rulemaking to re-*  
2           *quire a continuous aircraft tracking and trans-*  
3           *mission system for any high altitude balloon, in ac-*  
4           *cordance with the recommendations of the Committee;*  
5           *and*

6           (2) *coordinate with foreign authorities (includ-*  
7           *ing bilateral partners and the International Civil*  
8           *Aviation Organization (ICAO)) to identify opportu-*  
9           *nities to align continuous aircraft tracking and*  
10          *transmission system standards for any high altitude*  
11          *balloon operating outside of the national airspace sys-*  
12          *tem.*

13          (c) *INTERIM STANDARD.—During the period begin-*  
14          *ning on the date that is 2 years after the date of enactment*  
15          *of this section and ending on the date on which the Admin-*  
16          *istrator issues a notice of proposed rulemaking under sub-*  
17          *section (b)(1), a person may only operate a high altitude*  
18          *balloon if such balloon meets the requirements described in*  
19          *section 91.215(b) of title 14, Code of Federal Regulations,*  
20          *notwithstanding the exemption provided in subsection*  
21          *(e)(1) of such section 91.215 or in subsection (e) of section*  
22          *91.1 of such title 14.*

23          (d) *REPORTS TO CONGRESS.—Not later than 6 months*  
24          *after the date of enactment of this section, and every 6*  
25          *months thereafter until the Administrator promulgates a*



1 *final rule under subsection (b), the Administrator shall sub-*  
2 *mit to the appropriate committees of Congress a report on*  
3 *the status of the rulemaking and other requirements being*  
4 *developed under such subsection.*

5 *(e) DEFINITIONS.—In this section:*

6 *(1) APPROPRIATE COMMITTEES OF CONGRESS.—*

7 *The term “appropriate committees of Congress”*  
8 *means—*

9 *(A) the Committee on Commerce, Science,*  
10 *and Transportation of the Senate;*

11 *(B) the Committee on Appropriations of the*  
12 *Senate;*

13 *(C) the Committee on Transportation and*  
14 *Infrastructure of the House of Representatives;*  
15 *and*

16 *(D) the Committee on Appropriations of the*  
17 *House of Representatives.*

18 *(2) HIGH ALTITUDE BALLOON.—The term “high*  
19 *altitude balloon” means a manned or unmanned free*  
20 *balloon operating not less than 18,000 feet above*  
21 *mean sea level.*

22 **SEC. 314. INTERNATIONAL ENGAGEMENT.**

23 *(a) PLAN.—*

1           (1) *IN GENERAL.*—*The Administrator shall de-*  
2           *velop and implement a plan to enhance United*  
3           *States' leadership in aviation safety and policy.*

4           (2) *CONTENTS OF PLAN.*—*The plan required*  
5           *under paragraph (1) shall include, at minimum, the*  
6           *following:*

7                   (A) *Measures to advance international co-*  
8                   *operation related to—*

9                           (i) *approval of new safety-enhancing*  
10                           *technologies and aeronautical products;*

11                           (ii) *development of regulatory policy*  
12                           *and plans related to advanced air mobility*  
13                           *concepts;*

14                           (iii) *innovation in the general aviation*  
15                           *sector;*

16                           (iv) *further integration of uncrewed*  
17                           *aircraft systems and advanced air mobility*  
18                           *aircraft and operators; and*

19                           (v) *development of international stand-*  
20                           *ards and best practices for enhancing avia-*  
21                           *tion safety consistent with United States*  
22                           *policy and objectives.*

23                   (B) *Initiatives to attain greater expertise*  
24                   *among employees of the FAA on issues related to*

1            *dispute resolution, intellectual property, and ex-*  
2            *port control laws.*

3            *(C) Policy regarding the future direction*  
4            *and strategy of United States engagement with*  
5            *the International Civil Aviation Organization*  
6            *and bilateral partner countries, including the*  
7            *secondment of subject matter experts.*

8            *(D) Procedures for acceptance of mandatory*  
9            *continuing airworthiness information, such as*  
10           *airworthiness directives and other safety-related*  
11           *regulatory documents, consistent with section*  
12           *44701(e)(5) of title 49, United States Code.*

13           *(E) Measures to align the FAA's technical*  
14           *assistance to foreign civil aviation regulators,*  
15           *taking into account, among other factors, with*  
16           *respect to each such foreign regulator, the par-*  
17           *ticular aeronautical products for which the*  
18           *United States is the State of Design in operation*  
19           *in the State of such regulator's jurisdiction.*

20           *(F) Measures, such as funding and the hir-*  
21           *ing of additional FAA personnel, necessary for*  
22           *the FAA to fully participate in global and bilat-*  
23           *eral activities related to aviation safety.*

24           *(G) Measures to facilitate and expand the*  
25           *FAA's international programs, training, and*

1           *technical assistance to foreign civil aviation au-*  
2           *thorities in order to—*

3                     *(i) strengthen aviation safety oversight;*

4                     *(ii) meet the United Nations Inter-*  
5                     *national Civil Aviation Organization*  
6                     *standards; and*

7                     *(iii) further United States policy and*  
8                     *objectives.*

9                     *(H) Initiatives to further develop and estab-*  
10                    *lish the FAA's foreign offices in strategic regions,*  
11                    *particularly Africa and Asia-Pacific, in order to*  
12                    *support the FAA's international mission to pro-*  
13                    *mote a safe, secure, seamless, and sustainable*  
14                    *global aerospace system.*

15            *(b) PUBLIC AVAILABILITY OF PLAN.—Not later than*  
16            *210 days after the date of enactment of this Act, the Admin-*  
17            *istrator shall make the plan developed under subsection (a)*  
18            *available on the internet website of the FAA.*

19            *(c) SUBMISSION TO CONGRESS.—*

20                     *(1) PLAN.—Not later than 210 days after the*  
21                     *date of enactment of this Act, the Administrator shall*  
22                     *submit to the appropriate committees of Congress a*  
23                     *copy of the plan developed under subsection (a).*

24                     *(2) UPDATES ON IMPLEMENTATION.—Not later*  
25                     *than 1 year after the submission of the plan under*

1 paragraph (1), and annually thereafter through 2028,  
2 the Administrator shall submit to the appropriate  
3 committees of Congress a report on the activities the  
4 FAA is conducting in order to implement such plan.

5 (d) *INTERNATIONAL TRAVEL.*—The Administrator, or  
6 the Administrator’s designee, may authorize international  
7 travel for any FAA employee, without the approval of any  
8 other person or office, for the purpose of—

9 (1) promotion of aviation safety and other rel-  
10 evant aviation standards;

11 (2) providing support for expedited acceptance of  
12 FAA design and production approvals by other civil  
13 aviation authorities;

14 (3) facilitation of adoption of United States ap-  
15 proaches on standards and recommended practices at  
16 the International Civil Aviation Organization; or

17 (4) providing support for technical assistance  
18 and training by the FAA.

19 **SEC. 315. AIR TOUR AND SPORT PARACHUTING SAFETY.**

20 (a) *SAFETY MANAGEMENT SYSTEM REQUIREMENTS*  
21 *FOR CERTAIN OPERATORS.*—Not later than 24 months after  
22 the date of enactment of this section, the Administrator  
23 shall issue a final rule requiring each person holding a cer-  
24 tificate under part 119 of title 14, Code of Federal Regula-  
25 tions, and authorized to conduct operations in accordance

1 *with the provisions of part 135 of title 14, Code of Federal*  
2 *Regulations, to implement a safety management system, as*  
3 *appropriate for the operations.*

4       **(b) OTHER SAFETY REQUIREMENTS FOR COMMERCIAL**  
5 **OPERATORS.—**

6           **(1) SAFETY REFORMS.—**

7               **(A) AUTHORITY TO CONDUCT NONSTOP COM-**  
8 **MERCIAL AIR TOURS.—**

9                   **(i) IN GENERAL.—***Subject to clauses*  
10 *(ii) and (iii), beginning on the date that is*  
11 *3 years after the date of enactment of this*  
12 *section, no person may conduct commercial*  
13 *air tours unless that person—*

14                           **(I) holds a certificate identifying**  
15 *the person as an air carrier or com-*  
16 *mercial operator under part 119 of*  
17 *title 14, Code of Federal Regulations;*  
18 *and*

19                           **(II) conducts all commercial air**  
20 *tours under the applicable provisions*  
21 *of part 121 or part 135 of title 14,*  
22 *Code of Federal Regulations.*

23                   **(ii) SMALL BUSINESS EXCEPTION.—**  
24 *The provisions of clause (i) shall not apply*

1           to a person who conducts 50 or fewer com-  
2           mercial air tours in a year.

3           (iii) *TEMPORARY EXCEPTION.*—Not-  
4           withstanding the requirements of clause (i),  
5           for a period of 5 years after the date de-  
6           scribed in clause (i), a person who holds a  
7           letter of authorization issued by the Admin-  
8           istrator to conduct nonstop commercial air  
9           tours under section 91.147 of title 14, Code  
10          of Federal Regulations, may continue to  
11          conduct nonstop commercial air tours under  
12          such letter of authorization so long as the  
13          person—

14                 (I) as of the date of enactment of  
15                 this section, has submitted (or not later  
16                 than 18 months after such date of en-  
17                 actment, submits) an application to  
18                 the Administrator for an air carrier  
19                 certificate under part 119, Code of  
20                 Federal Regulations; and

21                 (II) has not been issued such part  
22                 119 certificate or received a denial of  
23                 the application submitted under sub-  
24                 clause (I).

1           (iv) *REPORTING REQUIRED.*—*Begin-*  
2           *ning on the date that is 3 years after the*  
3           *date of enactment, and every 12 months*  
4           *thereafter, each person that conducts com-*  
5           *mmercial air tours (including any person ex-*  
6           *cluded from the certificate requirement*  
7           *under clause (ii) or (iii)) shall report to the*  
8           *Administrator the total number of commer-*  
9           *cial air tours that person conducted during*  
10           *the previous 12 months.*

11           (v) *OTHER TERMS.*—*The Adminis-*  
12           *trator shall—*

13                   (I) *revise title 14, Code of Federal*  
14                   *Regulations, to include definitions for*  
15                   *the terms “aerial work” and “aerial*  
16                   *photography” that are limited to aerial*  
17                   *operations performed for compensation*  
18                   *or hire with an approved operating*  
19                   *certificate; and*

20                   (II) *to the extent necessary, revise*  
21                   *section 119.1(e)(4)(iii) of title 14, Code*  
22                   *of Federal Regulations, to conform*  
23                   *with the requirements of such defini-*  
24                   *tions.*



(B) *ADDITIONAL SAFETY REQUIREMENTS.*—

1  
2       *Not later than 3 years after the date of enact-*  
3       *ment of this section, the Administrator shall*  
4       *issue new or revised regulations that shall re-*  
5       *quire each commercial air tour operator to en-*  
6       *sure that the doors of the airplane or helicopter,*  
7       *rotorcraft, or other aircraft used for such tour re-*  
8       *main closed during the period of the tour in*  
9       *which the airplane or helicopter is moving on the*  
10       *surface or is airborne and provide an exception*  
11       *for a parachuting flight and operations under*  
12       *section 119.1(e)(4) of title 14, Code of Federal*  
13       *Regulations, and incorporate avoidance training*  
14       *for controlled flight into terrain and in-flight*  
15       *loss of control into the training program re-*  
16       *quired under part 121 or 135 of title 14, Code*  
17       *of Federal Regulations, as applicable. The train-*  
18       *ing shall address reducing the risk of accidents*  
19       *involving unintentional flight into instrument*  
20       *meteorological conditions to address day, night,*  
21       *and low visibility environments with special at-*  
22       *tention paid to research available as of the date*  
23       *of enactment of this section on human factors*  
24       *issues involved in such accidents, including but*  
25       *not limited to—*

1           (i) *specific terrain, weather, and infra-*  
2           *structure challenges relevant in the local op-*  
3           *erating environment that increase the risk*  
4           *of such accidents;*

5           (ii) *pilot decision-making relevant to*  
6           *the avoidance of instrument meteorological*  
7           *conditions while operating under visual*  
8           *flight rules;*

9           (iii) *use of terrain awareness displays;*

10          (iv) *spatial disorientation risk factors*  
11          *and countermeasures; and*

12          (v) *strategies for maintaining control,*  
13          *including the use of automated systems.*

14          (2) *AVIATION RULEMAKING COMMITTEE.—*

15           (A) *IN GENERAL.—The Administrator shall*  
16           *convene an aviation rulemaking committee to re-*  
17           *view and develop findings and recommendations*  
18           *to inform—*

19           (i) *establishing a performance-based*  
20           *standard for flight data monitoring for all*  
21           *commercial air tour operators that reviews*  
22           *all available data sources to identify devi-*  
23           *ations from established areas of operation*  
24           *and potential safety issues;*

1           (ii) requiring all commercial air tour  
2 operators to install flight data recording de-  
3 vices capable of supporting collection and  
4 dissemination of the data incorporated in  
5 the Flight Operational Quality Assurance  
6 Program (or, if an aircraft cannot be retro-  
7 fitted with such equipment, requiring the  
8 commercial air tour operator for such air-  
9 craft to collect and maintain flight data  
10 through alternative methods);

11           (iii) requiring all commercial air tour  
12 operators to implement a flight data moni-  
13 toring program, such as a Flight Oper-  
14 ational Quality Assurance Program;

15           (iv) establishing methods to provide ef-  
16 fective terrain awareness and warning; and

17           (v) establishing methods to provide ef-  
18 fective traffic avoidance in identified high-  
19 traffic tour areas, such as requiring air  
20 tour operators that operate within those  
21 areas be equipped with an Automatic De-  
22 pendent Surveillance-Broadcast Out- and  
23 In-supported traffic advisory system that—

24                   (I) includes both visual and aural  
25 alerts;

1                   (II) is driven by an algorithm de-  
2                   signed to eliminate nuisance alerts;  
3                   and

4                   (III) is operational during all  
5                   flight operations.

6                   (B) *MEMBERSHIP.*—The aviation rule-  
7                   making committee shall consist of members ap-  
8                   pointed by the Administrator, including—

9                   (i) representatives of industry, includ-  
10                  ing manufacturers of aircraft and aircraft  
11                  technologies;

12                  (ii) representatives of aviation operator  
13                  organizations; and

14                  (iii) aviation safety experts with spe-  
15                  cific knowledge of safety management sys-  
16                  tems and flight data monitoring programs  
17                  under part 135 of title 14, Code of Federal  
18                  Regulations.

19                  (C) *DUTIES.*—

20                  (i) *IN GENERAL.*—The Administrator  
21                  shall direct the aviation rulemaking com-  
22                  mittee to make findings and submit rec-  
23                  ommendations regarding each of the matters  
24                  specified in clauses (i) through (v) of sub-  
25                  paragraph (A).

1                   (ii) *CONSIDERATIONS.—In carrying*  
2                   *out its duties under clause (i), the Adminis-*  
3                   *trator shall direct the aviation rulemaking*  
4                   *committee to consider—*

5                   (I) *recommendations of the Na-*  
6                   *tional Transportation Safety Board;*

7                   (II) *recommendations of previous*  
8                   *aviation rulemaking committees that*  
9                   *reviewed flight data monitoring pro-*  
10                   *gram requirements on part 135 com-*  
11                   *mmercial operators;*

12                   (III) *recommendations from in-*  
13                   *dustry safety organizations, including*  
14                   *but not limited to the Vertical Aviation*  
15                   *Safety Team (VAST), the General*  
16                   *Aviation Joint Safety Committee, and*  
17                   *the United States Helicopter Safety*  
18                   *Team (USHST);*

19                   (IV) *scientific data derived from a*  
20                   *broad range of flight data recording*  
21                   *technologies capable of continuously*  
22                   *transmitting and that support a meas-*  
23                   *urable and viable means of assessing*  
24                   *data to identify and correct hazardous*  
25                   *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 (TAWS) protections*  
12 *while mitigating nuisance alerts for*  
13 *aircraft;*

14           (IX) *the need to accommodate the*  
15 *diversity of airworthiness standards*  
16 *under part 27 and part 29 of title 14,*  
17 *Code of Federal Regulations;*

18           (X) *the need to accommodate di-*  
19 *versity of operations and mission sets;*

20           (XI) *benefits of third-party data*  
21 *analysis for large and small oper-*  
22 *ations;*

23           (XII) *accommodations necessary*  
24 *for small businesses; and*

25           (XIII) *other issues as necessary.*

1                   (D) *REPORTS AND REGULATIONS.—The Ad-*  
2                   *ministrator shall—*

3                   (i) *not later than 20 months after the*  
4                   *date of enactment of this section, submit to*  
5                   *the appropriate committees of Congress a*  
6                   *report based on the findings of the aviation*  
7                   *rulemaking committee;*

8                   (ii) *not later than 12 months after the*  
9                   *date of submission of the report under*  
10                  *clause (i), and after consideration of the*  
11                  *recommendations of the aviation rule-*  
12                  *making committee, issue an intent to pro-*  
13                  *ceed with proposed rulemakings regarding*  
14                  *each of the matters specified in clauses (i)*  
15                  *through (v) of subparagraph (A); and*

16                  (iii) *not later than 3 years after the*  
17                  *date of enactment of this section, issue a*  
18                  *final rule with respect to each of the matters*  
19                  *specified in such clauses of subparagraph*  
20                  *(A).*

21                  (c) *EXPEDITED PROCESS FOR OBTAINING OPERATING*  
22                  *CERTIFICATES.—*

23                  (1) *IN GENERAL.—The Administrator shall im-*  
24                  *plement procedures to improve the process for obtain-*

1 *ing operating certificates under part 119 of title 14,*  
2 *Code of Federal Regulations.*

3 (2) *CONSIDERATIONS.*—*In carrying out para-*  
4 *graph (1), beginning on the date that is 18 months*  
5 *after the date of enactment of this section, the Admin-*  
6 *istrator shall give priority consideration to operators*  
7 *that must obtain a certificate in accordance with sub-*  
8 *section (b)(1)(A).*

9 (3) *REPORT REQUIRED.*—*Not later than 1 year*  
10 *after the date of enactment of this section, the Admin-*  
11 *istrator shall submit to the appropriate committees of*  
12 *Congress a report describing—*

13 (A) *how the procedures implemented under*  
14 *paragraph (1) will increase the efficiency of the*  
15 *process for obtaining operating certificates under*  
16 *part 119 of title 14, Code of Federal Regulations,*  
17 *and, if applicable, certificates authorizing oper-*  
18 *ations under part 135 of such title;*

19 (B) *how considerations under paragraph*  
20 *(2) will be incorporated into procedures imple-*  
21 *mented under paragraph (1); and*

22 (C) *any additional resources required to*  
23 *implement procedures under paragraph (1).*

24 (4) *ADDITIONAL REPORTS REQUIRED.*—*Not later*  
25 *than 3 years after the date of enactment of this sec-*



1        *tion, and annually thereafter, the Administrator shall*  
2        *submit a report to the appropriate committees of Con-*  
3        *gress that—*

4                *(A) includes—*

5                        *(i) data on certification approvals and*  
6                        *denials; and*

7                        *(ii) data on duration of key phases of*  
8                        *the certification process; and*

9                *(B) identifies certification policies in need*  
10                *of reform or repeal.*

11        *(d) SAFETY REQUIREMENTS FOR SPORT PARACHUTE*  
12        *OPERATIONS.—*

13                *(1) AVIATION RULEMAKING COMMITTEE.—The*  
14        *Administrator shall convene an aviation rulemaking*  
15        *committee to review and develop findings and rec-*  
16        *ommendations to inform—*

17                        *(A) rulemaking governing parachute oper-*  
18                        *ations conducted in the United States that are*  
19                        *subject to the requirements of part 105 of title*  
20                        *14, Code of Federal Regulations, to address—*

21                                *(i) Federal Aviation Administration-*  
22                                *approved aircraft maintenance and inspec-*  
23                                *tion programs that consider, at a min-*  
24                                *imum, requirements for compliance with*  
25                                *engine manufacturers' recommended main-*

1            *tenance instructions, such as service bul-*  
2            *letins and service information letters for*  
3            *time between overhauls and component life*  
4            *limits;*

5            *(ii) initial and annual recurrent pilot*  
6            *proficiency checking programs for pilots*  
7            *conducting parachute operations that ad-*  
8            *dress, at a minimum, operation- and air-*  
9            *craft-specific weight and balance calcula-*  
10           *tions, preflight inspections, emergency and*  
11           *recovery procedures, and parachutist egress*  
12           *procedures for each type of aircraft flown;*  
13           *and*

14           *(iii) initial and annual recurrent pilot*  
15           *review programs for parachute operations*  
16           *pilots that address, at a minimum, oper-*  
17           *ation-specific and aircraft-specific weight*  
18           *and balance calculations, preflight inspec-*  
19           *tions, emergency and recovery procedures,*  
20           *and parachutist egress procedures for each*  
21           *type of aircraft flown, as well as com-*  
22           *petency flight checks to determine pilot com-*  
23           *petence in practical skills and techniques in*  
24           *each type of aircraft;*

1           (B) the revision of guidance material con-  
2           tained in Advisory Circular 105–2E (relating to  
3           sport parachute jumping), to include guidance  
4           for parachute operations in implementing the  
5           Federal Aviation Administration-approved air-  
6           craft maintenance and inspection program and  
7           the pilot training and pilot proficiency checking  
8           programs required under any new or revised reg-  
9           ulations issued in accordance with paragraph  
10          (1); and

11          (C) the revision of guidance materials  
12          issued in Order 8900.1 entitled “Flight Stand-  
13          ards Information Management System”, to in-  
14          clude guidance for Federal Aviation Administra-  
15          tion inspectors who oversee part 91 of title 14  
16          Code of Federal Regulations, operations con-  
17          ducted under any of the exceptions specified in  
18          section 119.1(e) of title 14, Code of Federal Reg-  
19          ulations, which include parachute operations.

20          (2) *MEMBERSHIP.*—The aviation rulemaking  
21          committee under paragraph (1) shall consist of mem-  
22          bers appointed by the Administrator, including—

23                (A) representatives of industry, including  
24                manufacturers of aircraft and aircraft tech-  
25                nologies;

1           (B) representatives of parachute operator  
2 organizations; and

3           (C) aviation safety experts with specific  
4 knowledge of safety management systems and  
5 flight data monitoring programs under part 135  
6 and part 105 of title 14, Code of Federal Regula-  
7 tions.

8           (3) DUTIES.—

9           (A) IN GENERAL.—The Administrator shall  
10 direct the aviation rulemaking committee to  
11 make findings and submit recommendations re-  
12 garding each of the matters specified in subpara-  
13 graphs (A) through (C) of paragraph (1).

14           (B) CONSIDERATIONS.—In carrying out its  
15 duties under subparagraph (A), the Adminis-  
16 trator shall direct the aviation rulemaking com-  
17 mittee to consider—

18           (i) findings and recommendations of  
19 the National Transportation Safety Board  
20 generally, as relevant, and specifically those  
21 related to parachute operations, including  
22 the June 21, 2019, incident in Mokuleia,  
23 Hawaii;

1                   (ii) recommendations of previous avia-  
2                   tion rulemaking committees that considered  
3                   similar issues;

4                   (iii) recommendations from industry  
5                   safety organizations, including, but not lim-  
6                   ited to, the United States Parachute Asso-  
7                   ciation;

8                   (iv) appropriate use of data for modi-  
9                   fying behavior to prevent accidents;

10                  (v) data gathered from aviation safety  
11                  reporting programs;

12                  (vi) the need to accommodate diversity  
13                  of operations and mission sets;

14                  (vii) accommodations necessary for  
15                  small businesses; and

16                  (viii) other issues as necessary.

17                  (4) *REPORTS AND REGULATIONS.*—*The Adminis-*  
18                  *trator shall—*

19                         (A) not later than 20 months after the date  
20                         of enactment of this section, submit to the appro-  
21                         priate committees of Congress a report based on  
22                         the findings of the aviation rulemaking com-  
23                         mittee;

24                         (B) not later than 12 months after the date  
25                         of submission of the report under subparagraph

1           (A), and after consideration of the recommenda-  
2           tions of the aviation rulemaking committee,  
3           issue, as necessary, an intent to proceed with  
4           proposed rulemakings regarding each of the mat-  
5           ters specified in subparagraphs (A) through (C)  
6           of paragraph (1); and

7           (C) not later than 3 years after the date of  
8           enactment of this section, issue, as necessary, a  
9           final rule with respect to each of the matters  
10          specified in such subparagraphs of paragraph  
11          (1).

12       (e) *DEFINITIONS.*—*In this section:*

13           (1) *AIR CARRIER.*—*The term “air carrier” has*  
14           *the meaning given that term in section 40102 of title*  
15           *49, United States Code.*

16           (2) *COMMERCIAL AIR TOUR.*—*The term “com-*  
17           *mercial air tour” means a flight conducted for com-*  
18           *mercial air tour” means a flight conducted for com-*  
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98           *mercial air tour” means a flight conducted for com-*  
99           *mercial air tour” means a flight conducted for com-*  
100          *mercial air tour” means a flight conducted for com-*

20           (3) *COMMERCIAL AIR TOUR OPERATOR.*—*The*  
21           *term “commercial air tour operator” means any per-*  
22           *son who conducts a commercial air tour.*

23           (4) *PARACHUTE OPERATION.*—*The term “para-*  
24           *chute operation” has the meaning given that term in*

1        *section 105.3 of title 14, Code of Federal Regulations*  
2        *(or any successor regulation).*

3    **SEC. 316. INTERNATIONAL AVIATION SAFETY ASSESSMENT**  
4                    **PROGRAM.**

5        *Section 44701 of title 49, United States Code, is*  
6    *amended by adding at the end the following:*

7            *“(g) AVIATION SAFETY OVERSIGHT MEASURES CAR-*  
8    *RIED OUT BY FOREIGN COUNTRIES.—*

9                    *“(1) ASSESSMENT.—*

10                    *“(A) IN GENERAL.—At intervals the Ad-*  
11                    *ministrators considers necessary in the interests*  
12                    *of safety, the Administrator, in consultation with*  
13                    *the Secretary of Transportation and the Sec-*  
14                    *retary of State, shall assess the effectiveness of*  
15                    *the aviation safety oversight measures carried*  
16                    *out by a foreign country—*

17                    *“(i) from which a foreign air carrier*  
18                    *serves the United States;*

19                    *“(ii) from which a foreign air carrier*  
20                    *seeks to serve the United States;*

21                    *“(iii) whose air carriers code-share*  
22                    *with a United States air carrier; or*

23                    *“(iv) as the Administrator considers*  
24                    *appropriate.*

1           “(B) *REQUIREMENTS.*—*In conducting an*  
2 *assessment under subparagraph (A), the Admin-*  
3 *istrator shall—*

4                   “(i) *consult with the appropriate au-*  
5 *thorities of the government of the foreign*  
6 *country concerned;*

7                   “(ii) *determine the extent to which*  
8 *such country effectively maintains and car-*  
9 *ries out its aviation safety oversight meas-*  
10 *ures pursuant to the Convention on Inter-*  
11 *national Civil Aviation (in this section re-*  
12 *ferred to as the ‘Chicago Convention’); and*

13                   “(iii) *use a standard that will result*  
14 *in an analysis of the aviation safety over-*  
15 *sight measures carried out by such country*  
16 *based on the minimum standards contained*  
17 *in Annexes 1, 6, and 8 to the Chicago Con-*  
18 *vention in effect on the date of the assess-*  
19 *ment.*

20           “(C) *NON-COMPLIANCE FINDINGS.*—

21                   “(i) *IN GENERAL.*—*When the assess-*  
22 *ment required by this subsection identifies*  
23 *areas of non-compliance to the safety over-*  
24 *sight measures in the Chicago Convention,*  
25 *the Administrator shall conduct final dis-*



1            *ussions with the foreign country within 90*  
2            *days of the assessment to determine whether*  
3            *the non-compliance findings have been cor-*  
4            *rected and the foreign country is now in*  
5            *compliance with the applicable inter-*  
6            *national standards for effective aviation*  
7            *safety oversight.*

8            *“(ii) CORRECTION.—If the Adminis-*  
9            *trator determines that the foreign country*  
10           *has corrected the identified area of non-com-*  
11           *pliance by the close of final discussions, the*  
12           *Federal Aviation Administration will issue*  
13           *or continue to issue operations specifica-*  
14           *tions to the foreign operator to enable the*  
15           *United States air service or to the United*  
16           *States operator if the foreign operator is to*  
17           *carry its airline code.*

18           *“(iii) NON-CORRECTION.—If the Ad-*  
19           *ministrator determines that the foreign*  
20           *country has not has corrected the identified*  
21           *area of non-compliance by the close of final*  
22           *discussions—*

23                    *“(I) immediate notification will*  
24                    *be made to the Secretary of Transpor-*  
25                    *tation and the Secretary of State that*

1           *a condition exists that threatens the*  
2           *safety of passengers, aircraft, or crew*  
3           *traveling to or from the foreign coun-*  
4           *try; and*

5           “(II) *notwithstanding section*  
6           *40105(b), the Administrator, after con-*  
7           *sulting with the appropriate civil avia-*  
8           *tion authority of the foreign country*  
9           *concerned and notification to the Sec-*  
10          *retary of Transportation and the Sec-*  
11          *retary of State, may withhold, revoke,*  
12          *or prescribe conditions on the oper-*  
13          *ating authority of a foreign air carrier*  
14          *that provides foreign air transpor-*  
15          *tation.*

16          “(D) *AUTHORITY.—Notwithstanding sub-*  
17          *paragraphs (B) and (C), the Administrator re-*  
18          *tains the ability to initiate immediate safety*  
19          *oversight action when justified based on avail-*  
20          *able safety information.*

21          “(2) *NOTIFICATION.—At the conclusion of the*  
22          *international aviation safety assessment process, the*  
23          *Administrator, after advising the Secretary of Trans-*  
24          *portation and the Secretary of State, shall inform the*  
25          *foreign country of the determination regarding its*

1 *compliance to ICAO standards. The determination*  
2 *shall—*

3 *“(A) for foreign countries determined to be*  
4 *compliant with ICAO standards, state that no*  
5 *further action is needed; and*

6 *“(B) for foreign countries determined to be*  
7 *non-compliant with ICAO standards, recommend*  
8 *the actions necessary to bring the aviation safety*  
9 *oversight measures carried out by that country*  
10 *into compliance with the international standards*  
11 *contained in the Chicago Convention, as used by*  
12 *the Federal Aviation Administration in making*  
13 *the assessment.*

14 *“(3) FAILURE TO MAINTAIN AND CARRY OUT*  
15 *STANDARDS.—*

16 *“(A) IN GENERAL.—Subject to subpara-*  
17 *graph (B), if the Administrator determines that*  
18 *a foreign country does not maintain and carry*  
19 *out effective aviation safety oversight measures,*  
20 *the Administrator shall—*

21 *“(i) notify the appropriate authorities*  
22 *of the government of the foreign country*  
23 *consistent with paragraph (2);*

24 *“(ii) publish the identity of the foreign*  
25 *country on the Federal Aviation Adminis-*

1            *tration website, in the Federal Register, and*  
2            *through other mediums to provide notice to*  
3            *the public;*

4            *“(iii) transmit the identity of the for-*  
5            *ign country to the Secretary of State to in-*  
6            *form the relevant travel advisories; and*

7            *“(iv) provide the identity of the foreign*  
8            *country and any critical safety information*  
9            *resulting from the assessment to the Com-*  
10           *mittee on Commerce, Science, and Trans-*  
11           *portation of the Senate and the Committee*  
12           *on Transportation and Infrastructure of the*  
13           *House of Representatives.*

14           *“(B) IMMEDIATE EXERCISE OF AUTHOR-*  
15           *ITY.—*

16           *“(i) IN GENERAL .—The Administrator*  
17           *may immediately exercise authority under*  
18           *subparagraph (A) if the Administrator, in*  
19           *consultation with the Secretary of Trans-*  
20           *portation and the Secretary of State, deter-*  
21           *mines that a condition exists that threatens*  
22           *the safety of passengers, aircraft, or crew*  
23           *traveling to or from the foreign country.*

24           *“(ii) NOTIFICATION TO THE SEC-*  
25           *RETARY OF STATE.—The Administrator*

1           *shall immediately notify the Secretary of*  
2           *State of a determination under clause (i) so*  
3           *that the Secretary of State may issue a*  
4           *travel advisory with respect to the foreign*  
5           *country.*

6           “(4) *ACCURACY OF THE IASA LIST.*—*To meet the*  
7           *need for the public to have timely and accurate infor-*  
8           *mation about the aviation safety oversight of foreign*  
9           *countries, the Administrator shall regularly review*  
10          *the activity of foreign air carriers serving the United*  
11          *States and carrying the code of a United States air*  
12          *carrier. Countries with no such operations for an ex-*  
13          *tended period of time, as determined by the Adminis-*  
14          *trator, will be removed from the public listings for in-*  
15          *activity, after advisement from the Secretary of*  
16          *Transportation and the Secretary of State.*

17          “(5) *TRAINING.*—*The Federal Aviation Adminis-*  
18          *tration shall use data, tools, and methods in order to*  
19          *ensure transparency and repeatable results of the as-*  
20          *sessments conducted under this subsection. The Fed-*  
21          *eral Aviation Administration shall ensure that Fed-*  
22          *eral Aviation Administration personnel are properly*  
23          *and adequately trained to carry out the assessments*  
24          *set forth in this subsection, including with respect to*

1        *ICAO standards and their implementation by foreign*  
2        *countries.*

3            “(6) *REPORT TO CONGRESS.—Not later than 1*  
4        *year after the date of enactment of this subsection,*  
5        *and annually thereafter, the Administrator shall sub-*  
6        *mit to the Committee on Commerce, Science, and*  
7        *Transportation of the Senate and the Committee on*  
8        *Transportation and Infrastructure of the House of*  
9        *Representatives a report on the assessments conducted*  
10       *under this subsection, including the results of any*  
11       *corrective action period.”.*

12    **SEC. 317. CHANGED PRODUCT RULE REFORM.**

13        (a) *IN GENERAL.—Not later than 1 year after the date*  
14       *of enactment of this section, the Administrator shall issue*  
15       *a notice of proposed rulemaking to revise section 21.101 of*  
16       *title 14, Code of Federal Regulations, to achieve the fol-*  
17       *lowing objectives:*

18            (1) *For any significant design change, as deter-*  
19        *mined by the Administrator, to require that any ex-*  
20        *ception from the requirement to comply with the lat-*  
21        *est amendments of the applicable airworthiness stand-*  
22        *ards in effect on the date of application for the change*  
23        *be approved only after providing public notice and*  
24        *opportunity to comment on such exception.*

1           (2) *To ensure appropriate documentation of any*  
2           *exception or exemption from airworthiness require-*  
3           *ments codified in title 14, Code of Federal Regula-*  
4           *tions, as in effect on the date of application for the*  
5           *change.*

6           (b) *CONGRESSIONAL BRIEFING.—Not later than 1 year*  
7           *after the date of enactment of this section, the Adminis-*  
8           *trator shall provide to the appropriate committees of Con-*  
9           *gress a briefing on the FAA’s implementation of the rec-*  
10           *ommendations of the Changed Product Rule International*  
11           *Authorities Working Group, established under section 117*  
12           *of the Aircraft Certification, Safety, and Accountability Act*  
13           *(49 U.S.C. 44704 note), including recommendations on har-*  
14           *monized changes and reforms regarding the impractical ex-*  
15           *ception.*

16 **SEC. 318. DEVELOPMENT OF LOW-COST VOLUNTARY ADS-B.**

17           (a) *IN GENERAL.—Not later than 24 months after the*  
18           *date of enactment of this section, the Administrator, work-*  
19           *ing with representatives from industry groups, including*  
20           *pilots, aircraft owners, avionics manufacturers, and any*  
21           *others deemed necessary to offer technical expertise, shall*  
22           *develop a report regarding the development of a suitable*  
23           *position reporting system for voluntary use in airspace not*  
24           *mandated for Automatic Dependent Surveillance-Broadcast*  
25           *Out equipment and use (in this section referred to as*

1 “ADS-B Out”) by section 91.225 of title 14, Code of Fed-  
2 eral Regulations, to facilitate traffic awareness.

3 (b) *REQUIREMENTS.*—The report developed under sub-  
4 section (a) shall—

5 (1) *research and catalog equipment, standards,*  
6 *and systems (including international) relating to*  
7 *ADS-B Out available as of the date on which the re-*  
8 *port is submitted under subsection (c);*

9 (2) *address strengths and weaknesses of such*  
10 *equipment, standards, and systems, including with*  
11 *respect to costs;*

12 (3) *outline potential regulatory and procedural*  
13 *changes that may need to be undertaken by the FAA*  
14 *and other government entities, as well as equipment,*  
15 *standards, and systems that may need to be developed*  
16 *and required, to enable the development and vol-*  
17 *untary use of equipment (existing or new) that en-*  
18 *ables the use of portable, and installed, low cost posi-*  
19 *tion reporting in airspace not mandated for ADS-B*  
20 *Out;*

21 (4) *determine market size, development costs,*  
22 *and barriers that may need to be overcome for the de-*  
23 *velopment of technology that enables the use of port-*  
24 *able, and installed, low cost position reporting in air-*  
25 *space not mandated for ADS-B Out; and*



1           (5) *include a communication strategy that is*  
2           *targeted towards potential users and promotes the*  
3           *benefits of the position reporting solutions to enhance*  
4           *traffic awareness for voluntary use in airspace not*  
5           *mandated for ADS-B Out, when such technology is*  
6           *available for commercial use.*

7           (c) *REPORT TO CONGRESS.*—*Not later than 30 day*  
8           *after the date on which the report developed under sub-*  
9           *section (a) is finalized, the Administrator shall submit the*  
10           *report to the appropriate committees of Congress.*

11   **SEC. 319. PUBLIC AIRCRAFT FLIGHT TIME LOGGING ELIGI-**  
12                                    **BILITY.**

13           (a) *FORESTRY AND FIRE PROTECTION FLIGHT TIME*  
14           *LOGGING.*—

15           (1) *IN GENERAL.*—*Notwithstanding any other*  
16           *provision of law, aircraft under the direct operational*  
17           *control of forestry and fire protection agencies are eli-*  
18           *gible to log pilot flight times, if the flight time was*  
19           *acquired by the pilot while engaged on an official for-*  
20           *estry or fire protection flight, in the same manner as*  
21           *aircraft under the direct operational control of a Fed-*  
22           *eral, State, county, or municipal law enforcement*  
23           *agency.*

24           (2) *RETROACTIVE APPLICATION.*—*Paragraph (1)*  
25           *shall be applied as if enacted on October 8, 2018.*

1           (b) *REGULATIONS.*—Not later than 180 days after the  
2 date of enactment of this section, the Administrator shall  
3 make such regulatory changes as are necessary as a result  
4 of the enactment of subsection (a).

5 **SEC. 320. SAFETY MANAGEMENT SYSTEMS.**

6           (a) *FINDING.*—Congress finds that on January 11,  
7 2023, the FAA released a notice of proposed rulemaking to  
8 update and expand the requirements for safety management  
9 systems.

10          (b) *SCALE OF PROGRAM REQUIREMENTS.*—As the  
11 FAA reviews comments to the notice of proposed rulemaking  
12 described in subsection (a) and drafts the final rule, the  
13 Administrator shall ensure that safety management systems  
14 program requirements can be appropriately scaled to the  
15 size and complexity of each operator.

16 **SEC. 321. AVIATION SAFETY INFORMATION ANALYSIS AND**  
17 **SHARING PROGRAM.**

18          Not later than 180 days after the date of enactment  
19 of this section, the Administrator shall submit to the appro-  
20 priate committees of Congress a report on the FAA's  
21 progress with respect to the Aviation Safety Information  
22 Analysis and Sharing (ASIAS) program that—

23               (1) describes the phased approach the FAA is fol-  
24               lowing to construct the ASIAS system;

1           (2) describes the efforts of the FAA to secure in-  
2           creased safety data from—

3                   (A) commercial air carriers;

4                   (B) general aviation operators;

5                   (C) helicopter operators;

6                   (D) unmanned aircraft system operators;

7           and

8                   (E) other aircraft operators; and

9           (3) provides a summary of the efforts of the FAA  
10          to address gaps in safety data provided from any of  
11          the classes of operators described in paragraph (2).

12   **SEC. 322. CONSISTENT AND TIMELY PILOT CHECKS FOR AIR**  
13                   **CARRIERS.**

14          (a) *ESTABLISHMENT OF WORKING GROUP.*—Not later  
15          than 180 days after the date of enactment of this section,  
16          subject to subsection (b)(2), the Administrator shall estab-  
17          lish a working group for purposes of reviewing, evaluating,  
18          and making recommendations on check pilot functions for  
19          air carriers operating under part 135 of title 14, Code of  
20          Federal Regulations.

21          (b) *MEMBERSHIP.*—

22                  (1) *IN GENERAL.*—The working group required  
23          by this section shall include—

1           (A) *employees of the FAA who serve as*  
2           *check pilots (as described in section 91.1089 of*  
3           *title 14, Code of Federal Regulations);*

4           (B) *representatives of air carriers operating*  
5           *under such part 135; and*

6           (C) *industry associations representing such*  
7           *air carriers.*

8           (2) *EXISTING WORKING GROUP.—The Adminis-*  
9           *trator may assign the duties of the working group de-*  
10          *scribed in subsection (c) to an existing FAA working*  
11          *group if—*

12           (A) *the membership of the existing working*  
13           *group includes the members required under*  
14           *paragraph (1); or*

15           (B) *the members required under paragraph*  
16           *(1) are added to the membership of the existing*  
17           *working group.*

18          (c) *DUTIES.—The working group shall review, evalu-*  
19          *ate, and make recommendations on the following:*

20           (1) *Methods for approving check pilots for air*  
21           *carriers operating under such part 135.*

22           (2) *Actions required to ensure such air carriers*  
23           *are authorized an adequate number of check pilots to*  
24           *enable timely occurrence of pilot checks.*

1           (3) *Differences in qualification standards ap-*  
2           *plied to—*

3                   (A) *employees of the FAA who serve as*  
4           *check pilots; and*

5                   (B) *check pilots of an authorized air car-*  
6           *rier.*

7           (4) *Methods to standardize the qualification*  
8           *standards for check pilots, including check pilots who*  
9           *are employees of the FAA or of an authorized air car-*  
10          *rier.*

11           (5) *Methods to improve the training and quali-*  
12          *fication of check pilots.*

13           (6) *Prior recommendations made by FAA advi-*  
14          *sory committees or working groups regarding check*  
15          *pilot functions.*

16           (7) *Petitions for rulemaking submitted to the*  
17          *FAA regarding check pilot functions.*

18          (d) *BRIEFING TO CONGRESS.—Not later than 1 year*  
19          *after the date on which the Administrator establishes the*  
20          *working group under subsection (a) (or tasks an existing*  
21          *FAA working group under subsection (b)(2) with the duties*  
22          *described in subsection (c)), the Administrator shall brief*  
23          *the appropriate committees of Congress on the progress and*  
24          *recommendations of the working group, as well as the Ad-*  
25          *ministrator's efforts to implement such recommendations.*

1 **SEC. 323. ENHANCING PROCESSES FOR AUTHORIZING AIR-**  
2 **CRAFT FOR SERVICE IN COMMUTER AND ON**  
3 **DEMAND OPERATIONS.**

4 (a) *ESTABLISHMENT OF WORKING GROUP.*—Not later  
5 than 180 days after the date of enactment of this section,  
6 the Administrator shall establish a Part 135 Aircraft Con-  
7 formity Working Group (in this section referred to as the  
8 “Working Group”). The Working Group shall study meth-  
9 ods and make recommendations to clarify requirements and  
10 standardize the process for conducting and completing air-  
11 craft conformity processes for existing part 135 air carriers  
12 and operators in a timely manner and entering those air-  
13 craft into service.

14 (b) *MEMBERSHIP.*—The Working Group shall be com-  
15 prised of representatives of the FAA, existing part 135 air  
16 carriers and operators, and associations or trade groups  
17 representing such class of air carriers or operators.

18 (c) *DUTIES.*—The Working Group shall consider all  
19 aspects of the current FAA processes for ensuring aircraft  
20 conformity and make recommendations to enhance those  
21 processes, including with respect to—

22 (1) *methodologies for air carriers and operators*  
23 *to document and attest to aircraft conformity in ac-*  
24 *cordance with the requirements of part 135;*

25 (2) *streamlined protocols for part 135 operators*  
26 *to add an aircraft that was listed on another part*

1       135 certificate immediately prior to moving to the  
2       new air carrier; and

3               (3) changes to FAA policy and documentation  
4       necessary to implement the recommendations of the  
5       Working Group.

6       (d) CONGRESSIONAL BRIEFING.—Not later than 1 year  
7       after the date on which the Administrator establishes the  
8       Working Group, the Administrator shall brief the appro-  
9       priate committees of Congress on the progress made by the  
10      Working Group in carrying out the duties specified in sub-  
11      section (c), recommendations of the Working Group, and  
12      the Administrator’s efforts to implement such recommenda-  
13      tions.

14      (e) DEFINITION OF PART 135.—In this section the  
15      term “part 135” means part 135 of title 14, Code of Federal  
16      Regulations.

17      **SEC. 324. TOWER MARKING COMPLIANCE.**

18      (a) IN GENERAL.—Not later than 180 days after the  
19      date of enactment of this section, the Administrator shall  
20      provide a briefing to the appropriate committees of Con-  
21      gress on implementation of the requirements of section 2110  
22      of the FAA Extension, Safety, and Security Act of 2016  
23      (49 U.S.C. 44718 note) (as amended by section 576 of the  
24      FAA Reauthorization Act of 2018 (Public Law 115–254,  
25      132 Stat. 3391)).

1       (b) *REQUIREMENTS.*—*The briefing required by sub-*  
2 *section (a) shall include the following:*

3           (1) *A description of, and timeframe for, the Ad-*  
4 *ministrator’s development of requirements to file no-*  
5 *tice of construction of meteorological evaluation tow-*  
6 *ers and other renewable energy projects under the no-*  
7 *tice of proposed rulemaking RIN 2120-AK77.*

8           (2) *A description of the FAA’s use of existing*  
9 *publicly accessible databases to collect and make*  
10 *available information about certain structures that*  
11 *are required to, or voluntarily, file notice with the*  
12 *FAA.*

13           (3) *For the period beginning on July 15, 2016,*  
14 *and ending on the date the briefing required by sub-*  
15 *section (a) is provided, a list of aircraft accidents*  
16 *during such period that are associated with covered*  
17 *towers (as such term is defined in section*  
18 *2110(b)(1)(A) of the FAA Extension, Safety, and Se-*  
19 *curity Act of 2016 (49 U.S.C. 44718 note) that are*  
20 *not marked in accordance with applicable guidance*  
21 *in the advisory circular of the FAA issued December*  
22 *4, 2015 (AC 70/7460-IL).*



1 **SEC. 325. ADMINISTRATIVE AUTHORITY FOR CIVIL PEN-**  
2 **ALTIES.**

3 *Section 46301(d) of title 49, United States Code, is*  
4 *amended—*

5 *(1) in paragraph (4), by striking subparagraph*  
6 *(A) and inserting the following:*

7 *“(A) the amount in controversy is more*  
8 *than—*

9 *“(i) \$400,000 if the violation was com-*  
10 *mitted by any person other than an indi-*  
11 *vidual or small business concern before the*  
12 *date of enactment of the FAA Reauthoriza-*  
13 *tion Act of 2024;*

14 *“(ii) \$50,000 if the violation was com-*  
15 *mitted by an individual or small business*  
16 *concern before the date of enactment of the*  
17 *FAA Reauthorization Act of 2024;*

18 *“(iii) \$10,000,000 if the violation was*  
19 *committed by a person other than an indi-*  
20 *vidual or small business concern on or after*  
21 *the date of enactment of the FAA Reauthor-*  
22 *ization Act of 2024;*

23 *“(iv) \$250,000 if the violation was*  
24 *committed by an individual on or after the*  
25 *date of enactment of the FAA Reauthoriza-*  
26 *tion Act of 2024; or*

1                   “(v) \$2,500,000 if the violation was  
2                   committed by a small business concern on  
3                   or after the date of enactment of the FAA  
4                   Reauthorization Act of 2024;”;

5                   (2) by striking paragraph (8) and inserting the  
6                   following:

7                   “(8) The maximum civil penalty the Adminis-  
8                   trator of the Transportation Security Administration,  
9                   Administrator of the Federal Aviation Administra-  
10                  tion, or Board may impose under this subsection is—

11                  “(A) \$400,000 if the violation was com-  
12                  mitted by a person other than an individual or  
13                  small business concern before the date of enact-  
14                  ment of the FAA Reauthorization Act of 2024;

15                  “(B) \$50,000 if the violation was committed  
16                  by an individual or small business concern be-  
17                  fore the date of enactment of the FAA Reauthor-  
18                  ization Act of 2024;

19                  “(C) \$10,000,000 if the violation was com-  
20                  mitted by a person other than an individual or  
21                  small business concern on or after the date of en-  
22                  actment of the FAA Reauthorization Act of 2024;

23                  “(D) \$250,000 if the violation was com-  
24                  mitted by an individual on or after the date of

1           enactment of the FAA Reauthorization Act of  
2           2024; or

3           “(E) \$2,500,000 if the violation was com-  
4           mitted by a small business concern on or after  
5           the date of enactment of the FAA Reauthoriza-  
6           tion Act of 2024.”; and

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

8           “(10) The maximum amounts authorized in  
9           clauses (iii) through (v) of paragraph (4)(A) and in  
10          subparagraphs (C) through (E) of paragraph (8) of  
11          this subsection shall be adjusted for inflation no less  
12          frequently than every 5 years.”.

13   **SEC. 326. CIVIL PENALTIES FOR WHISTLEBLOWER PROTEC-**  
14                           **TION PROGRAM VIOLATIONS.**

15          Section 46301(d)(2) of title 49, United States Code,  
16   is amended by inserting “subchapter III of chapter 421,”  
17   before “chapter 441”.

18   **SEC. 327. FLIGHT SERVICE STATIONS.**

19          (a) *REPEAL*.—Section 44514 of title 49, United States  
20   Code, and the item relating to that section in the analysis  
21   for chapter 445 of such title 49 are repealed.

22          (b) *CONFORMING AMENDMENT*.—Section 106(g)(1)(D)  
23   of title 49, United States Code, is amended by striking  
24   “44514,”.

1 **SEC. 328. TECHNICAL ASSISTANCE AGREEMENTS.**

2 *Section 40104(b) of title 49, United States Code, is*  
3 *amended by adding at the end the following new para-*  
4 *graphs:*

5 *“(3) STATE-TO-STATE AGREEMENTS.—The Ad-*  
6 *ministrator shall promote efficient delivery of bilat-*  
7 *eral and multilateral engagement and technical as-*  
8 *sistance by waiving the requirement for State-to-State*  
9 *agreements for the provision of technical assistance*  
10 *and training if the Administrator determines that—*

11 *“(A) a foreign government would benefit*  
12 *from technical assistance pursuant to this sub-*  
13 *section to strengthen aviation safety, efficiency,*  
14 *and security; and*

15 *“(B) the engagement is to provide inher-*  
16 *ently governmental technical assistance and*  
17 *training.*

18 *“(4) DEFINITION.—In this subsection, the term*  
19 *‘inherently governmental technical assistance and*  
20 *training’ means technical assistance and training*  
21 *that—*

22 *“(A) relies upon or incorporates Federal*  
23 *Aviation Administration-specific program, sys-*  
24 *tem, policy, or procedural matters;*

25 *“(B) must be accomplished using agency ex-*  
26 *pertise and authority; and*

1 “(C) relates to—

2 “(i) international aviation safety as-  
3 sessment technical reviews and technical as-  
4 sistance;

5 “(ii) aerodrome safety and certifi-  
6 cation;

7 “(iii) aviation system certification ac-  
8 tivities based on Federal Aviation Adminis-  
9 tration regulations and requirements;

10 “(iv) cybersecurity efforts to protect  
11 United States aviation ecosystem compo-  
12 nents and facilities;

13 “(v) operation and maintenance of air  
14 navigation system equipment, procedures,  
15 and personnel; or

16 “(vi) related training and exercises in  
17 support of aviation safety, efficiency, and  
18 security.”.

19 **SEC. 329. RESTORATION OF AUTHORITY.**

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

1 **“§40119. Security and research and development ac-**  
2 **tivities**

3 “(a) *GENERAL REQUIREMENTS.*—*The Administrator*  
4 *of the Federal Aviation Administration shall conduct re-*  
5 *search (including behavioral research) and development ac-*  
6 *tivities appropriate to develop, modify, test, and evaluate*  
7 *a system, procedure, facility, or device to protect passengers*  
8 *and property against acts of criminal violence, aircraft pi-*  
9 *racy, and terrorism and to ensure safety, security, and effi-*  
10 *ciency.*

11 “(b) *DISCLOSURE.*—

12 “(1) *REGULATIONS PROHIBITING DISCLOSURE.*—  
13 *Notwithstanding the establishment of the Department*  
14 *of Homeland Security, the Secretary of Transpor-*  
15 *tation, in accordance with section 552(b)(3)(B) of*  
16 *title 5, United States Code, shall prescribe regulations*  
17 *prohibiting disclosure of information obtained or de-*  
18 *veloped in ensuring security under this title if the*  
19 *Secretary of Transportation decides disclosing the in-*  
20 *formation would—*

21 “(A) *be an unwarranted invasion of per-*  
22 *sonal privacy;*

23 “(B) *reveal a trade secret or privileged or*  
24 *confidential commercial or financial informa-*  
25 *tion; or*

1           “(C) *be detrimental to transportation safe-*  
2           *ty.*

3           “(2) *DISCLOSURE TO CONGRESS.—Paragraph*  
4           *(1) of this subsection does not authorize information*  
5           *to be withheld from a committee of Congress author-*  
6           *ized to have the information.*

7           “(3) *SENSITIVE SECURITY INFORMATION.—Noth-*  
8           *ing in paragraph (1) shall be construed to authorize*  
9           *the designation of information as sensitive security*  
10           *information (as defined in section 15.5 of title 49,*  
11           *Code of Federal Regulations)—*

12           “(A) *to conceal a violation of law, ineffi-*  
13           *ciency, or administrative error;*

14           “(B) *to prevent embarrassment to a person,*  
15           *organization, or agency;*

16           “(C) *to restrain competition; or*

17           “(D) *to prevent or delay the release of infor-*  
18           *mation that does not require protection in the*  
19           *interest of transportation security, including*  
20           *basic scientific research information not clearly*  
21           *related to transportation security.*

22           “(4) *LAW ENFORCEMENT DISCLOSURE.—Section*  
23           *552a of title 5, United States Code, shall not apply*  
24           *to disclosures that the Administrator may make from*  
25           *the systems of records of the Federal Aviation Admin-*

1        *istration to any Federal law enforcement, intelligence,*  
2        *protective service, immigration, or national security*  
3        *official in order to assist the official receiving the in-*  
4        *formation in the performance of official duties.*

5        *“(c) TRANSFER OF DUTIES AND POWERS PROHIB-*  
6        *ITED.—Except as otherwise provided by law, a duty or*  
7        *power under this section may not be transferred to another*  
8        *department, agency, or instrumentality of the United States*  
9        *Government.”.*

10        *(b) EFFECTIVE DATE.—The amendments made by this*  
11        *section shall be effective as of October 5, 2018, and all au-*  
12        *thority restored to the Secretary and the FAA under this*  
13        *section shall be treated as if it had never been repealed by*  
14        *the FAA Reauthorization Act of 2018 (Public Law 115-254;*  
15        *132 Stat. 3186).*

16        *(c) CONFORMING AMENDMENTS.—*

17                *(1) CHAPTER 401 ANALYSIS.—The analysis for*  
18        *chapter 401 of title 49, United States Code, is amend-*  
19        *ed by inserting after the item relating to section*  
20        *40118 the following:*

*“40119. Security and research and development activities.”.*

21                *(2) OTHER AMENDMENTS.—Section*  
22        *44912(d)(2)(A)(iii) of title 49, United States Code, is*  
23        *amended by striking “safety” and inserting “secu-*  
24        *urity”.*



1 **SEC. 330. TARMAC OPERATIONS MONITORING STUDY.**

2 (a) *IN GENERAL.*—*The Director of the Bureau of*  
3 *Transportation Statistics (referred to in this section as the*  
4 *“Director”), in consultation with other offices within the*  
5 *Office of the Secretary of Transportation and the FAA, shall*  
6 *conduct a study to explore the capture, storage, analysis,*  
7 *and feasibility of monitoring ground source data at air-*  
8 *ports in the United States.*

9 (b) *OBJECTIVES.*—*The objectives of the study con-*  
10 *ducted under subsection (a) shall include:*

11 (1) *Determining the current state of ground*  
12 *source data coverage at airports in the United States.*

13 (2) *Understanding the technology requirements*  
14 *for monitoring ground movements at airports through*  
15 *sensors, receivers, or other technologies.*

16 (3) *Conducting data collection through a pilot*  
17 *program and developing ground-based tarmac delay*  
18 *statistics.*

19 (4) *Performing an evaluation and feasibility*  
20 *analysis of potential system-level tarmac operations*  
21 *monitoring solutions.*

22 (c) *PILOT PROGRAM.*—

23 (1) *IN GENERAL.*—*Not later than 180 days after*  
24 *the date of enactment of this section, the Director*  
25 *shall establish a pilot program for the purposes of col-*  
26 *lecting data and developing ground-based tarmac*

1       *delay statistics or other relevant statistics with re-*  
2       *spect to airports in the United States.*

3               (2) *REQUIREMENTS.—The pilot program estab-*  
4       *lished under paragraph (1) shall—*

5                       (A) *include up to 6 airports that the Direc-*  
6       *tor determines reflect a diversity of factors, in-*  
7       *cluding geography, size, and air traffic;*

8                       (B) *terminate not more than 3 years after*  
9       *the date of enactment of this section; and*

10                      (C) *be subject to any guidelines issued by*  
11       *the Director.*

12       (d) *REPORT.—Not later than 4 years after the date*  
13 *of enactment of this section, the Director shall publish the*  
14 *results of the study conducted under subsection (a) and the*  
15 *pilot program established under subsection (c) on a publicly*  
16 *available website.*

17 **SEC. 331. GAO REPORT ON CYBERSECURITY OF COMMER-**  
18 **CIAL AVIATION AVIONICS.**

19       (a) *IN GENERAL.—The Comptroller General shall con-*  
20 *duct a review on the consideration, identification, and in-*  
21 *clusion of aircraft cybersecurity into the strategic frame-*  
22 *work for aviation security as part of the FAA’s cybersecu-*  
23 *rity strategy.*

24       (b) *CONTENTS OF THE REVIEW.—The review required*  
25 *by subsection (a) shall assess—*

1           (1) *how onboard aircraft cybersecurity risks and*  
2           *vulnerabilities are defined and accounted for in the*  
3           *strategy aviation security framework, particularly in*  
4           *pillar 2 of that framework to “protect and defend*  
5           *FAA networks and systems to mitigate risks to FAA*  
6           *missions and service delivery”;*

7           (2) *how onboard aircraft cybersecurity, particu-*  
8           *larly of the aircraft avionics, is considered, incor-*  
9           *porated, and prioritized in the cybersecurity strategy*  
10          *pursuant to section 509 of the FAA Reauthorization*  
11          *Act of 2018 (49 U.S.C. 44903 note);*

12          (3) *how roles and responsibilities for aircraft*  
13          *and ground systems cybersecurity are differentiated*  
14          *and enforced between the Transportation Security*  
15          *Agency and the FAA;*

16          (4) *how aircraft and ground systems cybersecu-*  
17          *rity vulnerabilities are being identified and*  
18          *prioritized for mitigation, particularly considering*  
19          *the commercial technology ecosystem; and*

20          (5) *the budgets of the parties responsible for im-*  
21          *plementing the strategy framework for aviation secu-*  
22          *rity, as identified in subsection (a), to satisfy those*  
23          *mitigation requirements necessary to secure the avia-*  
24          *tion ecosystem from onboard cybersecurity*  
25          *vulnerabilities.*

1       (c) *REPORT REQUIRED.*—Not later than 1 year after  
2 the date of the enactment of this section, the Comptroller  
3 General shall submit a report containing the results of the  
4 review required by this section to—

5           (1) the appropriate committees of Congress;

6           (2) the Committee on Homeland Security of the  
7 House of Representatives; and

8           (3) the Committee on Homeland Security and  
9 Government Affairs of the Senate.

10 **SEC. 332. SECURING AIRCRAFT AVIONICS SYSTEMS.**

11       Section 506(a) of the FAA Reauthorization Act of 2018  
12 (42 U.S.C. 44704 note) is amended—

13           (1) in the matter preceding paragraph (1), by  
14 striking “consider, where appropriate, revising” and  
15 inserting “revise, where appropriate, existing”;

16           (2) in paragraph (1), by striking “and” after the  
17 semicolon;

18           (3) in paragraph (2), by striking the period at  
19 the end and inserting “; and”; and

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

21           “(3) to require that software-based systems and  
22 equipment, including aircraft flight critical systems,  
23 be verified to ensure the software-based systems and  
24 equipment have not been compromised by unauthor-  
25 ized external and internal access.”.

1 **SEC. 333. MAINTENANCE DATA AVAILABILITY.**

2 (a) *IN GENERAL.*—*The Administrator shall assign to*  
3 *the Aviation Rulemaking Advisory Committee the task of—*

4 (1) *performing a comprehensive review of pre-*  
5 *vious and current FAA regulations and related inter-*  
6 *nal and external guidance material related to instruc-*  
7 *tions for continued airworthiness (in this section re-*  
8 *ferred to as “ICA”); and*

9 (2) *developing and submitting to the Adminis-*  
10 *trator recommendations for guidance or regulatory*  
11 *changes to—*

12 (A) *clarify the obligations of design ap-*  
13 *proval holders to develop and make ICA avail-*  
14 *able;*

15 (B) *create methods to identify and provide*  
16 *access to ICA; and*

17 (C) *create mechanisms to accept complaints,*  
18 *resolve disputes, and enforce obligations.*

19 (b) *REPORT TO CONGRESS.*—*Not later than 1 year*  
20 *after receiving the recommendations under subsection (a),*  
21 *the Administrator shall submit to the appropriate commit-*  
22 *tees of Congress a report that describes such recommenda-*  
23 *tions and the Administrator’s plan, if any, to implement*  
24 *such recommendations.*

1 **SEC. 334. STUDY ON AIRWORTHINESS STANDARDS COMPLI-**  
2 **ANCE.**

3 (a) *STUDY.*—*The Administrator shall conduct a study*  
4 *on the safety consequences of a transport airplane design*  
5 *approved by a domestic or foreign aviation manufacturer*  
6 *failing to comply with the applicable airworthiness stand-*  
7 *ards. The study shall identify—*

8 (1) *each final airworthiness directive applicable*  
9 *to transport airplanes that was issued by the FAA in*  
10 *the 2-year period prior to the date of enactment of*  
11 *this section to address unsafe conditions resulting*  
12 *from the approval of designs that were non-compliant*  
13 *with an applicable airworthiness standard; and*

14 (2) *for each such airworthiness directive—*

15 (A) *the airworthiness standard with which*  
16 *the affected products failed to comply, as well as*  
17 *the resulting unsafe condition and whether such*  
18 *condition resulted in an accident;*

19 (B) *the methods by which the noncompli-*  
20 *ance was discovered and brought to the attention*  
21 *of the FAA;*

22 (C) *an analysis of whether the method used*  
23 *by the applicant to show compliance was accept-*  
24 *able and whether other compliance methods*  
25 *would have identified the noncompliance during*  
26 *the type certification process;*

1           (D) the date of approval of the relevant type  
2           design and the date of issuance of the airworthi-  
3           ness directive;

4           (E) any corrective action mandated to ad-  
5           dress the identified unsafe condition;

6           (F) the period of time specified for the in-  
7           corporation of the corrective action, during  
8           which the affected products were allowed to oper-  
9           ate before the unsafe condition was corrected;  
10          and

11          (G) the total cost of compliance estimated in  
12          the final rule adopting the airworthiness direc-  
13          tive.

14          (b) *COORDINATION.*—In conducting the study under  
15          subsection (a), the Administrator shall coordinate with, and  
16          solicit comments from, union representatives of the aviation  
17          safety engineers involved in the development of airworthi-  
18          ness directives.

19          (c) *REPORT TO CONGRESS.*—Not later than 1 year  
20          after the date of enactment of this section, the Adminis-  
21          trator shall submit to the appropriate committees of Con-  
22          gress a report that includes—

23                 (1) the results of the study conducted under sub-  
24                 section (a);

1           (2) a description of any root cause of unsafe con-  
 2           ditions identified by such study, as well as an identi-  
 3           fication of any action required to address any such  
 4           root cause;

5           (3) the union representative comments solicited  
 6           under subsection (b); and

7           (4) any other recommendations for legislative or  
 8           administrative action determined appropriate by the  
 9           Administrator.

10          (d) *DEFINITION OF TRANSPORT AIRPLANE.*—For pur-  
 11         poses of this section, the term “transport airplane” has the  
 12         meaning given such term in FAA Notice N 8900.649, titled  
 13         “Use of Air Carrier Pilots During Flight Standardization  
 14         Board Evaluations for Transport Airplanes” (issued De-  
 15         cember 23, 2022).

16         **SEC. 335. FIRE PROTECTION STANDARDS.**

17         (a) *INTERNAL REGULATORY REVIEW TEAM.*—

18                 (1) *ESTABLISHMENT.*—Not later than 60 days  
 19                 after the date of enactment of this section, the Admin-  
 20                 istrator shall establish an internal regulatory review  
 21                 team (in this section referred to as the “Team”).

22                 (2) *REVIEW.*—

23                         (A) *IN GENERAL.*—Not later than 180 days  
 24                         after the date on which the Team is established,  
 25                         the Team shall conduct a review of foreign air-



1            *worthiness standards and guidance for firewalls*  
2            *to determine best practices that should be adopt-*  
3            *ed by the FAA and submit to the Administrator*  
4            *a report on the findings of such review.*

5            *(B) REQUIREMENTS.—In conducting the re-*  
6            *view, the Team shall—*

7                    *(i) identify any significant differences*  
8                    *in standards or guidance with respect to*  
9                    *test article selection, fire test boundaries,*  
10                   *and evaluation criteria for such tests, in-*  
11                   *cluding the use of certification by analysis*  
12                   *where substantially similar designs have*  
13                   *passed burn tests;*

14                   *(ii) assess the safety implications for*  
15                   *any products imported into the United*  
16                   *States that do not comply with the FAA’s*  
17                   *firewall requirements; and*

18                   *(iii) consult with industry stakeholders*  
19                   *to the maximum extent practicable.*

20            *(b) DUTIES OF THE ADMINISTRATOR.—The Adminis-*  
21            *trator shall—*

22                    *(1) not later than 60 days after the date on*  
23                    *which the Team reports the findings of the review to*  
24                    *the Administrator, update the FAA’s Significant*  
25                    *Standards List based on such findings; and*

1           (2) *not later than 90 days after such date, sub-*  
2           *mit to the appropriate committees of Congress a re-*  
3           *port on such findings, together with recommendations*  
4           *for such legislative or administrative action as the*  
5           *Administrator determines appropriate.*

6 **SEC. 336. CABIN AIR SAFETY.**

7           (a) *DEADLINE FOR SUBMISSIONS TO CONGRESS.*—*Not*  
8           *later than 60 days after the date of enactment of this sec-*  
9           *tion, the Administrator shall complete the requirements of*  
10          *section 326 of the FAA Reauthorization Act of 2018 (49*  
11          *U.S.C. 40101 note) and submit to the appropriate Congres-*  
12          *sional committees the following:*

13                 (1) *The study by the Airliner Cabin Environ-*  
14                 *mental Research Center of Excellence on bleed air re-*  
15                 *quired by subsection (c) of such section.*

16                 (2) *The report on the feasibility, efficacy, and*  
17                 *cost-effectiveness of certification and installation of*  
18                 *systems to evaluate bleed air quality required by sub-*  
19                 *section (d) of such section.*

20           (b) *RULEMAKING.*—*Not later than 1 year after such*  
21           *date of enactment, the Administrator may issue a notice*  
22           *of proposed rulemaking to establish requirements for sched-*  
23           *uled passenger air carrier operations under part 121 of title*  
24           *14, Code of Federal Regulations, with respect to incidents*  
25           *onboard aircraft involving oil and hydraulic fluid fume*

1 *events. The rulemaking shall include, as necessary, the*  
2 *study and report required under subsection (a) and may*  
3 *include the following:*

4           (1) *Training for flight attendants, pilots, air-*  
5 *craft maintenance technicians, airport first respond-*  
6 *ers, and emergency responders on how to respond to*  
7 *incidents on aircraft involving smoke or fume events.*

8           (2) *A standardized FAA form and system for re-*  
9 *porting incidents involving smoke or fume events on-*  
10 *board aircraft.*

11           (3) *The development of investigative procedures*  
12 *for the FAA to follow after receipt of a report of an*  
13 *incident involving an oil and hydraulic fluid event*  
14 *onboard aircraft in which at least 1 passenger or*  
15 *crew member required medical attention as a result*  
16 *of the incident.*

17           (4) *Installation onboard aircraft of detectors and*  
18 *other air quality monitoring equipment situated in*  
19 *the air supply system to enable pilots and mainte-*  
20 *nance technicians to locate the sources of air supply*  
21 *contamination, including carbon monoxide.*

22 **SEC. 337. AIRPORT AIR SAFETY.**

23           *The Administrator shall evaluate whether there are im-*  
24 *pacts to travelers due to poor air quality and bleed air in-*  
25 *side Washington Dulles International Airport.*

1 **SEC. 338. AIRCRAFT INTERCHANGE AGREEMENT LIMITA-**  
2 **TIONS.**

3 (a) *IN GENERAL.*—Not later than 6 months after the  
4 date of enactment of this section, the Administrator shall  
5 revise section 121.569 of title 14, Code of Federal Regula-  
6 tions, to include each of the provisions described in sub-  
7 section (b).

8 (b) *PROVISIONS DESCRIBED.*—The provisions de-  
9 scribed in this subsection are the following:

10 (1) *A 30-day limit on foreign aircraft inter-*  
11 *change agreements.*

12 (2) *A minimum break between foreign aircraft*  
13 *interchange renewals of 90 days.*

14 (3) *A limit of no more than 1 foreign aircraft*  
15 *interchange agreement between 2 airlines.*

16 (4) *A limit of no more than 2 foreign aircraft*  
17 *on the interchange agreement.*

18 **SEC. 339. WILDFIRE SUPPRESSION.**

19 (a) *IN GENERAL.*—To ensure that sufficient fire-  
20 fighting resources are available to suppress wildfires and  
21 protect public safety and property, and notwithstanding  
22 any other provision of law or agency regulation, not later  
23 than 18 months after the date of enactment of this section,  
24 the Administrator shall promulgate an interim final rule  
25 under which—

1           (1) *an operation described in section 21.25(b)(7)*  
2           *of title 14, Code of Federal Regulations, shall allow*  
3           *for the transport of firefighters to and from the site*  
4           *of a wildfire to perform ground wildfire suppression*  
5           *and designate the firefighters conducting such an op-*  
6           *eration as essential crewmembers on board a covered*  
7           *aircraft operated on a mission to suppress wildfire;*

8           (2) *the aircraft maintenance, inspections, and*  
9           *pilot training requirements under part 135 of such*  
10          *title 14 may apply to such an operation, if deter-*  
11          *mined by the Administrator to be necessary to main-*  
12          *tain the safety of firefighters carrying out wildfire*  
13          *suppression missions; and*

14          (3) *the noise standards described in part 36 of*  
15          *such title 14 shall not apply to such an operation.*

16          **(b) SURPLUS MILITARY AIRCRAFT.**—*In promulgating*  
17          *any rule under subsection (a), the Administrator shall not*  
18          *enable any aircraft of a type that has been manufactured*  
19          *in accordance with the requirements of, and accepted for*  
20          *use by, any branch of the United States Military and has*  
21          *been later modified to be used for wildfire suppression oper-*  
22          *ations.*

23          **(c) CONFORMING AMENDMENTS TO FAA DOCU-**  
24          **MENTS.**—*In promulgating an interim final rule under sub-*  
25          *section (a), the Administrator shall amend FAA Order*

1 8110.56, *Restricted Category Type Certification* (dated Feb-  
 2 ruary 27, 2006), as well as any corresponding policy or  
 3 guidance material, to reflect the requirements of subsection  
 4 (a).

5 (d) *SAVINGS PROVISION.*—*Nothing in this section shall*  
 6 *be construed to limit the Administrator’s authority to take*  
 7 *action otherwise authorized by law to protect aviation safe-*  
 8 *ty or passenger safety.*

9 (e) *DEFINITIONS.*—*For purposes of this section:*

10 (1) *COVERED AIRCRAFT.*—*The term “covered air-*  
 11 *craft” means an aircraft type-certificated in the re-*  
 12 *stricted category under section 21.25 of title 14, Code*  
 13 *of Federal Regulations, used for transporting fire-*  
 14 *fighters to and from the site of a wildfire in order to*  
 15 *perform ground wildfire suppression for the purpose*  
 16 *of extinguishing a wildfire on behalf of, or pursuant*  
 17 *to a contract with, a Federal, State, or local govern-*  
 18 *ment agency.*

19 (2) *FIREFIGHTERS.*—*The term “firefighters”*  
 20 *means a trained fire suppression professional the*  
 21 *transport of whom is necessary to accomplish a wild-*  
 22 *fire suppression operation.*

23 **SEC. 340. STUDY ON IMPACTS OF TEMPERATURE IN AIR-**  
 24 **CRAFT CABINS.**

25 (a) *STUDY.*—

1           (1) *IN GENERAL.*—Not later than 2 years after  
2           the date of enactment of this section, the Adminis-  
3           trator shall enter into appropriate arrangements with  
4           the National Academies of Sciences, Engineering, and  
5           Medicine (in this subsection referred to as the “Na-  
6           tional Academies”) under which the National Acad-  
7           emies will conduct a 1-year study on the health and  
8           safety impacts, with respect to passengers and crew-  
9           members during each season in which the study is  
10          conducted, of the temperature of a covered aircraft  
11          cabin falling outside of a temperature between 65 and  
12          85 degrees Fahrenheit during all phases of flight oper-  
13          ation.

14          (2) *CONSULTATION.*—In conducting the study re-  
15          quired by paragraph (1), the National Academies  
16          shall consult with the FAA Civil Aerospace Medical  
17          Institute, air carriers operating under part 121 of  
18          title 14, Code of Federal Regulations, and applicable  
19          aviation labor organizations.

20          (3) *FLIGHT OPERATION DEFINITION.*—For pur-  
21          poses of paragraph (1), the term “flight operation”  
22          means the period beginning on the moment an indi-  
23          vidual boards the covered aircraft with the intention  
24          of work and duty related to the flight until such time

1       *as all such individuals have disembarked from the*  
2       *covered aircraft.*

3       **(b) REPORTS.—**

4           **(1) TO THE ADMINISTRATOR.—***Not later than*  
5       *180 days after the date on which the study under sub-*  
6       *section (a) is completed, the National Academies shall*  
7       *submit to the Administrator a report on the results*  
8       *of such study, together with recommendations deter-*  
9       *mined appropriate by the National Academies.*

10          **(2) TO CONGRESS.—***Not later than 60 days after*  
11       *the date on which the National Academies submits the*  
12       *report under paragraph (1), the Administrator shall*  
13       *submit to the appropriate committees of Congress a*  
14       *report describing the results of the study required by*  
15       *subsection (a), together with recommendations for fur-*  
16       *ther action deemed appropriate by the Administrator.*

17       **(c) DEFINITION OF COVERED AIRCRAFT.—***For pur-*  
18       *poses of this section, the term “covered aircraft” means an*  
19       *aircraft operated under part 121 of title 14, Code of Federal*  
20       *Regulations.*

21       **SEC. 341. PART 135 PILOT SUPPLEMENTAL OXYGEN RE-**  
22       **QUIREMENT.**

23       *Not later than 1 year after the date of enactment of*  
24       *this section, the Administrator shall issue a notice of pro-*  
25       *posed rulemaking concerning whether to revise the require-*



1 *ments under paragraphs (3) and (4) of section 135.89(b)*  
2 *of title 14, Code of Federal Regulations, to only apply to*  
3 *aircraft operating at altitudes above flight level 410. In the*  
4 *notice of proposed rulemaking, the Administrator shall con-*  
5 *sider applicable safety data and risks, including in relation*  
6 *to applicable incidents and accidents, as well as the inves-*  
7 *tigations and recommendations of the National Transpor-*  
8 *tation Safety Board.*

9 **SEC. 342. CREWMEMBER PUMPING GUIDANCE.**

10 *(a) IN GENERAL.—Not later than 180 days after the*  
11 *date of enactment of this section, the Administrator shall*  
12 *issue guidance to Part 121 air carriers relating to the ex-*  
13 *pression of milk by crewmembers on an aircraft during*  
14 *non-critical phases of flight, consistent with the perform-*  
15 *ance of the crewmember's duties aboard the aircraft. The*  
16 *guidance shall be equally applicable to any lactating crew-*  
17 *member. In developing the guidance, the Administrator*  
18 *shall—*

19 *(1) consider multiple methods of expressing*  
20 *breast milk that could be used by crewmembers, in-*  
21 *cluding the use of wearable lactation technology; and*

22 *(2) ensure that complying with the advisory cir-*  
23 *cular will not require an air carrier or foreign air*  
24 *carrier to incur significant expense, such as through*  
25 *the addition of an extra crewmember in response to*

1        *providing a break, removal or retrofitting of seats on*  
 2        *the aircraft, or modification or retrofitting of an air-*  
 3        *craft.*

4        *(b) DEFINITIONS.—In this section:*

5            *(1) CREWMEMBER.—The term “crewmember”*  
 6        *has the meaning given such term in section 1.1 of*  
 7        *title 14, Code of Federal Regulations.*

8            *(2) CRITICAL PHASES OF FLIGHT.—The term*  
 9        *“critical phases of flight” has the meaning given such*  
 10        *term in section 121.542 of title 14, Code of Federal*  
 11        *Regulations.*

12            *(3) PART 121.—The term “Part 121” means part*  
 13        *121 of title 14, Code of Federal Regulations.*

14        *(c) AVIATION SAFETY.—Nothing in this section shall*  
 15        *limit the Administrator’s authority over aviation safety*  
 16        *under subtitle VII of title 49, United States Code.*

17        **SEC. 343. REAUTHORIZATION OF CERTAIN PROVISIONS OF**  
 18                            **THE AIRCRAFT CERTIFICATION, SAFETY, AND**  
 19                            **ACCOUNTABILITY ACT.**

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

23            *(1) in subsection (f)(2), in the matter preceding*  
 24        *subparagraph (A), by striking “September 30, 2023”*  
 25        *and inserting “September 30, 2028”; and*

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

3           (b) *INTEGRATED PROJECT TEAMS.—Section 108(f) of*  
4           *division V of the Consolidated Appropriations Act, 2021 (49*  
5           *U.S.C. 44704 note) is amended by striking “fiscal year*  
6           *2023” and inserting “fiscal year 2028”.*

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

11          (d) *PROFESSIONAL DEVELOPMENT, SKILLS ENHANCE-*  
12          *MENT, CONTINUING EDUCATION AND TRAINING.—Section*  
13          *44519(c) of title 49, United States Code, is amended by*  
14          *striking “2023” and inserting “2028”.*

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

19          (f) *CHANGED PRODUCT RULE.—Section 117(b)(1) of*  
20          *division V of the Consolidated Appropriations Act, 2021 (49*  
21          *U.S.C. 44704 note) is amended by striking “fiscal year*  
22          *2023” and inserting “fiscal year 2028”.*

23          (g) *DOMESTIC AND INTERNATIONAL PILOT TRAIN-*  
24          *ING.—Section 119(f)(3) of division V of the Consolidated*

1 *Appropriations Act, 2021 is amended by striking “2023”*  
2 *and inserting “2028”.*

3 *(h) OVERSIGHT OF FAA COMPLIANCE PROGRAM.—*  
4 *Section 122 of division V of the Consolidated Appropria-*  
5 *tions Act, 2021 is amended—*

6 *(1) in subsection (c)(4), by striking “October 1,*  
7 *2023” and inserting “October 1, 2028”; and*

8 *(2) in subsection (d), by striking “2023” and in-*  
9 *serting “2028”.*

10 *(i) NATIONAL AIR GRANT FELLOWSHIP PROGRAM.—*  
11 *Section 131(d) of division V of the Consolidated Appropria-*  
12 *tions Act, 2021 (49 U.S.C. 40101 note) is amended by strik-*  
13 *ing “2025” and inserting “2028”.*

14 **SEC. 344. REPORT ON THE COMPLIANCE OF FOREIGN REGU-**  
15 **LATORS WITH BILATERAL AVIATION SAFETY**  
16 **AGREEMENTS.**

17 *(a) STUDY.—*

18 *(1) IN GENERAL.—The Administrator shall con-*  
19 *duct a study on the extent to which foreign regulators*  
20 *are complying with Bilateral Aviation Safety Agree-*  
21 *ments, including agreements on honoring Federal*  
22 *Aviation Administration certified aircraft, parts, and*  
23 *systems.*

24 *(2) REQUIREMENTS.—The study conducted*  
25 *under paragraph (1) shall include—*

1           (A) the identification of, and the tracking of  
2 concerns related to, foreign regulators that fail to  
3 comply with the spirit of Bilateral Aviation  
4 Safety Agreements;

5           (B) an analysis of the effect that noncompli-  
6 ance with such Agreements by foreign regulators  
7 has on manufacturers and supply chains;

8           (C) a description of the steps the Adminis-  
9 trator is taking to enforce such Agreements; and

10           (D) other items determined appropriate by  
11 the Administrator.

12       (b) *REPORT.*—Not later than 1 year after the date of  
13 enactment of this Act, the Administrator shall submit to  
14 the appropriate committees of Congress a report on the  
15 study conducted under subsection (a), together with rec-  
16 ommendations for such legislation as the Administrator de-  
17 termines appropriate.

18 **SEC. 345. STUDY ON FAA USE OF MANDATORY EQUAL AC-**  
19 **CESS TO JUSTICE ACT WAIVERS.**

20       (a) *IN GENERAL.*—The Comptroller General shall con-  
21 duct a study on the Administrator’s use of waivers of rights  
22 that may arise under section 504 of title 5, United States  
23 Code, or section 2412 of title 28, United States Code, as  
24 a condition for the settlement of any proceedings to amend,  
25 modify, suspend, or revoke an airman certificate or to im-

1 *pose a civil penalty on a flight engineer, mechanic, pilot,*  
2 *or repairman (or an individual acting in that capacity).*

3 *Such study shall consider—*

4 *(1) the frequency of the Administrator's use of*  
5 *waivers described in this subsection;*

6 *(2) the benefits and consequences of the use of*  
7 *such waivers to both the Administrator and the cer-*  
8 *tificate holder; and*

9 *(3) the effects of a prohibition on using such*  
10 *waivers.*

11 *(b) COOPERATION WITH STUDY.—The Administrator*  
12 *shall cooperate with the Comptroller General's requests for*  
13 *information to complete the study described in subsection*  
14 *(a).*

15 *(c) REPORT.—Not later than 1 year after the date of*  
16 *enactment of this section, the Comptroller General shall sub-*  
17 *mit to the appropriate committees of Congress a report con-*  
18 *taining the results of the study conducted under subsection*  
19 *(a), together with recommendations for such legislation and*  
20 *administrative action as the Comptroller General deter-*  
21 *mines appropriate.*

22 **SEC. 346. SENSE OF CONGRESS REGARDING MANDATED**  
23 **CONTENTS OF ONBOARD EMERGENCY MED-**  
24 **ICAL KITS.**

25 *It is the sense of Congress that—*

1           (1) a regularly scheduled panel of experts should  
 2           reexamine and provide an updated list of mandated  
 3           contents of onboard emergency medical kits that is  
 4           thorough and practical, keeping passenger safety and  
 5           wellbeing paramount; and

6           (2) such panel should consider including on the  
 7           list of mandated contents of such medical kits  
 8           Naloxone or another overdose reversal medication.

9 **SEC. 347. PASSENGER AIRCRAFT FIRST AID AND EMER-**  
 10 **GENCY MEDICAL KIT EQUIPMENT AND TRAIN-**  
 11 **ING.**

12           *The FAA Reauthorization Act of 2018 (49 U.S.C.*  
 13 *44701 note) is amended by striking section 307 and insert-*  
 14 *ing the following:*

15 **“SEC. 307. EMERGENCY MEDICAL EQUIPMENT ON PAS-**  
 16 **SENGER AIRCRAFT.**

17           “(a) *FIRST AID AND EMERGENCY MEDICAL KIT*  
 18 *EQUIPMENT AND TRAINING.—Not later than 2 years after*  
 19 *the date of enactment of the ‘FAA Reauthorization Act of*  
 20 *2024’, the Administrator shall issue a notice of proposed*  
 21 *rulemaking regarding first aid and emergency medical kit*  
 22 *equipment and training required for flight crewmembers as*  
 23 *provided in part 121 of title 14, Code of Federal Regula-*  
 24 *tions, applicable to all certificate holders operating pas-*  
 25 *senger aircraft under that part.*

1           “(b) *REGULAR REVIEW.*—Not later than 5 years after  
2 the issuance of the final rule under subsection (a), and every  
3 5 years thereafter, the Administrator shall evaluate and re-  
4 vise, if appropriate, the first aid and emergency medical  
5 kit equipment and training required for flight crew-  
6 members, as well as any required training for flight crew-  
7 members regarding the content, location, and function of  
8 such kit.”.

9 **SEC. 348. RUNWAY TRAFFIC ALERTING TECHNOLOGY.**

10           (a) *REQUIREMENT.*—Not later than 1 year after the  
11 date of enactment of this Act, the Aviation Rulemaking  
12 Committee of the FAA shall review and submit rec-  
13 ommendations to the Administrator regarding whether  
14 transport airplanes should be equipped with runway traffic  
15 alerting technology that reduces the risk of collision on the  
16 runway with other traffic by providing the flight crew with  
17 both aural alerts and text alert messages.

18           (b) *DEFINITION.*—In this section, the term “transport  
19 airplane” means a transport category airplane designed for  
20 operation by an air carrier or foreign air carrier jet type-  
21 certificated with a passenger seating capacity of at least  
22 10 seats or a maximum takeoff weight (MTOW) above  
23 12,500 pounds or an all-cargo or combi derivative of such  
24 an airplane.



1 **SEC. 349. RUNWAY LANDING SAFETY TECHNOLOGY.**

2 (a) *REQUIREMENT.*—Not later than 1 year after the  
3 date of enactment of this Act, the Aviation Rulemaking  
4 Committee of the FAA shall review and submit rec-  
5 ommendations to the Administrator regarding whether  
6 transport airplanes should be equipped with a system  
7 that—

8 (1) *while airborne, provides a clear and timely*  
9 *alert to the flight crew if the system-calculated re-*  
10 *quired landing distance exceeds the landing distance*  
11 *available; and*

12 (2) *after touch-down, provides a clear and timely*  
13 *alert to the flight crew if increased deceleration is re-*  
14 *quired to bring the aircraft to a safe stop before the*  
15 *end of the runway.*

16 (b) *DEFINITION.*—In this section, the term “transport  
17 airplane” means a transport category airplane designed for  
18 operation by an air carrier or foreign air carrier jet type-  
19 certificated with a passenger seating capacity of at least  
20 10 seats or a maximum takeoff weight (MTOW) above  
21 12,500 pounds or an all-cargo or combi derivative of such  
22 an airplane.

23 **SEC. 350. HAWAII AIR NOISE AND SAFETY TASK FORCE.**

24 (a) *PARTICIPATION.*—The FAA shall participate as a  
25 technical advisor in the air noise and safety task force es-  
26 tablished by State legislation in the State of Hawaii.

1           (b) *RULEMAKING.*—Not later than 18 months after the  
2 date of the first meeting of the task force described in sub-  
3 section (a), the Administrator shall—

4           (1) *issue an intent to proceed with proposed*  
5 *rulemaking;*

6           (2) *take other action sufficient to carry out fea-*  
7 *sible, consensus recommendations; or*

8           (3) *issue a statement determining that no such*  
9 *rule or other action is warranted, including a de-*  
10 *tailed explanation of the rationale for such deter-*  
11 *mination.*

12          (c) *CONSIDERATIONS.*—In determining whether to pro-  
13 ceed with a proposed rulemaking or other action under sub-  
14 section (b) and, if applicable, in developing the proposed  
15 rule or carrying out the other action, the Administrator  
16 shall consider the findings and consensus recommendations  
17 of the task force described in subsection (a).

18          (d) *AUTHORITIES.*—The Administrator, in issuing the  
19 rule or carrying out the other action described in subsection  
20 (b), may take the following actions in the State of Hawaii:

21           (1) *Set minimum altitudes for commercial air*  
22 *tours for the purpose of noise reduction, provided that*  
23 *such minimums do not negatively impact safety con-*  
24 *ditions.*

1           (2) *Set time-of-day restrictions on commercial*  
2 *air tours for the purpose of reducing noise interrup-*  
3 *tions, provided that such restrictions do not nega-*  
4 *tively impact safety conditions.*

5           (3) *Set limits on the number of flights in a cer-*  
6 *tain area per unit of time.*

7           (4) *Require the use of quiet aircraft technology*  
8 *by commercial air tour operators conducting commer-*  
9 *cial air tours in the State of Hawaii.*

10          (5) *Prohibit hovering or circling in certain or all*  
11 *areas in the State of Hawaii.*

12          (6) *Prohibit commercial air tours in certain or*  
13 *all areas in the State of Hawaii.*

14          (7) *Establish certain required routes for commer-*  
15 *cial air tours in certain or all areas in the State of*  
16 *Hawaii.*

17          (8) *Establish a method for residents of the State*  
18 *of Hawaii to publicly report noise disruptions due to*  
19 *commercial air tours and for commercial air tour op-*  
20 *erators to respond to complaints.*

21       (e) *DEFINITIONS.—In this section:*

22           (1) *COMMERCIAL AIR TOUR.—The term “com-*  
23 *mmercial air tour” means a flight conducted for com-*  
24 *ensation or hire in an airplane or helicopter where*  
25 *the purpose of the flight is sightseeing.*

1           (2) *COMMERCIAL AIR TOUR OPERATOR.*—*The*  
 2           *term “commercial air tour operator” means any per-*  
 3           *son who conducts a commercial air tour.*

4 **SEC. 351. IMPROVED SAFETY IN RURAL AREAS.**

5           (a) *IN GENERAL.*—*Subtitle A of title III of the FAA*  
 6 *Reauthorization Act of 2018 (49 U.S.C. 44701 note) is*  
 7 *amended by striking section 322 and inserting the fol-*  
 8 *lowing:*

9 **“SEC. 322. IMPROVED SAFETY IN RURAL AREAS.**

10           “(a) *IN GENERAL.*—*The Administrator shall permit*  
 11 *an air carrier operating pursuant to part 135 of title 14,*  
 12 *Code of Federal Regulations, to operate under instrument*  
 13 *flight rules (in this section referred to as ‘IFR’) to a des-*  
 14 *tination in a noncontiguous State that has a published in-*  
 15 *strument approach, but that does not have a Meteorological*  
 16 *Aerodrome Report (in this section referred to as ‘METAR’),*  
 17 *and then to conduct an instrument approach at that des-*  
 18 *tination if—*

19           “(1) *a current Area Forecast, supplemented by*  
 20 *noncertified destination weather observations (such as*  
 21 *weather cameras and other noncertified observations),*  
 22 *is available, and, at the time of departure, the com-*  
 23 *bination of the Area Forecast and noncertified obser-*  
 24 *vation indicates that weather is expected to be at or*  
 25 *above approach minimums upon arrival;*

1           “(2) upon arrival and prior to commencing the  
2 approach, the air carrier has a means to commu-  
3 nicate to the pilot of the aircraft whether the destina-  
4 tion weather observation is either at or above mini-  
5 mums for the approach to be flown; and

6           “(3) in the event the destination weather obser-  
7 vation is below minimums, a suitable alternate air-  
8 port that has a METAR is specified in the IFR flight  
9 plan.

10          “(b) APPLICATION TEMPLATE.—

11           “(1) IN GENERAL.—The Administrator shall de-  
12 velop an application template with standardized, spe-  
13 cific approval criteria to enable FAA inspectors to  
14 evaluate the application of an air carrier objectively.

15           “(2) REQUIREMENTS.—The template required by  
16 paragraph (1) shall include an area for an air car-  
17 rier to describe—

18           “(A) how any non-certified human observa-  
19 tions will be conducted; and

20           “(B) how such observations will be commu-  
21 nicated—

22           “(i) to air carriers prior to dispatch;

23           and

24           “(ii) to pilots prior to approach.

25          “(3) RESPONSE TO APPLICATION.—

1           “(A) *TIMELINE.*—*The Administrator shall*  
2           *ensure—*

3                     “(i) *that the FAA has the ability to re-*  
4                     *spond to an application of an air carrier*  
5                     *not later than 30 days after receipt of such*  
6                     *application; and*

7                     “(ii) *in the event the FAA cannot re-*  
8                     *spond within 30 days, that the FAA in-*  
9                     *forms the air carrier of the expected re-*  
10                    *sponse time with respect to the application*  
11                    *of the air carrier.*

12                   “(B) *REJECTION.*—*In the event that the*  
13                    *FAA rejects an application of an air carrier, the*  
14                    *FAA shall inform the air carrier of the specific*  
15                    *criteria that were the cause for rejection.”.*

16           (b) *EFFECTIVE DATE.*—*The amendments made by this*  
17            *section shall take effect on the date that is 60 days after*  
18            *the date of enactment of this section.*

19   **SEC. 352. ALASKA AVIATION SAFETY INITIATIVE.**

20           (a) *IN GENERAL.*—*Beginning on the date that is 1*  
21            *year after the date of enactment of this section, and annu-*  
22            *ally thereafter through fiscal year 2028, the Administrator*  
23            *shall submit to the committees of relevant jurisdiction of*  
24            *Congress a report on the FAA Alaska Aviation Safety Ini-*  
25            *tiative (in this section referred to as the “FAASI”), includ-*

1 *ing an itemized description of how the FAA budget meets*  
2 *the goals of the FAASI.*

3 *(b) GAO STUDY ON ALASKA AVIATION SAFETY.—*

4 *(1) STUDY.—The Comptroller General shall con-*  
5 *duct a study to—*

6 *(A) examine the effectiveness of the FAASI*  
7 *to improve aviation safety, service, and infra-*  
8 *structure; and*

9 *(B) identify challenges within the FAA to*  
10 *accomplishing safety improvements.*

11 *(2) REPORT.—Not later than 2 years after the*  
12 *date of enactment of this section, the Comptroller*  
13 *General shall submit to the committees of relevant ju-*  
14 *risdiction of Congress a report on the findings of the*  
15 *study under paragraph (1), together with rec-*  
16 *ommendations for such legislative or administrative*  
17 *action as the Comptroller General deems appropriate.*

18 *(c) COMMITTEES OF RELEVANT JURISDICTION OF*  
19 *CONGRESS DEFINITION.—In this section, the term “com-*  
20 *mittees of relevant jurisdiction of Congress” means—*

21 *(1) the Committee on Commerce, Science, and*  
22 *Transportation of the Senate;*

23 *(2) the Committee on Appropriations of the Sen-*  
24 *ate;*

1           (3) *the Committee on Transportation and Infra-*  
 2           *structure of the House of Representatives; and*

3           (4) *the Committee on Appropriations of the*  
 4           *House of Representatives.*

5 **SEC. 353. REDUCING TURBULENCE ON PART 121 AIRCRAFT**  
 6           **OPERATIONS.**

7           *Not later than 1 year after the date of enactment of*  
 8 *this section, the Administrator shall review the rec-*  
 9 *ommendations made by the Chair of the National Transpor-*  
 10 *tation Safety Board to the Administrator contained in the*  
 11 *safety research report titled “Preventing Turbulence-Re-*  
 12 *lated Injuries in Air Carrier Operations Conducted Under*  
 13 *Title 14 Code of Federal Regulations Part 121”, issued on*  
 14 *August 10, 2021 (NTSB/SS–21/01) and provide an update*  
 15 *to the appropriate committees of Congress if there are any*  
 16 *actions the Administrator plans to take based on the rec-*  
 17 *ommendations in the report.*

18 **SEC. 354. ENHANCED QUALIFICATION PROGRAM FOR RE-**  
 19           **STRICTED AIRLINE TRANSPORT PILOT CER-**  
 20           **TIFICATE.**

21           (a) *PROGRAM.—*

22           (1) *IN GENERAL.—Not later than 6 months after*  
 23 *the date of enactment of this section, the Adminis-*  
 24 *trator shall establish the requirements for a program*  
 25 *to be known as the Enhanced Qualification Program*



1       *(in this section referred to as the “Program”)* under  
2       *which—*

3               *(A) qualified air carriers are certified by*  
4               *the Administrator to provide enhanced training*  
5               *for eligible pilots seeking to obtain restricted air-*  
6               *line transport certificates, either directly by the*  
7               *air carrier or by a certified training institution*  
8               *under part 141 or part 142 of title 14, Code of*  
9               *Federal Regulations, that is under contract with*  
10              *the qualified air carrier; and*

11              *(B) qualified instructors and evaluators*  
12              *provide enhanced training to eligible pilots pur-*  
13              *suant to the curriculum requirements under*  
14              *paragraph (4).*

15              (2) *QUALIFIED INSTRUCTORS AND EVAL-*  
16              *UATORS.—Under the Program—*

17              *(A) all testing and training shall be per-*  
18              *formed by qualified instructors; and*

19              *(B) all evaluations shall be performed by*  
20              *qualified evaluators.*

21              (3) *PILOT ASSESSMENT.—Under the Program,*  
22              *the Administrator shall establish guidelines for an as-*  
23              *essment that prospective pilots are required to pass*  
24              *in order to participate in the training under the Pro-*  
25              *gram. Such assessment shall include an evaluation of*

1        *the pilot's aptitude, ability, and readiness for oper-*  
2        *ation of transport category aircraft.*

3            (4) *PROGRAM CURRICULUM.—Under the Pro-*  
4        *gram, the Administrator shall establish requirements*  
5        *for the curriculum to be provided under the Program.*  
6        *Such curriculum shall include—*

7            (A) *a nationally standardized, non-air car-*  
8        *rier or aircraft-specific training curriculum*  
9        *which shall—*

10            (i) *ensure prospective pilots have ap-*  
11        *propriate knowledge at the commercial pilot*  
12        *certificate, multi-engine rating, and instru-*  
13        *ment rating level;*

14            (ii) *introduce the pilots to concepts as-*  
15        *sociated with air carrier operations;*

16            (iii) *meet all requirements for an ATP*  
17        *Certification Training Program under part*  
18        *61.156 or part 142 of title 14, Code of Fed-*  
19        *eral Regulations; and*

20            (iv) *include a course of instruction de-*  
21        *signed to prepare the prospective pilot to*  
22        *take the ATP Multiengine Airplane Knowl-*  
23        *edge Test;*

24            (B) *an aircraft-specific training cur-*  
25        *riculum, developed by the air carrier using objec-*

1            *tives and learning standards developed by the*  
2            *Administrator, which shall—*

3                    *(i) only be administered to prospective*  
4                    *pilots who have completed the requirements*  
5                    *under subparagraph (A);*

6                    *(ii) resemble a type rating training*  
7                    *curriculum that includes aircraft ground*  
8                    *and flight training that culminates in—*

9                            *(I) the completion of a maneuvers*  
10                           *evaluation that incorporates elements*  
11                           *of a type rating practical test; or*

12                           *(II) at the discretion of the air*  
13                           *carrier, an actual type rating practical*  
14                           *test resulting in the issuance of a type*  
15                           *rating for the specific aircraft; and*

16                    *(iii) ensure the prospective pilot has*  
17                    *an adequate understanding and working*  
18                    *knowledge of transport category aircraft au-*  
19                    *tomation and autoflight systems; and*

20                    *(C) air carrier-specific procedures using ob-*  
21                    *jectives and learning standards developed by the*  
22                    *Administrator to further expand on the concepts*  
23                    *described in subparagraphs (A) and (B), which*  
24                    *shall—*

1           (i) only be administered to prospective  
2           pilots who have completed requirements  
3           under subparagraphs (A) and (B) and an  
4           ATP Multiengine Airplane Knowledge Test;

5           (ii) include instructions on air carrier  
6           checklist usage and standard operating pro-  
7           cedures; and

8           (iii) integrate aircraft-specific training  
9           in appropriate flight simulation training  
10          devices representing the specific aircraft  
11          type, including complete crew resource man-  
12          agement and scenario-based training.

13          (5) APPLICATION AND CERTIFICATION.—Under  
14          the Program, the Administrator shall establish a  
15          process for air carriers to apply for training program  
16          certification. Such process shall include a review to  
17          ensure that the training provided by the air carrier  
18          will meet the requirements of this section, including—

19               (A) the assessment requirements under  
20               paragraph (3);

21               (B) the curriculum requirements under  
22               paragraph (4);

23               (C) the requirements for qualified instruc-  
24               tors under subsection (d)(5); and

1           (D) *the requirements for eligible pilots*  
2           *under subsection (d)(2).*

3           (6) *DATA.—Under the Program, the Adminis-*  
4           *trator shall require that each qualified air carrier*  
5           *participating in the Program collect and submit to*  
6           *the Administrator such data from the Program that*  
7           *the Administrator determines is appropriate for the*  
8           *Administrator to provide for oversight of the Pro-*  
9           *gram.*

10          (7) *REGULAR INSPECTION.—Under the Program,*  
11          *the Administrator shall provide for the regular in-*  
12          *spection of qualified air carriers certified under para-*  
13          *graph (5) to ensure that the air carrier continues to*  
14          *meet the requirements under the Program.*

15          (b) *REGULATIONS.—The Administrator may issue reg-*  
16          *ulations or guidance as determined necessary to carry out*  
17          *the Program.*

18          (c) *CLARIFICATION REGARDING REQUIRED FLIGHT*  
19          *HOURS.—The provisions of this section shall have no effect*  
20          *on the total flight hours required under part 61.159 of title*  
21          *14, Code of Federal Regulations, to receive an airline trans-*  
22          *port pilot certificate, or the Administrator's authority*  
23          *under section 217(d) of the Airline Safety and Federal*  
24          *Aviation Administration Extension Act of 2010 (49 U.S.C.*

1 44701 note) (as in effect on the date of enactment of this  
2 section).

3 (d) *DEFINITIONS.*—*In this section:*

4 (1) *AIR CARRIER.*—*The term “air carrier” has*  
5 *the meaning given that term in section 40102 of title*  
6 *49, United States Code.*

7 (2) *ELIGIBLE PILOT.*—*The term “eligible pilot”*  
8 *means a pilot that—*

9 (A) *has—*

10 (i) *graduated from a United States*  
11 *Armed Forces undergraduate pilot training*  
12 *school;*

13 (ii) *obtained a degree with an aviation*  
14 *major from an institution of higher edu-*  
15 *cation (as defined in part 61.1 of title 14,*  
16 *Code of Federal Regulations) that has been*  
17 *issued a letter of authorization by the Ad-*  
18 *ministrator under part 61.169 of such title*  
19 *14; or*

20 (iii) *completed flight and ground*  
21 *training for a commercial pilot certificate*  
22 *in the airplane category and an airplane*  
23 *instrument rating at a certified training*  
24 *institution under part 141 of such title 14;*

1           (B) has a current commercial pilot certifi-  
2           cate under part 61.123 of such title 14, with air-  
3           plane category multi-engine and instrument rat-  
4           ings under part 61.129 of such title 14; and

5           (C) meets the pilot assessment requirements  
6           under subsection (a)(3).

7           (3) *QUALIFIED AIR CARRIER.*—The term “quali-  
8           fied air carrier” means an air carrier that has been  
9           issued a part 119 operating certificate for conducting  
10          operations under part 121 of title 14, Code of Federal  
11          Regulations.

12          (4) *QUALIFIED EVALUATOR.*—The term “quali-  
13          fied evaluator” means an individual that meets the  
14          requirements for a training center evaluator under  
15          part 142.55 of title 14, Code of Federal Regulations,  
16          or for check airmen under part 121.411 of such title  
17          14.

18          (5) *QUALIFIED INSTRUCTOR.*—The term “quali-  
19          fied instructor” means an individual that—

20                (A) is qualified in accordance with the min-  
21                imum training requirements for an ATP Certifi-  
22                cation Training Program under paragraphs (1)  
23                through (3) of part 121.410(b) of title 14, Code  
24                of Federal Regulations;

1           (B) if the instructor is a flight instructor,  
2           is qualified in accordance with part  
3           121.410(b)(4) of such title 14;

4           (C) if the instructor is administering type  
5           rating practical tests, is qualified as an appro-  
6           priate examiner for such rating;

7           (D) received training in threat and error  
8           management, facilitation, and risk mitigation  
9           determined appropriate by the Administrator;  
10          and

11          (E) meets any other requirement determined  
12          appropriate by the Administrator.

13 **SEC. 355. REAUTHORIZATION OF THE NATIONAL TRANS-**  
14 **PORTATION SAFETY BOARD.**

15          Section 1118(a) of title 49, United States Code, is  
16          amended to read as follows:

17          “(a) *IN GENERAL.*—There are authorized to be appro-  
18          priated for the purposes of this chapter, \$140,000,000 for  
19          fiscal year 2024, and \$145,000,000 for each of fiscal years  
20          2025 through 2028. Such sums shall remain available until  
21          expended.”.



1     **TITLE IV—MODERNIZING THE**  
2     **NATIONAL AIRSPACE SYSTEM**

3     **SEC. 401. NEXTGEN ACCOUNTABILITY TASK FORCE.**

4           (a) *ESTABLISHMENT.*—*The Administrator shall estab-*  
5 *lish a task force, to be known as the “NextGen Account-*  
6 *ability Task Force” (referred to in this section as the “Task*  
7 *Force”)* to provide recommendations on the most effective  
8 *operational metrics that can be used to assess the perform-*  
9 *ance of the FAA in delivering and implementing quantifi-*  
10 *able operational benefits to the national airspace system*  
11 *within the Next Generation Air Transportation System*  
12 *(NextGen) project.*

13           (b) *MEMBERSHIP.*—

14                 (1) *IN GENERAL.*—*The Task Force shall be com-*  
15 *posed of, at a minimum, representatives from—*

16                         (A) *the FAA;*

17                         (B) *trade associations representing avionics*  
18 *manufacturers;*

19                         (C) *trade associations representing air car-*  
20 *riers;*

21                         (D) *trade associations representing business*  
22 *or general aviation operators;*

23                         (E) *labor organizations representing air*  
24 *traffic controllers; and*

1           (F) any other interested parties that the Ad-  
2           ministrators determine may provide expertise to  
3           and assist the Task Force in fulfilling its obliga-  
4           tions.

5           (2) APPOINTMENT.—The Administrator shall ap-  
6           point each member of the Task Force.

7           (3) VACANCIES.—A vacancy in the Task Force  
8           shall be filled in the manner in which the original  
9           appointment was made.

10          (c) DUTIES.—The Task Force shall —

11           (1) leverage current metrics used by the FAA to  
12           quantify the benefits of NextGen technology and in-  
13           vestments;

14           (2) validate current and establish additional  
15           metrics for the FAA to track national airspace system  
16           throughput and savings due to NextGen investments  
17           by calculating a weighted average by distance, on a  
18           per flight basis—

19           (A) reduction and cumulative savings of  
20           track miles and time savings;

21           (B) reduction and cumulative savings of  
22           emissions and fuel burn;

23           (C) reduction of aircraft operation time;  
24           and

1           (D) any other metrics that the Adminis-  
2           trator determines may provide quantifiable bene-  
3           fits for operators in the national airspace sys-  
4           tem; and

5           (3) validate current and establish metrics for the  
6           FAA to track and assess fleet equipage across opera-  
7           tors in the national airspace system including—

8           (A) percentage of aircraft equipped with  
9           NextGen avionics equipment as recommended in  
10          the Minimum Capabilities List (MCL) Ad Hoc  
11          Team, NextGen Advisory Committee (NAC) Task  
12          19-1 Report completed in November 2020;

13          (B) quantified costs and benefits for an op-  
14          erator to properly equip with baseline NextGen  
15          avionics equipment over the aircraft's lifecycle;  
16          and

17          (C) cumulative unrealized NextGen benefits  
18          associated with rates of mixed equipage across  
19          operators.

20          (d) REPORT.—Not later than 270 days after the date  
21          of enactment of this section, the Task Force shall submit  
22          to the Administrator a report with its findings and rec-  
23          ommendations and metrics developed pursuant to sub-  
24          sections (a) and (c).

1       (e) *PUBLIC DISPLAY.*—Not later than 180 days after  
 2 receiving the report required under subsection (d), the Ad-  
 3 ministrator shall establish a website of the FAA that can  
 4 be used to present, track, and update through 2030—

5           (1) the metrics recommended and established by  
 6 the Task Force on a quarterly and annual basis de-  
 7 pending on the metric; and

8           (2) the total amount invested in NextGen tech-  
 9 nologies and resulting quantifiable benefits on a quar-  
 10 terly basis until the Administrator declares the com-  
 11 pletion of NextGen implementation.

12       (f) *FEDERAL ADVISORY COMMITTEE ACT.*—Chapter 10  
 13 of title 5, United States Code (commonly known as the  
 14 “Federal Advisory Committee Act”), shall not apply to the  
 15 Task Force.

16       (g) *SUNSET.*—The Task Force shall terminate on the  
 17 date on which the Administrator receives the report re-  
 18 quired under subsection (d).

19 **SEC. 402. USE OF ADVANCED SURVEILLANCE IN OCEANIC**  
 20 **AIRSPACE.**

21       (a) *IN GENERAL.*—Not later than 180 days after the  
 22 date of enactment of this section, the Administrator shall  
 23 develop a plan to—

24           (1) coordinate with counterparts at air naviga-  
 25 tion service providers in airspace that is adjacent to

1 *United States airspace or international airspace dele-*  
2 *gated to the United States to—*

3 *(A) adopt reduced separation standards in*  
4 *oceanic airspace;*

5 *(B) implement procedures that will permit*  
6 *user preferred routes to increase fuel efficiency*  
7 *and reduce greenhouse gas emissions; and*

8 *(C) exercise leadership in setting global*  
9 *standards by harmonizing the safety and effi-*  
10 *ciency of air traffic operations in airspace*  
11 *neighboring any airspace delegated to the United*  
12 *States; and*

13 *(2) utilize Automatic Dependent Surveillance-*  
14 *Broadcast (ADS-B) relay service within United*  
15 *States airspace or international airspace delegated to*  
16 *the United States for—*

17 *(A) positive air traffic control, including*  
18 *separation of aircraft by implementing the ICAO*  
19 *Advanced Surveillance-Enhanced Procedural*  
20 *Separation standard;*

21 *(B) air traffic flow management;*

22 *(C) search and rescue;*

23 *(D) accident investigation; and*

24 *(E) data analytics.*

1       **(b) REPORT.**—Not later than 120 days after the date  
2 on which the Administrator completes development of the  
3 plan required by subsection (a), the Administrator shall  
4 submit to the appropriate committees of Congress a report  
5 that—

6           (1) details the actions the Administrator shall  
7 take to implement the plan, including specifying the  
8 required technical system upgrades, operational pro-  
9 cedure modifications, new training requirements, and  
10 a transition plan;

11           (2) details a schedule with milestones for imple-  
12 mentation of the use of advanced surveillance systems  
13 or services and coordination of such use with inter-  
14 national air service navigation providers; and

15           (3) describes any anticipated safety enhance-  
16 ments, fuel and operating cost savings, and reduction  
17 in carbon emissions of aircraft operating through air-  
18 space in which such advanced surveillance systems or  
19 services are used.

20 **SEC. 403. GPS MONITORING PILOT PROGRAM.**

21       **(a) ESTABLISHMENT.**—The Administrator shall con-  
22 duct a pilot program to evaluate technologies to detect,  
23 measure, and locate disrupting sources of interference to the  
24 GPS Standard Positioning Service in order to mitigate the  
25 impacts on air commerce and other related government and

1 *civilian functions within the air traffic management eco-*  
2 *system.*

3 (b) *EVALUATION OF TECHNOLOGIES.—*

4 (1) *TYPES OF TECHNOLOGIES.—The pilot pro-*  
5 *gram shall evaluate commercially available tech-*  
6 *nologies, as well as technologies under development by*  
7 *the FAA, the Department of Transportation, the De-*  
8 *partment of Defense, the Department of Homeland*  
9 *Security, and the National Aeronautics and Space*  
10 *Administration.*

11 (2) *SCOPE.—The pilot program shall consider*  
12 *technologies that have both physical electronics equip-*  
13 *ment and software components, as well as technologies*  
14 *with only software components.*

15 (c) *NUMBER OF EVALUATION SITES.—The pilot pro-*  
16 *gram shall evaluate technologies for the purposes described*  
17 *in subsection (a) at not less than 5, and not more than*  
18 *7, airports unless the Administrator determines that addi-*  
19 *tional evaluation sites are needed to carry out the pilot pro-*  
20 *gram.*

21 (d) *LOCATION OF EVALUATION SITES.—*

22 (1) *IN GENERAL.—The pilot program shall be*  
23 *conducted at each of the following types of airports:*

24 (A) *A primary airport in Class B airspace.*

25 (B) *A primary airport in Class C airspace.*

1           (C) *A primary airport in Class D airspace.*

2           (D) *An airport in Class E airspace.*

3           (E) *A Joint-Use Airport.*

4           (2) *DOCUMENTED INTERFERENCE.—In deter-*  
5 *mining whether an airport should be an evaluation*  
6 *site for the pilot program, the Administrator shall*  
7 *consider airports described in paragraph (1) that*  
8 *have experienced documented instances of interference*  
9 *to the GPS Standard Positioning Service during the*  
10 *5-year period ending with the date of enactment of*  
11 *this section.*

12          (e) *PRIVATE SECTOR PARTICIPATION.—The Adminis-*  
13 *trator shall collaborate with the private sector, including*  
14 *providers of technology that can cost-effectively implement*  
15 *a capability to potentially mitigate the impacts of GPS*  
16 *Standard Positioning Service interference on air commerce.*

17          (f) *CONGRESSIONAL BRIEFINGS.—Beginning 12*  
18 *months after the date of enactment of this section, and an-*  
19 *nually thereafter until the date on which the report required*  
20 *by subsection (g) is submitted, the Administrator shall pro-*  
21 *vide the appropriate committees of Congress with a briefing*  
22 *summarizing the status of, and findings from, the pilot pro-*  
23 *gram.*

24          (g) *REPORT.—Not later than 180 days after the date*  
25 *on which the pilot program is terminated, the Adminis-*



1 *trator shall provide a report to the appropriate committees*  
2 *of Congress on the results of the pilot program.*

3 *(h) GPS STANDARD POSITIONING SERVICE DE-*  
4 *FINED.—In this section, the term “GPS Standard Posi-*  
5 *tioning Service” has the meaning given such term in section*  
6 *2281(d)(2) of title 10, United States Code.*

7 **SEC. 404. RUNWAY SAFETY TECHNOLOGIES.**

8 *(a) STUDY.—The Administrator shall conduct a study*  
9 *of runway safety incidents and accidents at airports in the*  
10 *United States and identify technologies that may prevent*  
11 *or reduce the risk of such incidents and accidents.*

12 *(b) REPORT.—Not later than 9 months after the date*  
13 *of enactment of this section, the Administrator shall submit*  
14 *to the appropriate committees of Congress a report con-*  
15 *taining the results of the study conducted under subsection*  
16 *(a) that includes the following:*

17 *(1) Recommendations for preventative measures,*  
18 *including process changes and identification of avail-*  
19 *able technologies, to mitigate the risks of runway safe-*  
20 *ty incidents and accidents at or near airports in the*  
21 *United States.*

22 *(2) Recommendations for additional airports in*  
23 *the United States, based on a risk-based analysis, that*  
24 *would be viable candidates for installation of runway*  
25 *safety technologies.*

1           (3) *The FAA’s timeline and action plan for re-*  
2 *placing, maintaining, or enhancing the operational*  
3 *capability provided by the Airport Surface Detection*  
4 *System - Model X (ASDE-X) and the Airport Surface*  
5 *Surveillance Capability (ASSC) legacy surveillance*  
6 *systems, and implementing runway safety tech-*  
7 *nologies at airports currently without surface surveil-*  
8 *lance systems, as needed to improve runway safety.*

9           (4) *An explanation of the decision-making proc-*  
10 *ess used by the FAA to determine whether to intro-*  
11 *duce runway safety technologies, like ASDE-X, ASSC,*  
12 *or other appropriate surface surveillance systems, at*  
13 *additional airports.*

14       (c) *BRIEFINGS.—Following the submission of the re-*  
15 *port under subsection (b) and annually thereafter, the Ad-*  
16 *ministrator shall brief the appropriate committees of Con-*  
17 *gress on the progress of the action plan under subsection*  
18 *(b)(3), including on the—*

19           (1) *status of implementing new surface surveil-*  
20 *lance systems at additional airports; and*

21           (2) *justification for delaying or not imple-*  
22 *menting additional surface surveillance systems at*  
23 *airports identified by the Administrator under sub-*  
24 *section (b)(2).*

1 **SEC. 405. FLIGHT PROFILE OPTIMIZATION.**

2 (a) *PILOT PROGRAM.*—

3 (1) *ESTABLISHMENT.*—Not later than 90 days  
4 after the date of enactment of this section, the Admin-  
5 istrator shall establish a pilot program to award  
6 grants to air traffic flow management technology pro-  
7 viders to develop prototype capabilities to incorporate  
8 flight profile optimization (in this section referred to  
9 as “FPO”) into the FAA’s trajectory based-operations  
10 air traffic flow management system.

11 (2) *CONSIDERATIONS.*—In establishing the pilot  
12 program under paragraph (1), the Administrator  
13 shall consider the following:

14 (A) *The extent to which developed FPO ca-*  
15 *pabilities may reduce strain on the national air-*  
16 *space system infrastructure while facilitating*  
17 *safe and efficient flow of future air traffic vol-*  
18 *umes and a diverse range of aircraft and ad-*  
19 *vanced aviation aircraft.*

20 (B) *The extent to which developed FPO ca-*  
21 *pabilities may achieve environmental benefits*  
22 *and time savings.*

23 (C) *The perspectives of FAA employees re-*  
24 *sponsible for air traffic flow management devel-*  
25 *opment projects, bilateral civil aviation regu-*  
26 *latory partners, and industry applicants on the*

1            *FAA’s performance in carrying out air traffic*  
2            *flow management system development projects.*

3            *(D) Any other information the Adminis-*  
4            *trator deems appropriate.*

5            *(3) APPLICATION.—To be eligible to receive a*  
6            *grant under the program, an air traffic flow manage-*  
7            *ment technology provider shall submit an application*  
8            *to the Administrator at such time, in such manner,*  
9            *and containing such information as the Adminis-*  
10           *trator may require.*

11           *(4) MAXIMUM AMOUNT.—A grant awarded under*  
12           *the program shall not exceed \$2,000,000 to a single*  
13           *air traffic flow management technology provider.*

14           *(b) BRIEFING TO CONGRESS.—Not later than 180 days*  
15           *after the establishment of the pilot program under sub-*  
16           *section (a), and annually thereafter until the termination*  
17           *of the pilot program, the Administrator shall brief the ap-*  
18           *propriate committees of Congress on the progress of the pilot*  
19           *program under this section, including any implementation*  
20           *challenges of the program, detailed metrics of the program,*  
21           *and any suggested action to achieve the adoption of FPO.*

22           *(c) DEFINITION OF TRAJECTORY-BASED OPER-*  
23           *ATIONS.—The term “trajectory-based operations” means an*  
24           *air traffic flow management method for strategically plan-*  
25           *ning, managing, and optimizing flights that uses time-*

1 *based management, performance-based navigation, and*  
2 *other capabilities and processes to achieve air traffic flow*  
3 *management operational objectives and improvements.*

4 **SEC. 406. STARS REMOTE SURVEILLANCE DISPLAYS.**

5 (a) *CERTIFICATION.—*

6 (1) *IN GENERAL.—Not later than 1 year after*  
7 *the date of enactment of this section, the Adminis-*  
8 *trator shall define minimum performance and tech-*  
9 *nical requirements in order to provide a mechanism*  
10 *to certify a commercial radar display capable of dis-*  
11 *playing primary and secondary radar targets for use*  
12 *by controllers in FAA Contract Tower program tow-*  
13 *ers.*

14 (2) *STARS.—With respect to a Standard Ter-*  
15 *минаl Automation Replacement System or any equiv-*  
16 *alent system procured directly from an original*  
17 *equipment manufacturer (in this section referred to*  
18 *as an “OEM”), the Administrator shall move expedi-*  
19 *tiously to certify such systems for Federal contract*  
20 *towers and identify such systems by issuing an advi-*  
21 *sory circular regarding the certification of such sys-*  
22 *tems.*

23 (3) *MINIMUM EQUIPMENT LIST.—The FAA may*  
24 *add Standard Terminal Automation Replacement*  
25 *System equipment to the minimum level of equipage*

1        *necessary for Federal contract towers to perform their*  
2        *function, as applicable.*

3        (b) *INSTALLATION AND MAINTENANCE.*—*Not later*  
4        *than December 31, 2025, the Administrator shall allow air-*  
5        *ports to—*

6                (1) *procure, install, and maintain a Standard*  
7        *Terminal Automation Replacement System or any*  
8        *equivalent system through the FAA; or*

9                (2) *purchase a Standard Terminal Automation*  
10        *Replacement System or any equivalent system and*  
11        *installation and maintenance services directly from*  
12        *an OEM.*

13        **SEC. 407. AUDIT OF LEGACY SYSTEMS.**

14        (a) *IN GENERAL.*—*Not later than 120 days after the*  
15        *date of enactment of this section, the Administrator shall*  
16        *initiate an audit of all legacy systems to determine their*  
17        *level of operational risk, functionality, security, and com-*  
18        *patibility with current and future technology.*

19        (b) *SCOPE OF AUDIT.*—*The audit required by sub-*  
20        *section (a)—*

21                (1) *shall be conducted by an independent third-*  
22        *party contractor or a Federally funded research and*  
23        *development center (FFRDC) selected by the Adminis-*  
24        *trator;*

1           (2) shall include an assessment of whether a leg-  
2           acy system is outdated, insufficient, unsafe, or unsta-  
3           ble, as defined in subsection (f); and

4           (3) with respect to any legacy systems identified  
5           in the audit as outdated, insufficient, unsafe, or un-  
6           stable, shall include—

7                   (A) an analysis of the operational risks as-  
8                   sociated with using such legacy systems;

9                   (B) recommendations for replacement or en-  
10                  hancement of such legacy systems; and

11                  (C) an analysis of any potential impact on  
12                  aviation safety and efficiency.

13           (c) *DEADLINE.*—Not later than December 31, 2025, the  
14           audit required by subsection (a) shall be completed.

15           (d) *REPORT.*—Not later than 180 days after the audit  
16           required by subsection (a) is completed, the Administrator  
17           shall provide a report to the appropriate committees of Con-  
18           gress on the audit's findings and recommendations, includ-  
19           ing—

20                   (1) an inventory of the legacy systems in use;

21                   (2) an assessment of the operational condition of  
22           the legacy systems in use; and

23                   (3) the average age of in-service legacy systems  
24           and, for each legacy system in use, the intended de-  
25           sign life of the system, by type.

1           (e) *COLLABORATION WITH INDUSTRY ON PLAN TO AC-*  
2 *CELERATE DRAWDOWN, REPLACEMENT, OR ENHANCEMENT*  
3 *OF LEGACY SYSTEMS.—*

4           (1) *IN GENERAL.—Not later than 120 days after*  
5 *the date on which the Administrator provides the re-*  
6 *port required by subsection (d), the Administrator*  
7 *shall initiate a plan, in coordination with industry,*  
8 *to accelerate drawdown, replacement, or enhancement*  
9 *of any legacy systems that are identified in the audit*  
10 *required by subsection (a) as outdated, insufficient,*  
11 *unsafe, or unstable.*

12           (2) *PRIORITIES.—The Administrator shall*  
13 *prioritize the drawdown, replacement, or enhance-*  
14 *ment of such legacy systems based on the operational*  
15 *risks such legacy systems pose to air safety and the*  
16 *costs associated with the replacement or enhancement*  
17 *of such legacy systems.*

18           (3) *COLLABORATION.—The Administrator shall*  
19 *work with industry to develop a plan to replace or*  
20 *enhance the identified legacy systems within a reason-*  
21 *able timeframe.*

22           (4) *PROGRESS UPDATES.—The Administrator*  
23 *shall provide the appropriate committees of Congress*  
24 *with semi-annual updates on the progress made in re-*  
25 *placing or enhancing the identified legacy systems.*



1 (f) *DEFINITIONS.*—*In this section:*

2 (1) *INDUSTRY.*—*The term “industry” means the*  
3 *aviation industry, limited to organizations with ex-*  
4 *pertise in aviation-dedicated network systems, systems*  
5 *engineering platforms, aviation software services, air*  
6 *traffic management, flight operations, and Inter-*  
7 *national Civil Aviation Organization (ICAO) stand-*  
8 *ards.*

9 (2) *LEGACY SYSTEMS.*—*The term “legacy sys-*  
10 *tems” means any communication, navigation, sur-*  
11 *veillance, or automation or network applications or*  
12 *ground-based aviation infrastructure owned by the*  
13 *FAA that were deployed prior to the year 2000, in-*  
14 *cluding the Notice to Air Missions (NOTAM) system.*

15 (3) *OUTDATED, INSUFFICIENT, UNSAFE, OR UN-*  
16 *STABLE.*—*The term “outdated, insufficient, unsafe, or*  
17 *unstable” means a legacy system for which the likeli-*  
18 *hood of failure creates a risk to air safety or security*  
19 *due to the legacy system’s age, ability to be cost-effec-*  
20 *tively maintained, or any other factors that may*  
21 *compromise the performance or security of the legacy*  
22 *system. Such term includes a legacy system with a*  
23 *risk of a single point of failure or that lacks sufficient*  
24 *back-up capability in the event of a failure.*

1 **SEC. 408. AERONAUTICAL MOBILE COMMUNICATIONS SERV-**  
2 **ICES.**

3 (a) *SATELLITE VOICE COMMUNICATIONS SERVICES.*—  
4 *The Administrator shall evaluate the addition of satellite*  
5 *voice communication services (referred to in this section as*  
6 *“SatVoice”) to the Aeronautical Mobile Communications*  
7 *program (in this section referred to as the “AMCS pro-*  
8 *gram”)* that provides for the delivery of air traffic control  
9 *messages in oceanic and remote continental airspace.*

10 (b) *ANALYSIS AND IMPLEMENTATION PROCEDURES.*—  
11 *Not later than 120 days after the date of enactment of this*  
12 *Act, the Administrator shall begin to develop the safety case*  
13 *analysis and stated implementation procedures for SatVoice*  
14 *instructions over the FAA’s controlled oceanic and remote*  
15 *continental airspace regions.*

16 (c) *REQUIREMENTS.*—*The analysis and implementa-*  
17 *tion procedures required under subsection (b) shall include,*  
18 *at a minimum, the following:*

19 (1) *Network and protocol testing and integration*  
20 *with satellite service providers.*

21 (2) *Operational testing with aircraft to identify*  
22 *and resolve performance issues.*

23 (3) *Collaboration with the International Civil*  
24 *Aviation Organization in defining Satcom Standards*  
25 *and Recommended Practices (SARPs), which shall in-*

1        *clude an RCP-130 performance standard as well as*  
2        *SatVoice standards.*

3            *(4) Training of radio operators on new oper-*  
4        *ation procedures and protocols.*

5            *(5) A phased implementation plan for incor-*  
6        *porating SatVoice services into the AMCS program.*

7            *(6) The estimated cost of the implementation*  
8        *procedures for relevant stakeholders.*

9        *(d) HF/VHF MINIMUM EQUIPAGE.—The addition of*  
10       *SatVoice capability as an added means of communication*  
11       *in oceanic and remote continental airspace shall in no way*  
12       *affect the current HF/VHF equipage requirement for com-*  
13       *munications in such airspace. The Administrator shall*  
14       *maintain existing HF/VHF services as minimum equipage*  
15       *under the AMCS program to provide for auxiliary commu-*  
16       *nication and maintain safety in the event of a satellite out-*  
17       *age.*

18       **SEC. 409. LOW-ALTITUDE ROUTES FOR VERTICAL FLIGHT.**

19       *(a) SENSE OF CONGRESS.—It is the sense of Congress*  
20       *that the national airspace system requires additional rotor-*  
21       *craft, including advanced air mobility aircraft, low-altitude*  
22       *instrument flight rules routes leveraging advances in per-*  
23       *formance based navigation to operate on direct, safe, and*  
24       *reliable routes that ensure sufficient separation from higher*  
25       *altitude fixed wing aircraft traffic.*

1       (b) *LOW-ALTITUDE ROTORCRAFT INSTRUMENT*  
2 *FLIGHT ROUTES.*—

3           (1) *IN GENERAL.*—*Not later than 1 year after*  
4 *the date of enactment of this section, the Adminis-*  
5 *trator shall initiate a rulemaking process to—*

6           (A) *incorporate instrument flight rules*  
7 *rotorcraft operations into the low-altitude per-*  
8 *formance based navigation procedure infrastruc-*  
9 *ture; and*

10          (B) *prioritize the development of new heli-*  
11 *copter area navigation (RNAV) instrument flight*  
12 *rules routes, acting through notice and comment*  
13 *rulemaking, as part of the United States air*  
14 *traffic service route (ATS) structure that utilize*  
15 *performance based navigation, such as Global*  
16 *Positioning System (GPS) and Global Naviga-*  
17 *tion Satellite System (GNSS) equipment.*

18          (2) *CONSULTATION.*—*In carrying out the rule-*  
19 *making process under paragraph (1), the Adminis-*  
20 *trator shall consult with—*

21           (A) *stakeholders in the airport, heliport,*  
22 *rotorcraft manufacturer, rotorcraft operator, gen-*  
23 *eral aviation operator, commercial air carrier,*  
24 *and performance based navigation technology*  
25 *manufacturer sectors;*

1                   (B) *the United States Helicopter Safety*  
2                   *Team; and*

3                   (C) *other stakeholders determined appro-*  
4                   *priate by the Administrator.*

5 **SEC. 410. ADS-B OUT EQUIPAGE STUDY; VEHICLE-TO-VEHI-**  
6                   **CLE LINK PROGRAM.**

7                   (a) *STUDY AND BRIEFING ON ADS-B OUT EQUI-*  
8                   *PAGE.—*

9                   (1) *STUDY.—Not later than 90 days after the*  
10                   *date of enactment of this section, the Administrator*  
11                   *shall initiate a study to determine—*

12                   (A) *the number of aircraft registered in the*  
13                   *United States and other devices operating in the*  
14                   *airspace of the United States that are not*  
15                   *equipped with Automatic Dependent Surveil-*  
16                   *lance-Broadcast (ADS-B) out equipment;*

17                   (B) *the requirements for and impact of ex-*  
18                   *panding the dual-link architecture that is used*  
19                   *below an altitude of FL180 to any altitude below*  
20                   *the current radar floor;*

21                   (C) *the costs and benefits of equipage; and*

22                   (D) *the cost and benefits of any accommo-*  
23                   *dation made for aircraft with inoperable ADS-*  
24                   *B out equipment.*

1           (2) *ANNUAL BRIEFINGS.*—Not later than 1 year  
2           after the date of enactment of this section, and annu-  
3           ally thereafter through 2025, the Administrator shall  
4           brief the appropriate committees of Congress on the  
5           results of the study conducted under paragraph (1),  
6           including any updates thereof.

7           (b) *VEHICLE-TO-VEHICLE LINK PROGRAM.*—Not later  
8           than 270 days after the date of enactment of this section,  
9           the Administrator, in coordination with the Administrator  
10          of the National Aeronautics and Space Administration and  
11          the Chair of the Federal Communications Commission,  
12          shall establish an interagency coordination program to ad-  
13          vance Vehicle-to-Vehicle link programs that—

14                 (1) enable the real-time digital exchange of key  
15                 information between nearby aircraft; and

16                 (2) are not reliant on ground infrastructure or  
17                 air-to-ground communication links.

18 **SEC. 411. EXTENSION OF ENHANCED AIR TRAFFIC SERV-**  
19 **ICES PILOT PROGRAM.**

20           Section 547 of the *FAA Reauthorization Act of 2018*  
21           (49 U.S.C. 40103 note) is amended—

22                 (1) by striking subsection (d) and inserting the  
23                 following:

24                 “(d) *DEFINITIONS.*—

1           “(1) *CERTAIN NEXTGEN AVIONICS.*—*The term*  
2           *‘certain NextGen avionics’ means those avionics and*  
3           *baseline capabilities as recommended in the Min-*  
4           *imum Capabilities List (MCL) Ad Hoc Team,*  
5           *NextGen Advisory Committee (NAC) Task 19-1 Re-*  
6           *port completed in November 2020.*

7           “(2) *PREFERENTIAL BASIS.*—*The term ‘pref-*  
8           *erential basis’ means prioritizing aircraft equipped*  
9           *with certain NextGen avionics by providing them*  
10           *more efficient service, shorter queuing, or priority*  
11           *clearances to the maximum extent possible without re-*  
12           *ducing overall capacity or safety of the national air-*  
13           *space system.’; and*

14           (2) *in subsection (e), by striking “March 8,*  
15           *2024” and inserting “September 30, 2028”.*

16 **SEC. 412. NEXTGEN EQUIPAGE PLAN.**

17           (a) *PLAN.*—

18           (1) *IN GENERAL.*—*The Administrator shall de-*  
19           *velop a 2-year implementation plan to further*  
20           *incentivize the acceleration of the equipage rates of*  
21           *certain NextGen avionics in the active commercial*  
22           *and regional fleet of the national airspace system.*

23           (2) *CONTENTS.*—*The plan required under para-*  
24           *graph (1) shall, at a minimum, evaluate and consider*  
25           *recommendations to—*

1           (A) provide for further implementation and  
2 deployment of NextGen operational improve-  
3 ments to incentivize universal equipage across  
4 the active fleet for commercial and regional air-  
5 craft;

6           (B) identify any remaining barriers for op-  
7 erators to properly equip with certain NextGen  
8 avionics, including any methods to address such  
9 barriers;

10          (C) provide for the use of the best methods  
11 to highlight and enhance the benefits realizable  
12 by operators equipping with certain NextGen  
13 avionics; and

14          (D) include any equipage guidelines and  
15 regulations the Administrator deems necessary  
16 and appropriate.

17          (3) CONSULTATION.—In developing the plan  
18 under paragraph (1), the Administrator shall consult  
19 with representatives from—

20               (A) trade associations representing air car-  
21 riers;

22               (B) trade associations representing avionics  
23 manufacturers;

24               (C) labor organizations representing air  
25 traffic controllers; and



1                   (D) any other representatives the Adminis-  
2                   trator determines appropriate.

3           (b) *SUBMISSION OF PLAN.*—Not later than 1 year after  
4 the date of enactment of this section, the Administrator  
5 shall consider the recommendations under subsection (a)  
6 and submit to the appropriate committees of Congress the  
7 plan required under subsection (a).

8           (c) *RULEMAKING.*—Not later than 180 days after the  
9 date on which the plan required under subsection (a) is sub-  
10 mitted to the appropriate committees of Congress under  
11 subsection (b), the Administrator shall, if the Administrator  
12 determines appropriate, initiate a rulemaking proceeding  
13 to address one or more of the recommendations contained  
14 in the plan.

15           (d) *DEFINITION.*—In this section the term “certain  
16 NextGen avionics” means those avionics and baseline capa-  
17 bilities as recommended in the Minimum Capabilities List  
18 (MCL) Ad Hoc Team, NextGen Advisory Committee (NAC)  
19 Task 19-1 Report completed in November 2020.

20 **SEC. 413. PERFORMANCE BASED NAVIGATION REPORT AND**  
21 **UTILIZATION PLAN.**

22           (a) *REPORT ON PERFORMANCE BASED NAVIGATION.*—

23                   (1) *IN GENERAL.*—Not later than 1 year after  
24 the date of enactment of this section, the Adminis-  
25 trator shall publish on the website of the FAA a

1        *progress report on the utilization, implementation,*  
2        *and operational benefits of performance based naviga-*  
3        *tion (in this section referred to as “PBN”) procedures*  
4        *of the FAA within the national airspace system.*

5            (2) *CONTENTS.—The report shall include, at a*  
6        *minimum, a detailed implementation plan with re-*  
7        *spect to the recommendations made by—*

8            (A) *the PBN Clarification Ad Hoc Team,*  
9        *NextGen Advisory Committee (in this section re-*  
10        *ferred to as the “NAC”) Task 19-4 Report com-*  
11        *pleted in November 2020;*

12            (B) *the Final Report of the Major Air Car-*  
13        *rier Performance Based Navigation (PBN) Way*  
14        *Forward Workgroup for the FAA’s PBN Clari-*  
15        *fication Tasking to the NAC dated June 2020;*

16            (C) *the NAC Subcommittee Update on Op-*  
17        *portunities dated June 2020;*

18            (D) *the Barriers to Established on Required*  
19        *Navigation Performance Procedures dated No-*  
20        *vember 2019; and*

21            (E) *the FAA Reauthorization Act of 2018,*  
22        *Section 547 Enhanced Air Traffic Services, NAC*  
23        *Task 20-3 Report dated March 2021.*

24        (b) *UTILIZATION ACTION PLAN.—180 days after the*  
25        *completion of the report under subsection (a), the Adminis-*

1 *trator shall, in consultation with representatives of air traf-*  
2 *fic controllers, develop an action plan to utilize PBN as*  
3 *a primary means of navigation to further reduce the de-*  
4 *pendency on legacy systems within the national airspace*  
5 *system.*

6 (c) *BRIEFING.*—*Not later than 1 year after the devel-*  
7 *opment of the action plan under subsection (b), and annu-*  
8 *ally thereafter, the Administrator shall submit to appro-*  
9 *priate committees of Congress a report on the implementa-*  
10 *tion of the action plan, including the utilization rate of*  
11 *PBN as a primary means of navigation.*

12 **SEC. 414. AIR TRAFFIC CONTROL FACILITY REALIGNMENT**  
13 **STUDY.**

14 (a) *EXAMINATION.*—

15 (1) *IN GENERAL.*—*Not later than 180 days after*  
16 *the date of enactment, the Administrator shall con-*  
17 *tract with a Federally funded research and develop-*  
18 *ment center to conduct an Air Traffic Control Facil-*  
19 *ity Realignment report to examine consolidating or*  
20 *otherwise reorganizing air traffic control work facili-*  
21 *ties and locations and airspace structure manage-*  
22 *ment.*

23 (2) *CONTENTS.*—*The examination shall:*

24 (A) *Evaluate the potential efficiencies that*  
25 *may result from a reorganization.*

1           (B) *Identify whether certain areas prone to*  
2           *congestion or staff shortages would benefit from*  
3           *enhanced flexibilities.*

4           (C) *Recommend opportunities for integra-*  
5           *tion of separate facilities to create a more col-*  
6           *laborative and efficient traffic control environ-*  
7           *ment.*

8           (3) *CONSULTATION.—In carrying out this sec-*  
9           *tion, the Federally funded research and development*  
10          *center shall consult with representatives of labor orga-*  
11          *nizations representing air traffic control system em-*  
12          *ployees of the FAA.*

13          (b) *REPORTS.—*

14           (1) *TO THE ADMINISTRATOR.—Not later than*  
15          *September 30, 2025, the Federally funded research*  
16          *and development center shall submit to the Adminis-*  
17          *trator a report regarding the examination under sub-*  
18          *section (a), along with recommendations related to*  
19          *consolidation or reorganization of FAA-owned air*  
20          *traffic control work facilities and locations.*

21           (2) *TO CONGRESS.—*

22           (A) *BRIEFING.—Not later than 60 days*  
23          *after receiving the recommendations under para-*  
24          *graph (1), the Administrator shall brief the ap-*  
25          *propriate committees of Congress.*

1           (B) *REPORT.*—Not later than 2 years after  
2           the date of enactment of this section, the Admin-  
3           istrator shall submit to the appropriate commit-  
4           tees of Congress a report on the results of the  
5           study under subsection (a) and any rec-  
6           ommendations related to consolidation or reorga-  
7           nization of FAA-owned air traffic control work  
8           facilities and locations.

9 **SEC. 415. UPDATE OF FAA STANDARDS TO ALLOW DIS-**  
10           **TRIBUTION AND USE OF CERTAIN RE-**  
11           **STRICTED ROUTES AND TERMINAL PROCE-**  
12           **DURES.**

13           Not later than 6 months after the date of enactment  
14           of this section, the Administrator shall update FAA stand-  
15           ards to allow distribution and use of the Capstone Re-  
16           stricted Routes and Terminal Procedures by modern Wide  
17           Area Augmentation System (WAAS) equipped navigation  
18           equipment. The updated FAA standards shall provide a  
19           means for allowing modifications and continued develop-  
20           ment of new routes and procedures proposed by air carriers  
21           operating such routes.

22 **SEC. 416. PROTECTION OF SAFE AND EFFICIENT USE OF**  
23           **AIRSPACE AT AIRPORTS.**

24           (a) *AIRSPACE REVIEW PROCESS REQUIREMENTS.*—  
25           The Administrator shall consider the following additional

1 *factors in the evaluation of cumulative impacts when mak-*  
2 *ing a determination of hazard or no hazard, or objection*  
3 *or no objection, as applicable, under part 77 of title 14,*  
4 *Code of Federal Regulations, regarding proposed construc-*  
5 *tion or alteration within 3 miles of the runway ends and*  
6 *runway centerlines (as depicted in the airport's FAA-ap-*  
7 *proved Airport Layout Plan (ALP)) on any land not owned*  
8 *by any such airport:*

9           (1) *The accumulation and spacing of structures*  
10 *or other obstructions that might constrain radar or*  
11 *communication capabilities, thereby reducing an air-*  
12 *port's capacity, flight procedure minimums or avail-*  
13 *ability, or aircraft takeoff or landing capabilities.*

14           (2) *Safety risks of lasers, lights, or light sources*  
15 *inclusive of lighted billboards and screens, affixed to*  
16 *structures, that may pose hazards to air navigation.*

17           (3) *Water features or hazardous wildlife*  
18 *attractants, as defined by the FAA.*

19           (4) *Impacts to visual flight rule (VFR) traffic*  
20 *patterns for both fixed and rotary wing aircraft, in-*  
21 *clusive of special VFR procedures established by Let-*  
22 *ters of Agreement between air traffic facilities, the*  
23 *airport, and flight operators.*

24           (5) *Impacts to FAA-funded airport improvement*  
25 *projects, improvements depicted on or described in*

1        *FAA-approved Airport Layout Plans and master*  
2        *plans, and preservation of the navigable airspace nec-*  
3        *essary for achieving the objectives and utilization of*  
4        *these projects and plans.*

5        *(b) REQUIRED INFORMATION.—A notice submitted*  
6        *under part 77 of title 14, Code of Federal Regulations, shall*  
7        *include the following:*

8                *(1) Actual designs of an entire project and prop-*  
9                *erty, without regard to whether a proposed construc-*  
10              *tion or alteration within 3 miles of the airport's run-*  
11              *way ends and runway centerlines as depicted in the*  
12              *FAA-approved Airport Layout Plan is limited to a*  
13              *singular location on a property.*

14              *(2) If there are any changes or addition of*  
15              *equipment, such as cranes used to construct a build-*  
16              *ing, to such designs after submission of such a notice,*  
17              *all information included with the notice submitted be-*  
18              *fore such change or addition shall be resubmitted,*  
19              *along with information regarding the change or addi-*  
20              *tion.*

21        *(c) EXPIRATION.—Unless extended, revised, or termi-*  
22        *nated, each determination of no hazard issued by the Ad-*  
23        *ministrator under part 77 of title 14, Code of Federal Regu-*  
24        *lations, expires 18 months after the effective date of the de-*  
25        *termination, or on the date the proposed construction or*

1 alteration is abandoned, whichever is earlier. If expired,  
2 such determinations are no longer valid with regard to  
3 whether a proposed construction or alteration would be a  
4 hazard to air navigation.

5 (d) *AUTHORITY TO CONSOLIDATE OEI SURFACE CRI-*  
6 *TERIA.*—The Administrator may develop a single set of One  
7 Engine Inoperative (OEI) surface criteria that is specific  
8 to an airport. The Administrator shall consult with the air-  
9 port operator and flight operators that use such airport,  
10 on the development of such surface criteria.

11 (e) *DEVELOPMENT OF POLICIES TO PROTECT OEI*  
12 *SURFACES.*—Not later than 6 months after the date of en-  
13 actment of this section, the Administrator shall brief Con-  
14 gress regarding the status of the FAA's efforts to protect  
15 OEI surfaces from encroachment at United States certifi-  
16 cated and Federally obligated airports, including the cur-  
17 rent status of efforts to incorporate such protections into  
18 FAA Obstruction Evaluation/Airport Airspace Analysis  
19 (OE/AAA) processes.

20 (f) *AUTHORITY TO CONSULT WITH OTHER AGEN-*  
21 *CIES.*—The Administrator may consult with other Federal,  
22 State, or local agencies as necessary to carry out the re-  
23 quirements of this section.

24 (g) *APPLICABILITY.*—This section shall only apply to  
25 an airport in a county adjacent to 2 States with converging



1 *intersecting cross runway operations within 12 nautical*  
2 *miles of an Air Force base.*

3 **SEC. 417. ASOS/AWOS SERVICE REPORT DASHBOARD.**

4 (a) *IN GENERAL.*—*The applicable Administrators*  
5 *shall work in collaboration to collect the real-time service*  
6 *status of all automated surface observation systems/auto-*  
7 *mated weather observing systems (in this section referred*  
8 *to as “ASOS/AWOS”).*

9 (b) *AVAILABILITY OF RESULTS.*—

10 (1) *IN GENERAL.*—*The applicable Administra-*  
11 *tors shall make available on a publicly available*  
12 *internet website the following:*

13 (A) *The service status of all ASOS/AWOS.*

14 (B) *Any actions to repair or replace ASOS/*  
15 *AWOS that are out of service due to technical or*  
16 *weather-related events, including an estimated*  
17 *timeline to return the systems to service.*

18 (C) *A portal on such publicly available*  
19 *internet website for the reporting of ASOS/*  
20 *AWOS outages to be utilized by commercial*  
21 *aviation, airports, and other industry interests*  
22 *as determined by the applicable Administrators.*

23 (2) *DATA FILES.*—*The Administrators described*  
24 *in subsection (a) shall make available the underlying*

1        *data in paragraph (1) for each ASOS/AWOS in a*  
2        *machine-readable format.*

3        *(c) APPLICABLE ADMINISTRATORS.—In this section,*  
4        *the term “applicable Administrators” means—*

5                *(1) the Administrator of the Federal Aviation*  
6        *Administration; and*

7                *(2) the Administrator of the National Oceanic*  
8        *and Atmospheric Administration.*

9        **SEC. 418. UPGRADING AND REPLACING AGING AIR TRAFFIC**  
10                **SYSTEMS.**

11        *(a) STUDY.—*

12                *(1) IN GENERAL.—Pursuant to the authority of*  
13        *authorized expenditures in section 48101(c)(1) of title*  
14        *49, United States Code, not later than 60 days after*  
15        *the date of enactment of this Act, the Administrator*  
16        *shall enter into an agreement with a qualified organi-*  
17        *zation to conduct a study to assess the need for up-*  
18        *grades to or replacement of existing automated sur-*  
19        *face observation systems/automated weather observing*  
20        *systems (in this section referred to as “ASOS/*  
21        *AWOS”).*

22                *(2) CONTENTS.—The study conducted under*  
23        *paragraph (1) shall include an analysis of—*

24                *(A) the age of each ASOS/AWOS;*

1           (B) the number of days in the immediate  
2 preceding calendar year that each ASOS/AWOS  
3 was not able to accurately communicate or dis-  
4 seminate data for any period of time;

5           (C) impacts of extreme severe weather on  
6 ASOS/AWOS outages;

7           (D) the effective coverage of the existing  
8 ASOS/AWOS;

9           (E) detailed upgrade requirements for each  
10 existing ASOS/AWOS, including an assessment  
11 of whether replacement would be the most cost-  
12 effective recommendation;

13           (F) prior maintenance expenditures for  
14 each existing ASOS/AWOS;

15           (G) a description of all upgrades or replace-  
16 ments made by the FAA to ASOS/AWOS prior  
17 to the date of enactment of this Act;

18           (H) impacts of an outage or break in serv-  
19 ice in the FAA Telecommunications Infrastruc-  
20 ture; and

21           (I) any other area determined appropriate  
22 by the Administrator.

23           (b) *REPORT.*—Not later than 18 months after the date  
24 of enactment of this section, the Administrator shall submit  
25 to the appropriate committees of Congress a report on the

1 *study conducted under subsection (a). Such report shall in-*  
2 *clude—*

3           (1) *a plan for executing upgrades to or replace-*  
4 *ments of existing ASOS/AWOS;*

5           (2) *a plan for converting and upgrading existing*  
6 *ASOS/AWOS communications to the FAA Tele-*  
7 *communications Infrastructure;*

8           (3) *an assessment of the use of unmonitored*  
9 *Navigational Aids (NAVAIDs) to allow for alternate*  
10 *airport planning for commercial and cargo aviation*  
11 *to limit ASOS/AWOS service disruptions;*

12           (4) *an evaluation of additional alternative meth-*  
13 *ods of compliance for obtaining weather elements that*  
14 *would be as sufficient as current data received*  
15 *through ASOS/AWOS; and*

16           (5) *any other item determined appropriate by*  
17 *the Administrator.*

18       (c) *APPLICATION.—The study under subsection (a) and*  
19 *the report under subsection (b) shall only address ASOS/*  
20 *AWOS located in non-contiguous States.*

21 **SEC. 419. WASHINGTON, D.C. METROPOLITAN AREA SPECIAL**  
22 **FLIGHT RULES AREA.**

23       (a) *SUBMISSION OF PLAN TO CONGRESS.—Not later*  
24 *than 1 year after the date of enactment of this Act, the Ad-*  
25 *ministrator, in consultation with the Secretary of Home-*

1 *land Security and the Secretary of Defense, shall submit*  
2 *to the Committee on Commerce, Science, and Transpor-*  
3 *tation and the Committee on Homeland Security and Gov-*  
4 *ernmental Affairs of the Senate and the Committee on*  
5 *Transportation and Infrastructure and the Committee on*  
6 *Homeland Security of the House of Representatives a plan*  
7 *for the Special Flight Rules Area and the Flight Restricted*  
8 *Zone.*

9       (b) *CONTENTS OF PLAN.*—*The plan described in sub-*  
10 *section (a) shall outline specific proposed changes to the*  
11 *Special Flight Rules Area and the Flight Restricted Zone*  
12 *that will decrease operational impacts and improve general*  
13 *aviation access to airports in the National Capital Region*  
14 *that are currently impacted by the Special Flight Rules*  
15 *Area and the Flight Restricted Zone.*

16       (c) *BRIEFING.*—*Not later than 180 days after the date*  
17 *of enactment of this Act, the Administrator shall provide*  
18 *to the committees of Congress described in subsection (a)*  
19 *a briefing on the feasibility (including any associated costs)*  
20 *of—*

21               (1) *installing equipment that allows a pilot to*  
22 *communicate with air traffic control using a VHF*  
23 *radio for the purposes of receiving an instrument*  
24 *flight rules (“IFR”) clearance, activating a DC FRZ*

1 *flight plan, or activating a DC SFRA flight plan (as*  
2 *applicable) at—*

3 *(A) non-towered airports in the Flight Re-*  
4 *stricted Zone; and*

5 *(B) airports in the Special Flight Rules*  
6 *Area that do not have the communications*  
7 *equipment described in this paragraph;*

8 *(2) allowing a pilot approved by the Transpor-*  
9 *tation Security Administration in accordance with*  
10 *section 1562.3 of title 49, Code of Federal Regula-*  
11 *tions, to electronically file a DC FRZ flight plan or*  
12 *IFR flight plan that departs from, or arrives at, an*  
13 *airport in the Flight Restricted Zone; and*

14 *(3) allowing a pilot to electronically file a stand-*  
15 *ard VFR flight plan that departs from, or arrives at,*  
16 *an airport in the Special Flight Rules Area or Flight*  
17 *Restricted Zone.*

18 *(d) DEFINITIONS.—In this section:*

19 *(1) DC FRZ FLIGHT PLAN; DC SFRA FLIGHT*  
20 *PLAN.—The terms “DC FRZ flight plan” and “DC*  
21 *SFRA flight plan” have the meanings given those*  
22 *terms in section 93.335 of title 14, Code of Federal*  
23 *Regulations.*

24 *(2) STANDARD VFR FLIGHT PLAN.—The term*  
25 *“standard VFR flight plan” means a VFR flight plan*

1       *(as such term is described in section 91.153 of title*  
2       *14, Code of Federal Regulations) that includes search*  
3       *and rescue services.*

4       ***TITLE V—AVIATION WORKFORCE***  
5               ***Subtitle A—Civil Aviation***  
6                       ***Workforce***

7       ***SEC. 501. AVIATION WORKFORCE DEVELOPMENT GRANTS.***

8       *(a) IN GENERAL.—Section 625 of the FAA Reauthor-*  
9       *ization Act of 2018 (49 U.S.C. 40101 note) is amended—*

10               *(1) in subsection (a)—*

11                       *(A) in paragraph (1), by striking “and” at*  
12               *the end;*

13                       *(B) in paragraph (2), by striking the period*  
14               *at the end and inserting “; and”; and*

15                       *(C) by adding at the end the following new*  
16               *paragraph:*

17                       *“(3) a program to provide grants for eligible*  
18               *projects to support the education and recruitment of*  
19               *aviation manufacturing technical workers and the de-*  
20               *velopment of the aviation manufacturing workforce.”;*

21               *(2) in subsection (b)—*

22                       *(A) in paragraph (1), by striking “2023”*  
23               *each place it appears and inserting “2028”;*

24                       *(B) by redesignating paragraph (2) as*  
25               *paragraph (3);*

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

3           “(2) *ADDITIONAL FUNDING.*—In addition to  
4           amounts available for grants pursuant to paragraph  
5           (1), there is authorized to be appropriated—

6           “(A) \$20,000,000 for each of fiscal years  
7           2024 through 2028 to provide grants under the  
8           program established under subsection (a)(1);

9           “(B) \$20,000,000 for each of fiscal years  
10          2024 through 2028 to provide grants under the  
11          program established under subsection (a)(2); and

12          “(C) \$20,000,000 for each of fiscal years  
13          2024 through 2028 to provide grants under the  
14          program established under subsection (a)(3).”;

15          (D) in paragraph (3), as redesignated by  
16          subparagraph (B), by inserting “(or, in the case  
17          of fiscal years 2024 through 2028, \$1,000,000)”  
18          after “\$500,000”; and

19          (E) by adding at the end the following:

20          “(4) *SET ASIDE FOR TECHNICAL ASSISTANCE.*—  
21          The Secretary, in consultation with the Secretary of  
22          Education, may set aside up to 2 percent of the funds  
23          appropriated to carry out this section for each of fis-  
24          cal years 2024 through 2028 to provide technical as-  
25          sistance to accredited institutions of higher education



1        *and post-secondary vocational institutions applying*  
2        *for a project grant under this section.*

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—*

8            “(A) *provide an assurance—*

9            “(i) *to use grant funds to encourage*  
10        *the participation of populations that are*  
11        *underrepresented in the aviation industry,*  
12        *including women, minorities, and individ-*  
13        *uals in economically disadvantaged geo-*  
14        *graphic areas and rural communities, in-*  
15        *cluding to address the workforce needs of*  
16        *rural and regional airports; or*

17            “(ii) *to strengthen aviation programs*  
18        *at a minority-serving institution (as de-*  
19        *scribed in section 371(a) of the Higher Edu-*  
20        *cation Act of 1965 (20 U.S.C. 1067q(a)), a*  
21        *public institution of higher education, or a*  
22        *public postsecondary vocational institu-*  
23        *tion.”;*

24            (3) *in subsection (c)—*

1           (A) in paragraph (1)(B), by inserting “, a  
2           postsecondary vocational institution (as defined  
3           in section 102 of the Higher Education Act of  
4           1965 (20 U.S.C. 1002)),” after “(20 U.S.C.  
5           1001))”;

6           (B) in paragraph (2)(B), by inserting “, a  
7           postsecondary vocational institution (as defined  
8           in section 102 of the Higher Education Act of  
9           1965 (20 U.S.C. 1002)),” after “(20 U.S.C.  
10          1001))”; and

11          (C) by adding at the end the following new  
12          paragraph:

13          “(3) An application for a grant under the pro-  
14          gram established under subsection (a)(3) shall be sub-  
15          mitted, in such form as the Secretary may specify,  
16          by—

17                “(A) a holder of a type or production cer-  
18                tificate or similar authorization issued under  
19                section 44704 of title 49, United States Code, or  
20                a credible applicant for such a certificate as de-  
21                termined by the Secretary;

22                “(B) an accredited institution of higher  
23                education (as defined in section 101 of the High-  
24                er Education Act of 1965 (20 U.S.C. 1001)), a  
25                postsecondary vocational institution (as defined

1           *in section 102 of the Higher Education Act of*  
2           *1965 (20 U.S.C. 1002)), or a high school or sec-*  
3           *ondary school (as defined in section 7801 of the*  
4           *Elementary and Secondary Education Act of*  
5           *1965 (20 U.S.C. 7801)); and*

6                     *“(C) a State or local governmental entity.”;*

7           *(4) by striking subsection (d) and inserting the*  
8           *following:*

9           *“(d) ELIGIBLE PROJECTS.—For purposes of a pro-*  
10          *gram established under subsection (a), an eligible project*  
11          *is a project—*

12                    *“(1) to create and deliver a program designed to*  
13                    *provide high school students and students at institu-*  
14                    *tions of higher education (as defined in section 101(a)*  
15                    *of the Higher Education Act of 1965 (20 U.S.C.*  
16                    *1001)) with meaningful aviation education that is de-*  
17                    *signed to prepare the students to become aircraft pi-*  
18                    *lots, aerospace engineers, unmanned aircraft systems*  
19                    *operators, aviation maintenance technical workers, or*  
20                    *aviation manufacturing technical workers (as appli-*  
21                    *cable to the relevant program described in subsection*  
22                    *(a));*

23                    *“(2) to support the professional development of*  
24                    *teachers and other educators implementing a program*  
25                    *described in paragraph (1);*

1           “(3) to establish new educational programs that  
2           teach technical skills used by aircraft pilots, aerospace  
3           engineers, unmanned aircraft systems operators, avia-  
4           tion maintenance technical workers, or aviation man-  
5           ufacturing technical workers (as applicable to the rel-  
6           evant program described in subsection (a)), including  
7           purchasing equipment, or to improve existing such  
8           programs;

9           “(4) to establish scholarships or registered ap-  
10          prenticeships for individuals pursuing employment as  
11          aircraft pilots, aerospace engineers, unmanned air-  
12          craft systems operators, aviation maintenance tech-  
13          nical workers, or aviation manufacturing technical  
14          workers (as applicable to the relevant program de-  
15          scribed in subsection (a));

16          “(5) to support outreach about careers as air-  
17          craft pilots, aerospace engineers, unmanned aircraft  
18          systems operators, aviation maintenance technical  
19          workers, or aviation manufacturing technical workers  
20          (as applicable to the relevant program described in  
21          subsection (a)) to—

22                 “(A) students enrolled at a primary, sec-  
23                 ondary, or post-secondary school or a minority-  
24                 serving institution (as described in section

1           371(a) of the *Higher Education Act of 1965* (20  
2           U.S.C. 1067q(a)); or

3           “(B) *communities underrepresented in the*  
4           *applicable industry, including women, minori-*  
5           *ties, and individuals in economically disadvan-*  
6           *tagged geographic areas and rural communities;*

7           “(6) *to support educational opportunities in both*  
8           *urban and rural areas;*

9           “(7) *to support transition to careers as aircraft*  
10          *pilots, aerospace engineers, unmanned aircraft sys-*  
11          *tems operators, aviation maintenance technical work-*  
12          *ers, or aviation manufacturing technical workers (as*  
13          *applicable to the relevant program described in sub-*  
14          *section (a)), including for veterans and members of*  
15          *the Armed Forces; or*

16          “(8) *to otherwise enhance or expand the aircraft*  
17          *pilot, aerospace engineer, unmanned aircraft system*  
18          *operator workforces, aviation maintenance technical*  
19          *worker, or aviation manufacturing technical worker*  
20          *workforces.”;*

21          (5) *in subsection (e)*

22                 (A) *in paragraph (1)—*

23                         (i) *by inserting “aviation manufactur-*  
24                         *ers,” after “repair stations,” and*

25                         (ii) *by striking “and” at the end;*

1           (B) in paragraph (2), by striking the period  
2           at the end and inserting “; and”; and

3           (C) by adding at the end the following new  
4           paragraph:

5           “(3) give priority to applicants who partner  
6           with, or establish links between, secondary schools and  
7           post-secondary schools and who work collaboratively  
8           or participate in industry or sector partnerships.”;  
9           and

10          (6) by adding at the end the following new sub-  
11          section:

12          “(f) *CONSULTATION WITH THE SECRETARY OF EDU-*  
13          *CATION.—The Secretary may consult with the Secretary of*  
14          *Education in—*

15                 “(1) developing the design of the grant applica-  
16                 tion under this section;

17                 “(2) reviewing and selecting applications for  
18                 grants for eligible projects under this section; and

19                 “(3) establishing considerations regarding pro-  
20                 gram quality and measurement of student outcomes.”.

21          (b) *CONFORMING AMENDMENT.—Section 48105 of title*  
22          *49, United States Code, is amended—*

23                 (1) in paragraph (4), by striking “2023” and in-  
24                 serting “2028”; and

25                 (2) by striking paragraph (5).

1           (c) *NATIONAL STRATEGIC PLAN FOR AVIATION WORK-*  
2 *FORCE DEVELOPMENT.*—

3           (1) *IN GENERAL.*—*Not later than 1 year after*  
4 *the date of enactment of this section, the Adminis-*  
5 *trator shall, to the extent practicable and in consulta-*  
6 *tion with other Federal agencies and private individ-*  
7 *uals, establish a national strategic plan for address-*  
8 *ing projected shortages of aviation workers in the*  
9 *aviation industry, including—*

10                   (A) *any short-term, medium-term, and*  
11 *long-term needs critical to the economy, national*  
12 *security, workforce readiness, environmental con-*  
13 *cerns, and priorities of the United States avia-*  
14 *tion sector, such as emergency readiness and re-*  
15 *silience; and*

16                   (B) *any situation or condition that war-*  
17 *rants special attention by the Federal Govern-*  
18 *ment.*

19           (2) *REQUIREMENTS.*—*The national strategic*  
20 *plan established under paragraph (1) shall—*

21                   (A) *take into account the activities and ac-*  
22 *complishments of all agencies in the executive*  
23 *branch of the Federal Government that are re-*  
24 *lated to carrying out such national strategic*  
25 *plan;*

1           (B) include recommendations for how the  
2           Federal Government can conduct outreach to his-  
3           torically underserved communities in the devel-  
4           opment of the aviation talent pipeline as part of  
5           the national strategic plan; and

6           (C) include recommendations for legislation,  
7           regulations, and budget proposals to carry out  
8           such national strategic plan.

9   **SEC. 502. WOMEN IN AVIATION ADVISORY COMMITTEE.**

10       (a) *ESTABLISHMENT.*—There is established within the  
11       Department of Transportation the Women in Aviation Ad-  
12       visory Committee (in this section referred to as the “Com-  
13       mittee”).

14       (b) *MEMBERSHIP.*—

15           (1) *COMPOSITION.*—

16           (A) *IN GENERAL.*—Subject to subparagraph  
17           (C), the Committee shall be composed of up to 16  
18           members appointed by the Secretary, including  
19           representatives from the following:

20                   (i) *Passenger and cargo air carriers*  
21                   operating under part 121 of title 14, Code  
22                   of Federal Regulations.

23                   (ii) *Aircraft manufacturers and aero-*  
24                   space companies.



1                   (iii) *Nonprofit organizations within*  
2                   *the aviation industry, including at least 1*  
3                   *State aviation agency.*

4                   (iv) *Airport operators and employees.*

5                   (v) *Aviation business associations.*

6                   (vi) *Engineering business associations.*

7                   (vii) *United States Air Force Auxil-*  
8                   *iary, Civil Air Patrol.*

9                   (viii) *Institutions of higher education*  
10                   *and aviation trade schools.*

11                   (ix) *The Department of Labor.*

12                   (x) *The Department of Education.*

13                   (xi) *Nonprofit labor organizations rep-*  
14                   *resenting aviation workers, including orga-*  
15                   *nizations representing aviation mainte-*  
16                   *nance workers and pilots for cargo and pas-*  
17                   *senger air carriers operating under part*  
18                   *121 of title 14, Code of Federal Regulations.*

19                   (xii) *The FAA.*

20                   (B) *DATE.*—*The appointments described in*  
21                   *subparagraph (A) shall be made not later than*  
22                   *9 months after the date of enactment of this sec-*  
23                   *tion.*

24                   (C) *EX OFFICIO MEMBERS.*—*The Secretary*  
25                   *shall appoint 1 member from the Office of Civil*

1           *Rights of the FAA to serve in an ex officio ca-*  
2           *capacity.*

3           (2) *SUBCOMMITTEES.*—*The Committee may es-*  
4           *tablish subcommittees as the Committee determines*  
5           *appropriate.*

6           (3) *CHAIR; SUBCOMMITTEE CHAIRS.*—*The Com-*  
7           *mittee—*

8                   (A) *shall select a Chair from among the*  
9                   *members of the Committee; and*

10                   (B) *may select subcommittee chairs from*  
11                   *among the members of the Committee, as the*  
12                   *Committee determines appropriate.*

13           (4) *TERM OF SERVICE.*—

14                   (A) *IN GENERAL.*—*Each member of the*  
15                   *Committee shall serve until the termination date*  
16                   *described in subsection (e).*

17                   (B) *SUCCESSORS.*—

18                           (i) *DEATH OR RESIGNATION.*—*If a*  
19                           *member of the Committee dies or resigns*  
20                           *during their term of service, the Secretary*  
21                           *shall designate a successor for the unexpired*  
22                           *term of such member.*

23                           (ii) *EXPIRED TERM.*—*Any member of*  
24                           *the Committee whose term of office has ex-*  
25                           *pired shall continue to serve as a member*

1                   *until their successor is appointed by the*  
2                   *Secretary.*

3                   (5) *ADMINISTRATIVE SUPPORT.*—*The Secretary*  
4                   *shall furnish the Committee logistical and adminis-*  
5                   *trative support to enable the Committee to perform its*  
6                   *duties.*

7                   (6) *COMPENSATION.*—*Each member of the Com-*  
8                   *mittee shall serve without compensation.*

9                   (c) *DUTIES.*—

10                  (1) *ADVISORY ROLE.*—*The Committee—*

11                         (A) *shall advise the Secretary and the Ad-*  
12                         *ministrator on matters related to promoting*  
13                         *women in the aviation industry, including edu-*  
14                         *cation, training, recruitment, retention, and ca-*  
15                         *reer advancement;*

16                         (B) *shall review and update the rec-*  
17                         *ommendations directed to FAA and non-FAA en-*  
18                         *tities produced by the Advisory Board created*  
19                         *under section 612 of the FAA Reauthorization*  
20                         *Act of 2018 (49 U.S.C. 40101 note) and rec-*  
21                         *ommend how to engage with those entities to im-*  
22                         *prove the implementation of such recommenda-*  
23                         *tions;*

24                         (C) *shall coordinate with the Department of*  
25                         *Transportation Office of Civil Rights and the*

1        *FAA's Federal Women's Program to not dupli-*  
2        *cate the objectives of such program; and*

3                *(D) shall not duplicate the objectives of the*  
4        *Air Carrier Training Aviation Rulemaking*  
5        *Committee.*

6        *(2) REPORTS.—*

7                *(A) ANNUAL REPORT.—Not later than Octo-*  
8        *ber 31 of the first calendar year beginning after*  
9        *the date on which the Committee is established*  
10        *under subsection (a), and annually thereafter,*  
11        *the Committee shall submit to Congress, the Sec-*  
12        *retary, and the Administrator a report that con-*  
13        *tains a detailed statement of the Committee's rec-*  
14        *ommendations under subparagraphs (A) and (B)*  
15        *of paragraph (1), together with the recommenda-*  
16        *tions of the Committee for such legislation and*  
17        *administrative actions as the Committee con-*  
18        *siders appropriate.*

19                *(B) ADDITIONAL REPORTS.—The Committee*  
20        *may submit to Congress, the Secretary, and the*  
21        *Administrator additional reports and rec-*  
22        *ommendations related to education, training, re-*  
23        *cruiting, retaining, and advancing women in the*  
24        *aviation industry as the Committee determines*  
25        *appropriate.*

1       (d) *REVIEW OF RECOMMENDATIONS.*—Not later than  
2 60 days after the date on which the Secretary receives a  
3 report from the Committee under subsection (c)(2), the Sec-  
4 retary shall submit to Congress a report that indicates—

5           (1) *which recommendations of the Committee*  
6 *that the Secretary has determined the Department of*  
7 *Transportation is able to address and provide an up-*  
8 *date regarding the implementation of such rec-*  
9 *ommendations on an annual basis; and*

10          (2) *which such recommendations the Secretary is*  
11 *not able to implement (including any recommenda-*  
12 *tions for legislation) and a rationale for that deter-*  
13 *mination.*

14       (e) *SUNSET.*—The Committee shall terminate on Sep-  
15 *tember 30, 2028.*

16 **SEC. 503. STUDY OF HIGH SCHOOL AVIATION MAINTENANCE TRAINING PROGRAMS.**  
17

18       (a) *STUDY.*—

19           (1) *IN GENERAL.*—Not later than 180 days after  
20 *the date of enactment of this section, the Comptroller*  
21 *General shall initiate a study to assess the aviation*  
22 *maintenance technician workforce pipeline in the*  
23 *United States, as well as any barriers for students en-*  
24 *rolled in high school aviation maintenance programs*  
25 *with respect to—*

1           (A) entering airframe and powerplant me-  
2           chanic programs; or

3           (B) accessing pathways to mechanic certifi-  
4           cation.

5           (2) CONTENTS.—The study required under para-  
6           graph (1) shall assess the following:

7           (A) The number of high school aviation  
8           maintenance programs in the United States and  
9           the typical career outcomes for graduates of such  
10          programs.

11          (B) The extent to which high school aviation  
12          maintenance programs offer curricula that align  
13          with FAA mechanic airman certification stand-  
14          ards.

15          (C) The opportunities afforded to students  
16          enrolled in alternative or high school mainte-  
17          nance programs partnered with aviation mainte-  
18          nance technician schools (as described in section  
19          147.15 of title 14, Code of Federal Regulations).

20          (D) Alternate paths to a certificated avia-  
21          tion maintenance technician school for the fulfill-  
22          ment of the experience requirements described in  
23          section 65.75(c) of such title 14.

24          (E) Any barriers to entry associated with—

1                   (i) *developing and attaining the knowl-*  
2                   *edge and experience requirements described*  
3                   *in section 65.75 and section 147.31 of such*  
4                   *title 14; or*

5                   (ii) *access to the mechanic certification*  
6                   *process.*

7                   (F) *The level of engagement between the*  
8                   *FAA and high school aviation maintenance pro-*  
9                   *grams with respect to developing curricula that*  
10                   *assist with building foundational knowledge and*  
11                   *skills necessary to attain FAA mechanic certifi-*  
12                   *cations and associated ratings.*

13                   (G) *Any barriers to accessing the general*  
14                   *knowledge test described in section 65.71(a)(3) of*  
15                   *such title 14.*

16                   (H) *Whether allowing mechanic certificate*  
17                   *applicants to take the general knowledge test*  
18                   *prior to such applicants meeting the relevant ex-*  
19                   *perience requirements would present a safety*  
20                   *risk.*

21                   (I) *Whether regulatory changes could reduce*  
22                   *any barriers described in this paragraph.*

23                   (b) *REPORT.—Not later than 2 years after the date*  
24                   *of enactment of this section, the Comptroller General shall*  
25                   *provide to the Administrator and the appropriate commit-*

1 *tees of Congress a report and briefing on the findings of*  
 2 *the study conducted under subsection (a), together with rec-*  
 3 *ommendations for such legislative and administrative ac-*  
 4 *tion as the Comptroller General deems appropriate.*

5 **SEC. 504. MILITARY AVIATION MAINTENANCE TECHNICIANS**

6 **RULE.**

7 (a) *STREAMLINED CERTIFICATION FOR ELIGIBLE*  
 8 *MILITARY MAINTENANCE TECHNICIANS.*—*Not later than 2*  
 9 *years after the date of enactment of this section, the Admin-*  
 10 *istrator shall issue a final rule that revises part 65 of title*  
 11 *14, Code of Federal Regulations, to—*

12 (1) *create a military mechanic written com-*  
 13 *petency test; and*

14 (2) *develop, as necessary, a relevant Airman Cer-*  
 15 *tification Standard to qualify eligible military main-*  
 16 *tenance technicians for a mechanic certificate with*  
 17 *airframe or powerplant ratings; and*

18 (3) *allow a certificate of eligibility from the*  
 19 *Joint Services Aviation Maintenance Technician Cer-*  
 20 *tification Council (in this section referred to as the*  
 21 *“JSAMTCC”) evidencing completion of a training*  
 22 *curriculum for any rating sought to serve as a sub-*  
 23 *stitute to fulfill the requirement under such part 65*  
 24 *for oral and practical tests administered by a Des-*  
 25 *ignated Mechanic Examiner (in this section referred*



1       to as a “DME”) for eligible military maintenance  
2       technicians.

3       (b) *AERONAUTICAL KNOWLEDGE SUBJECT AREAS.*—

4           (1) *IN GENERAL.*—The military mechanic writ-  
5       ten competency test and Airman Certification Stand-  
6       ard described in subsection (a) shall focus on the aero-  
7       nautical knowledge subject areas contained in the  
8       *Aviation Mechanic General, Airframe, and Power-*  
9       *plant Airman Certification Standards, as appro-*  
10      *priate to the rating sought.*

11          (2) *IDENTIFICATION OF SUBJECT AREAS.*—The  
12      aeronautical knowledge subject areas shall be identi-  
13      fied and recommended to the Administrator, in con-  
14      sultation with industry stakeholders, through the FAA  
15      *Aviation Rulemaking Advisory Committee Airman*  
16      *Certification System Working Group.*

17      (c) *EXPANSION OF TESTING LOCATIONS.*—Not later  
18      than 1 year after the date of enactment of this section, the  
19      Administrator, in consultation with the Secretary of De-  
20      fense and the Secretary of Homeland Security, shall deter-  
21      mine whether an expansion of the number of active testing  
22      locations operated within military installation testing cen-  
23      ters would increase access to testing, as well as how to im-  
24      plement such expansion.

1           (d) *OUTREACH AND AWARENESS.*—Not later than 1  
2 year after the date of enactment of this section, the Admin-  
3 istrator, in coordination with the Secretary of Defense, the  
4 Secretary of Veterans Affairs, and the Secretary of Home-  
5 land Security, shall develop a plan to increase outreach and  
6 awareness regarding—

7           (1) the services made available by the  
8 JSAMTCC; and

9           (2) the military mechanic written competency  
10 test established under subsection (a).

11          (e) *REPORT.*—Not later than 180 days after the date  
12 on which the Administrator issues the final rule under sub-  
13 section (a), the Administrator shall submit to the Com-  
14 mittee on Commerce, Science, and Transportation and the  
15 Committee on Veterans' Affairs of the Senate and the Com-  
16 mittee on Transportation and Infrastructure and the Com-  
17 mittee on Veterans' Affairs of the House of Representatives  
18 a report on the activities carried out under this section,  
19 together with recommendations for such legislative or ad-  
20 ministrative action as the Administrator determines appro-  
21 priate.

22          (f) *ELIGIBLE MILITARY MAINTENANCE TECHNICIAN*  
23 *DEFINED.*—For purposes of this section, the term “eligible  
24 military maintenance technician” means an individual  
25 who is a current or former maintenance technician who was

1 *honorably discharged or has retired from the United States*  
2 *Armed Forces (as defined in section 101 of title 10, United*  
3 *States Code) and meets the following requirements:*

4           (1) *The individual presents an official United*  
5 *States Armed Forces record confirming that the indi-*  
6 *vidual is or was a military aviation maintenance*  
7 *technician, holding an appropriate Military Occupa-*  
8 *tional Specialty (MOS) Code, as determined by the*  
9 *Administrator, in coordination with the Secretary of*  
10 *Defense.*

11           (2) *The individual presents documentary evi-*  
12 *dence of experience in accordance with the require-*  
13 *ments under section 65.77 of title 14, Code of Federal*  
14 *Regulations.*

15 **SEC. 505. PROHIBITION OF REMOTE DISPATCHING.**

16 (a) *AMENDMENTS TO PROHIBITION.—*

17           (1) *IN GENERAL.—Section 44711(a) of title 49,*  
18 *United States Code, is amended—*

19                   (A) *in paragraph (9), by striking “or” after*  
20 *the semicolon;*

21                   (B) *by redesignating paragraph (10) as*  
22 *paragraph (11); and*

23                   (C) *by inserting after paragraph (9) the fol-*  
24 *lowing new paragraph:*

1           “(10) work as an aircraft dispatcher outside of  
2           a physical location designated as a dispatching center  
3           or flight following center of an air carrier; or”.

4           (2) *REGULATIONS.*—Not later than 1 year after  
5           the date of enactment of this section, the Adminis-  
6           trator shall promulgate regulations requiring persons  
7           and air carriers to comply with paragraph (10) of  
8           section 44711(a) of title 49, United States Code (as  
9           added by paragraph (1)).

10          (3) *EFFECTIVE DATE.*—The amendments made  
11          by subsection (a) shall take effect on the date that is  
12          1 year after the date of enactment of this section,  
13          without regard to whether the regulations required by  
14          paragraph (2) have been promulgated as of that date.

15          (b) *AIRCRAFT DISPATCHING.*—

16          (1) *IN GENERAL.*—Chapter 447 of title 49,  
17          United States Code, as amended by section 304(b), is  
18          amended by adding at the end the following new sec-  
19          tion:

20          “**§ 44747. Aircraft dispatching**

21          “(a) *IN GENERAL.*—Each air carrier shall establish  
22          and maintain sufficient dispatch centers and flight fol-  
23          lowing centers to maintain operational control of each flight  
24          of the air carrier at all times.

1       “(b) *REQUIREMENTS.*—*An air carrier shall ensure*  
2 *that each dispatch center and flight following center of the*  
3 *air carrier—*

4               “(1) *has a sufficient number of aircraft dis-*  
5 *patchers on duty at the dispatch center or flight fol-*  
6 *lowing center to ensure proper operational control of*  
7 *each flight of the air carrier at all times;*

8               “(2) *has the necessary equipment, in good re-*  
9 *pair, to maintain proper operational control of each*  
10 *flight of the air carrier at all times; and*

11               “(3) *includes the presence of physical security*  
12 *and cybersecurity protections to prevent unauthorized*  
13 *access to the dispatch center or flight following center*  
14 *or to the operations of either such center.*

15       “(c) *PROHIBITION.*—

16               “(1) *IN GENERAL.*—*Subject to paragraph (2), an*  
17 *air carrier may not dispatch aircraft from any loca-*  
18 *tion other than the dispatch center or flight following*  
19 *center of the air carrier.*

20               “(2) *EMERGENCY AUTHORITY.*—*In the event of*  
21 *an emergency, an air carrier may dispatch aircraft*  
22 *from a location other than the dispatch center or*  
23 *flight following center of the air carrier for a brief pe-*  
24 *riod of time, but not to exceed a period of 24 consec-*  
25 *utive hours per location.”.*

1           (2) *CLERICAL AMENDMENT.*—*The analysis for*  
 2           *chapter 447 of such title, as amended by section*  
 3           *304(b), is amended by inserting after the item relat-*  
 4           *ing to section 44746 the following:*

*“44747. Aircraft dispatching.”.*

5 **SEC. 506. EMPLOYEE ASSAULT PREVENTION AND RE-**  
 6                           **SPONSE PLAN STANDARDS AND BEST PRAC-**  
 7                           **TICES.**

8           (a) *SENSE OF CONGRESS.*—*It is the sense of Congress*  
 9           *that:*

10                   (1) *Each air carrier operating under part 121 of*  
 11                   *title 14, Code of Federal Regulations, shall submit to*  
 12                   *the Administrator an Employee Assault Prevention*  
 13                   *and Response Plan pursuant to section 551 of the*  
 14                   *FAA Reauthorization Act of 2018 (49 U.S.C. 44903*  
 15                   *note).*

16                   (2) *Each such air carrier should have in place*  
 17                   *and deploy an Employee Assault Prevention and Re-*  
 18                   *sponse Plan to facilitate appropriate protocols, stand-*  
 19                   *ards, and training to equip employees with best prac-*  
 20                   *tices and the experience necessary to respond effec-*  
 21                   *tively to hostile situations and disruptive behavior*  
 22                   *and maintain a safe traveling experience.*

23           (b) *REQUIRED BRIEFING.*—*Section 551 of the FAA*  
 24           *Reauthorization Act of 2018 (49 U.S.C. 44903 note) is*  
 25           *amended by adding at the end the following new subsection:*

1       “(f) *BRIEFING TO CONGRESS.*—Not later than 90 days  
2 after the date of enactment of this subsection, the Adminis-  
3 trator of the Federal Aviation Administration shall provide  
4 to the appropriate committees of Congress a briefing on the  
5 *Employee Assault Prevention and Response Plan* submitted  
6 by each air carrier pursuant to this section.”.

7 **SEC. 507. CREWMEMBER SELF-DEFENSE TRAINING.**

8       Section 44918(a) of title 49, United States Code, is  
9 amended—

10           (1) in paragraph (1), by inserting “and unruly  
11 passenger behavior” before the period at the end;

12           (2) in paragraph (2)—

13                   (A) by striking subparagraph (A) and in-  
14 serting the following:

15                           “(A) Recognize suspicious behavior and ac-  
16 tivities and determine the seriousness of any oc-  
17 currence.”;

18                   (B) in subparagraph (D), by inserting “,  
19 including training to defend against the use of  
20 edged or contact weapons” before the period at  
21 the end;

22                   (C) by striking subparagraph (H) and in-  
23 serting the following:

1           “(H) *De-escalation training based on rec-*  
2           *ommendations issued by the Air Carrier Train-*  
3           *ing Aviation Rulemaking Committee.*”;

4           (D) *by redesignating subparagraphs (I) and*  
5           *(J) as subparagraphs (J) and (K), respectively;*  
6           *and*

7           (E) *by inserting after subparagraph (H) the*  
8           *following:*

9           “(I) *Methods to subdue and restrain an ac-*  
10           *tive attacker.*”;

11           (3) *by striking paragraph (4) and inserting the*  
12           *following:*

13           “(4) *MINIMUM STANDARDS.—Not later than 180*  
14           *days after the date of enactment of the FAA Reau-*  
15           *thorization Act of 2024, the Administrator of the*  
16           *Transportation Security Administration, in consulta-*  
17           *tion with the Federal Air Marshal Service and the*  
18           *Aviation Security Advisory Committee, shall establish*  
19           *minimum standards for—*

20           “(A) *the training provided under this sub-*  
21           *section and for recurrent training; and*

22           “(B) *the individuals or entities providing*  
23           *such training.*”;

24           (4) *in paragraph (6)—*

25           (A) *in the first sentence—*



1                   (i) by inserting “and the Federal Air  
2                   Marshal Service” after “consultation with  
3                   the Administrator”;

4                   (ii) by striking “and periodically  
5                   shall” and inserting “and shall periodi-  
6                   cally”; and

7                   (iii) by inserting “based on changes in  
8                   the potential or actual threat conditions”  
9                   before the period at the end; and

10                  (B) in the third sentence, by inserting “, in-  
11                  cluding self-defense training expertise and expe-  
12                  rience” before the period at the end; and

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

14                  “(8) AIR CARRIER ACCOMMODATION.—An air  
15                  carrier with a crew member participating in the  
16                  training program under this subsection shall provide  
17                  a process through which each such crew member may  
18                  obtain reasonable accommodations.”.

19   **SEC. 508. IMPROVING APRON SAFETY.**

20                  (a) **STUDY AND REPORT ON ENGINE INGESTION ZONE**  
21   **AND JET BLAST ZONE ACCIDENTS.—**

22                  (1) **STUDY.—**The Administrator shall conduct a  
23                  study on ways to minimize or eliminate engine inges-  
24                  tion zone and jet blast zone accidents, including  
25                  through—

1           (A) *improving markings on the apron to*  
2           *clearly define and graphically indicate the en-*  
3           *gine ingestion zones and envelope of safety for*  
4           *the variety of aircraft that may park at the same*  
5           *gate of the airport;*

6           (B) *incorporating markings on aircraft to*  
7           *indicate the engine inlet danger zone, using haz-*  
8           *ard warning stripes, decals, or other measures;*

9           (C) *limiting ground service personnel access*  
10          *to an aircraft until the engines of the aircraft*  
11          *are no longer running, the beacon on top of the*  
12          *aircraft has been turned off, the individual*  
13          *blades of the engine fan can be observed, and*  
14          *there is a notification from the flight deck crew*  
15          *confirming the engines are off (including the*  
16          *time for cool down, particularly for engines with*  
17          *low ground clearance);*

18          (D) *improving aircraft engine design to*  
19          *prevent or minimize engine ingestion, such as*  
20          *the use of stationary inlet guide vanes or engine*  
21          *guarding;*

22          (E) *improving the use of or requirements*  
23          *for Auxiliary Power Units (APUs) or electrical*  
24          *systems maintenance or incorporating changes to*  
25          *other systems or apron operation procedures to*

1           *eliminate or minimize the length of time an air-*  
2           *craft engine runs (or is permitted to run) while*  
3           *the aircraft is at the gate or stopped on the*  
4           *ground; and*

5                   *(F) improving communication devices and*  
6           *requirements for operable radios and headsets.*

7           *(2) REPORT.—Not later than 1 year after the*  
8           *date of enactment of this section, the Administrator*  
9           *shall submit to the appropriate committees of Con-*  
10          *gress a report on the study conducted under sub-*  
11          *section (a), together with recommendations for such*  
12          *legislative or administrative action as determined ap-*  
13          *propriate by the Administrator.*

14          *(b) IMPROVED TRAINING.—*

15                   *(1) IN GENERAL.—Not later than 1 year after*  
16          *the date of enactment of this section, the Adminis-*  
17          *trator may, as appropriate, develop and publish*  
18          *training and related educational materials about air-*  
19          *craft engine ingestion and jet blast hazards for*  
20          *ground crews (including supervisory employees) that*  
21          *includes information on—*

22                           *(A) the specific dangers and consequences of*  
23                   *entering engine ingestion or jet blast zones;*

24                           *(B) proper protocols to avoid entering an*  
25                   *engine ingestion or jet blast zone; and*

1           (C) *on-the-job, instructor-led training to*  
 2           *physically demonstrate the engine ingestion zone*  
 3           *boundaries and jet blast zones for each kind of*  
 4           *aircraft the ground crew may encounter.*

5           (2) *TRAINING REGULATIONS.—Not later than*  
 6           *180 days after the publication of the training and re-*  
 7           *lated educational materials described in paragraph*  
 8           *(1), the Administrator may promulgate regulations to*  
 9           *require any new, transferred, or current (as of the*  
 10          *date of enactment of this section) employee of the FAA*  
 11          *to receive the relevant engine ingestion and jet blast*  
 12          *zone hazard training before such employee may per-*  
 13          *form work on the apron.*

14 **SEC. 509. AVIATION MEDICAL INNOVATION AND MOD-**  
 15           **ERNIZATION WORKING GROUP.**

16          (a) *IN GENERAL.—Not later than 120 days after the*  
 17          *date of enactment of this section, the Administrator shall*  
 18          *establish the Aviation Medical Innovation and Moderniza-*  
 19          *tion Working Group (in this section referred to as the*  
 20          *“Working Group”) and appoint members of the Working*  
 21          *Group in accordance with subsection (b).*

22          (b) *MEMBERSHIP.—*

23               (1) *NUMBER.—The members of the Working*  
 24          *Group shall not exceed 20 individuals.*

25               (2) *COMPOSITION.—*

1           (A) *FEDERAL AIR SURGEON.*—*The Federal*  
2 *Air Surgeon shall be a member of the Working*  
3 *Group and shall be the Chair of the Working*  
4 *Group.*

5           (B) *SENIOR AVIATION MEDICAL EXAM-*  
6 *INERS.*—*In addition to the Federal Air Surgeon,*  
7 *at least 8 members of the Working Group shall*  
8 *be individuals who are Senior Aviation Medical*  
9 *Examiners.*

10          (C) *OTHER MEMBERS.*—*In addition to the*  
11 *Federal Air Surgeon and the members appointed*  
12 *under subparagraph (B), the remaining members*  
13 *shall be licensed medical physicians with sub-*  
14 *stantial expertise in—*

- 15                   (i) *aerospace medicine;*  
16                   (ii) *psychological medicine;*  
17                   (iii) *neurological medicine;*  
18                   (iv) *cardiovascular medicine; or*  
19                   (v) *internal medicine.*

20          (D) *PREFERENCE IN APPOINTMENTS.*—*The*  
21 *Administrator shall give preference to appoint-*  
22 *ing members of the Working Group who are*  
23 *Aviation Medical Examiners or licensed medical*  
24 *physicians who have demonstrated research and*  
25 *expertise in aviation medical issues.*

1                   (E) *USE OF SUBGROUPS.*—*The Working*  
2                   Group Administrator may use subgroups to de-  
3                   velop the recommendations under subsection (c).

4                   (c) *RECOMMENDATIONS.*—*The Working Group shall*  
5                   develop a report that includes recommendations with re-  
6                   spect to the following areas:

7                   (1) *Evaluation of the conditions an Aviation*  
8                   Medical Examiner can issue (CACI).

9                   (2) *Improvements and reforms to the Special*  
10                  Issuance process, including whether, after initial med-  
11                  ical certification by the FAA, renewals can be based  
12                  on a medical evaluation and treatment plan by a pi-  
13                  lot’s treating medical specialist with concurrence from  
14                  the pilot’s Aviation Medical Examiner.

15                  (3) *Development of an online medical portal ad-*  
16                  ministered by the FAA that—

17                         (A) *adheres to cybersecurity protections and*  
18                         protocols;

19                         (B) *authorizes Aviation Medical Examiners,*  
20                         pilots, or their designee, to securely share med-  
21                         ical records;

22                         (C) *provides timely updates for a pilot’s*  
23                         medical application and improves return to fly-  
24                         ing timelines;

1           (D) provides pilots with the ability to sub-  
2           mit additional information requested from the  
3           FAA;

4           (E) includes the method to contact the re-  
5           viewing office; and

6           (F) such other requirements as the Working  
7           Group may recommend.

8           (4) The use of technologies to address forms of  
9           red-green color blindness for pilots.

10          (5) Improvements to Attention-Deficit Hyper-  
11          activity Disorder and Attention Deficit Disorder pro-  
12          tocols.

13          (6) Improvements to neurology protocols, specifi-  
14          cally, stroke, head injury, and known loss of con-  
15          sciousness.

16          (7) Improvements to FAA mental health proto-  
17          cols, including, but not limited to, mental health con-  
18          ditions such as depression and anxiety, the use of  
19          medications for treating mental health conditions,  
20          and neurocognitive testing rules and applicability.

21          (d) REPORT.—Not later than 1 year after the date on  
22          which the Working Group is established—

23                 (1) the Working Group shall submit the report  
24                 developed in accordance with subsection (c) to the Ad-  
25                 ministrators, along with recommendations for such

1        *legislation and administrative action as the Working*  
2        *Group determines appropriate; and*

3            (2) *the Administrator shall submit such report*  
4        *and recommendations to the appropriate committees*  
5        *of Congress.*

6        (e) *ACTIONS BY THE ADMINISTRATOR.—The Adminis-*  
7        *trator may take such action as the Administrator deter-*  
8        *mines appropriate to implement the recommendations in*  
9        *the report submitted under subsection (d).*

10        (f) *EXEMPTION FROM THE FEDERAL ADVISORY COM-*  
11        *MITTEE ACT.—Chapter 10 of title 5, United States Code,*  
12        *shall not apply to the Working Group.*

13        (g) *SUNSET.—The Working Group shall terminate on*  
14        *the date on which the Working Group submits the report*  
15        *required by subsection (d).*

16        **SEC. 510. AIRMAN CERTIFICATION STANDARDS.**

17        (a) *IN GENERAL.—The Administrator shall use the*  
18        *Aviation Rulemaking Advisory Committee Airman Certifi-*  
19        *cation System Working Group (in this section referred to*  
20        *as the “Working Group”) to obtain industry recommenda-*  
21        *tions on maintaining and updating Airman Certification*  
22        *Standards.*

23        (b) *DUTIES.—In carrying out its activities, the Work-*  
24        *ing Group shall—*



1           (1) *ensure that testing remains correlated and*  
 2           *corresponds to current regulations, procedures, equip-*  
 3           *ment, aviation infrastructure, and safety trends;*

4           (2) *work with industry to solicit recommenda-*  
 5           *tions on airman certification and testing, including*  
 6           *new, and revisions to existing, Airman Certification*  
 7           *Standards guidance documents and airman tests; and*

8           (3) *ensure other tasks carried out by the Working*  
 9           *Group are addressed and completed in a timely and*  
 10          *efficient manner.*

11 **SEC. 511. AIRPORT SERVICE WORKFORCE ANALYSIS.**

12          *Not later than 180 days after the date of enactment*  
 13          *of this section, the Comptroller General shall complete an*  
 14          *analysis of the airport service workforce and its impact and*  
 15          *importance to the aviation economy.*

16                   **Subtitle B—FAA Workforce**

17 **SEC. 521. AIR TRAFFIC CONTROL STAFFING STANDARDS.**

18          (a) *FAA AIR TRAFFIC CONTROL STAFFING STAND-*  
 19          *ARDS.—The Administrator shall complete the requirements*  
 20          *of subsection (b) and implement revisions to the FAA Cer-*  
 21          *tified Professional Controller (in this section referred to as*  
 22          *“CPC”) operational staffing targets, in consultation with*  
 23          *appropriate stakeholders including the exclusive bargaining*  
 24          *representative of air traffic control specialists of the FAA*

1 *certified under section 7111 of title 5, United States Code,*  
2 *by September 30, 2024.*

3 *(b) NATIONAL ACADEMY OF SCIENCES STUDY.—*

4 *(1) STUDY.—Not later than 30 days after the*  
5 *date of enactment of this section, the Administrator*  
6 *shall enter into appropriate arrangements with the*  
7 *National Academies of Sciences, Engineering, and*  
8 *Medicine (in this subsection referred to as the “Na-*  
9 *tional Academies”) under which the National Acad-*  
10 *emies will conduct a study of the methodology used by*  
11 *the Collaborative Resource Workgroup (in this sub-*  
12 *section referred to as “CRWG”) to determine CPC*  
13 *operational staffing targets needed to meet facility*  
14 *operational, statutory, and contractual requirements,*  
15 *including resources to develop, evaluate, and imple-*  
16 *ment processes and initiatives affecting the national*  
17 *airspace system.*

18 *(2) CONTENTS.—The study required by para-*  
19 *graph (1) shall include the following elements:*

20 *(A) A review of similarities and discrep-*  
21 *ancies between methodologies used to develop the*  
22 *CRWG CPC operational staffing targets and the*  
23 *staffing targets developed by the FAA as reflected*  
24 *by the staffing standards used in the 2023 Con-*  
25 *troller Workforce Plan.*

1           (B) *An examination of the discrepancies be-*  
2 *tween the CRWG CPC staffing targets and the*  
3 *FAA-developed CPC staffing standards used in*  
4 *the 2023 Controller Workforce Plan that con-*  
5 *tribute to a significant divergence in operational*  
6 *staffing headcounts (including with respect to*  
7 *CPCs, CPCs-in-training at new facilities, and*  
8 *trainees), CPC staffing targets, and staffing*  
9 *needs for air traffic controllers between fiscal*  
10 *year 2027 and fiscal year 2032 to ensure the safe*  
11 *and efficient operation of the national airspace*  
12 *system.*

13           (C) *An evaluation of—*

14           (i) *air traffic in the airspace of each*  
15 *air traffic control facility operated by the*  
16 *FAA;*

17           (ii) *air traffic controller position utili-*  
18 *zation;*

19           (iii) *attrition rates at each air traffic*  
20 *control facility operated by the FAA; and*

21           (iv) *the time needed to meet facility*  
22 *operational, statutory, and contractual re-*  
23 *quirements, including resources to develop,*  
24 *evaluate, and implement processes and ini-*

1            *tiatives affecting the national airspace sys-*  
2            *tem.*

3            *(D) For each air traffic control facility op-*  
4            *erated by the FAA, a description of—*

5                    *(i) the current CPC staffing levels;*

6                    *(ii) the operational staffing targets for*  
7            *CPCs;*

8                    *(iii) the anticipated CPC attrition for*  
9            *each of the next 3 years; and*

10                   *(iv) the number of CPC trainees.*

11            *(E) An examination of the FAA’s current*  
12            *and estimated budgets and funding needed to*  
13            *implement the CRWG CPC operational staffing*  
14            *targets and needs in comparison to such funding*  
15            *needed to implement the staffing standards devel-*  
16            *oped by the FAA as reflected in the 2023 Con-*  
17            *troller Workforce Plan.*

18            *(F) An analysis of the recommendations in-*  
19            *cluded in Transportation Research Board Spe-*  
20            *cial Report 314, titled “The Federal Aviation*  
21            *Administration’s Approach for Determining Fu-*  
22            *ture Air Traffic Controller Staffing Needs” that*  
23            *have not yet been addressed or implemented by*  
24            *the Administrator.*

1           (G) *Recommendations for further action by*  
2           *the Administrator, as appropriate, to—*

3                   (i) *address operational staffing re-*  
4                   *quirements to meet facility operational,*  
5                   *statutory, and contractual requirements;*  
6                   *and*

7                   (ii) *provide fulsome air traffic con-*  
8                   *troller staffing to ensure the safe and effi-*  
9                   *cient operation of the national airspace sys-*  
10                   *tem, including the integration of new users,*  
11                   *technologies, and procedures.*

12           (3) *CONSULTATION.—In conducting the study re-*  
13           *quired by paragraph (1), the National Academies*  
14           *shall consult with—*

15                   (A) *Federal Government and industry rep-*  
16                   *resentatives;*

17                   (B) *the exclusive bargaining representative*  
18                   *of air traffic control specialists of the FAA cer-*  
19                   *tified under section 7111 of title 5, United States*  
20                   *Code; and*

21                   (C) *other parties determined appropriate by*  
22                   *the National Academies.*

23           (4) *REPORTS.—*

24                   (A) *TO THE ADMINISTRATOR.—Not later*  
25                   *than 180 days after the date of enactment of this*

1           *section, the National Academies shall submit to*  
2           *the Administrator a report on the results of the*  
3           *study required by paragraph (1), together with*  
4           *recommendations determined appropriate by the*  
5           *National Academies.*

6           *(B) TO CONGRESS.—Not later than 180*  
7           *days after the date on which the National Acad-*  
8           *emies submits the report under subparagraph*  
9           *(A), the Administrator shall submit to the ap-*  
10          *propriate committees of Congress a report de-*  
11          *scribing—*

12                   *(i) the results of the study required by*  
13                   *paragraph (1);*

14                   *(ii) the report submitted by the Na-*  
15                   *tional Academies, including the rec-*  
16                   *ommendations of the National Academies;*  
17                   *and*

18                   *(iii) the Administrator's implementa-*  
19                   *tion action required by subsection (a).*

20          *(c) REVISIONS TO THE CONTROLLER WORKFORCE*  
21          *PLAN.—Section 44506(e) of title 49, United States Code is*  
22          *amended—*

23                   *(1) in paragraph (1)—*

1           (A) by inserting “Collaborative Resource  
2           Workgroup (CRWG)” before “staffing stand-  
3           ards”; and

4           (B) by striking “the number of air traffic  
5           controllers needed” and inserting “the number of  
6           fully certified air traffic controllers needed”;

7           (2) by redesignating paragraphs (2) and (3) as  
8           paragraphs (3) and (4), respectively; and

9           (3) by adding after paragraph (1) the following  
10          new paragraph:

11          “(2) for each air traffic control facility operated  
12          by the Federal Aviation Administration—

13                 “(A) the current certified professional con-  
14                 troller staffing levels;

15                 “(B) the Collaborative Resource Workgroup  
16                 (CRWG) operational staffing targets for certified  
17                 professional controllers;

18                 “(C) the anticipated certified professional  
19                 controller attrition for each of the next 3 years;  
20                 and

21                 “(D) the number of certified professional  
22                 controller trainees;”.

23          (d) *EFFECTIVE DATE.*—The amendments made by  
24          subsection (c) shall take effect and apply to any reports sub-  
25          mitted pursuant to section 44506(e) of title 49, United

1 *States Code, for each Controller Workforce Plan submitted*  
2 *after September 30, 2024.*

3 **SEC. 522. FAA WORKFORCE REVIEW AUDIT.**

4 (a) *IN GENERAL.*—Not later than 90 days after the  
5 date of enactment of this section, the Inspector General of  
6 the Department of Transportation shall initiate an audit  
7 of any FAA workforce plans related to aviation safety com-  
8 pleted during the past 5 fiscal years.

9 (b) *CONTENTS.*—In conducting the audit under sub-  
10 section (a), the Inspector General shall—

11 (1) *identify whether any safety-critical positions*  
12 *have not been reviewed within the timeframe specified*  
13 *in subsection (a);*

14 (2) *review FAA workforce gaps in safety-critical*  
15 *and senior positions, including the average vacancy*  
16 *period of such positions during the latest fiscal year;*

17 (3) *review whether existing FAA workforce devel-*  
18 *opment programs are producing intended results,*  
19 *such as increased recruitment and retention of agency*  
20 *personnel; and*

21 (4) *evaluate the extent to which the FAA*  
22 *leverages its direct hire authority to recruit subject*  
23 *matter experts and other technical personnel to fill*  
24 *key senior and technical positions.*

25 (c) *REPORT AND RECOMMENDATIONS.*—



1           (1) *INSPECTOR GENERAL REPORT.*—Not later  
2 than 1 year after the date of enactment of this section,  
3 the Inspector General shall submit to the Adminis-  
4 trator and the appropriate committees of Congress a  
5 report on the results of the audit conducted under  
6 subsection (a), together with recommendations for  
7 such legislative and administrative action as the In-  
8 spector General determines appropriate.

9           (2) *CONGRESSIONAL BRIEFING.*—Not later than  
10 90 days after receiving the report under paragraph  
11 (1), the Administrator shall provide a briefing to ap-  
12 propriate committees of Congress on—

13                   (A) the Administrator’s response to the rec-  
14 ommendations of the Inspector General con-  
15 tained in such report; and

16                   (B) any plans of the Administrator for the  
17 implementation of such recommendations.

18 **SEC. 523. DIRECT HIRE AUTHORITY UTILIZATION.**

19           (a) *IN GENERAL.*—Section 40122 of title 49, United  
20 States Code, is amended by adding at the end the following:

21           “(k) *DIRECT HIRE AUTHORITY.*—The Administrator  
22 of the Federal Aviation Administration shall utilize exist-  
23 ing direct hire authority to expedite the hiring process and  
24 hire individuals on a non-competitive basis for safety crit-  
25 ical and safety technical positions related to aircraft certifi-

1 *ation and aviation safety more broadly to maintain the*  
 2 *gold standard of aviation safety and, as necessary, fulfill*  
 3 *any gaps identified in workforce reviews at the Federal*  
 4 *Aviation Administration.”.*

5 *(b) CONGRESSIONAL BRIEFING.—Not later than 180*  
 6 *days after the date of enactment of this section, and annu-*  
 7 *ally thereafter through 2028, the Administrator shall brief*  
 8 *the appropriate committees of Congress on the status of—*

9 *(1) utilization of the direct hire authority de-*  
 10 *scribed in subsection (k) of such section 40122, as*  
 11 *added by subsection (a); and*

12 *(2) the number of employees hired under such*  
 13 *authority, the relevant line of business to which such*  
 14 *employees were hired, and the occupation type of the*  
 15 *positions filled.*

16 **SEC. 524. STAFFING MODEL FOR AVIATION SAFETY INSPEC-**  
 17 **TORS.**

18 *(a) IN GENERAL.—Not later than October 1, 2024, the*  
 19 *Administrator shall review and revise as necessary the staff-*  
 20 *ing model for aviation safety inspectors.*

21 *(b) REQUIREMENTS.—*

22 *(1) CONSIDERATION OF PRIOR STUDIES AND RE-*  
 23 *PORTS.—In revising the model, the Administrator*  
 24 *shall take into consideration the recommendations*  
 25 *outlined in the following:*

1           (A) *The 2006 report released by the Na-*  
2           *tional Research Council entitled “Staffing*  
3           *Standards for Aviation Safety Inspectors”.*

4           (B) *The 2007 study released by the National*  
5           *Academy of Sciences entitled “Staffing Stand-*  
6           *ards for Aviation Safety Inspectors”.*

7           (C) *The 2013 report released by Grant*  
8           *Thornton LLP, entitled “ASTARS Gap Analysis*  
9           *Study: Comparison of the AVS Staffing Model*  
10           *for Aviation Safety Inspectors to the National*  
11           *Academy of Sciences’ Recommendations Final*  
12           *Report”.*

13           (D) *The 2021 report released by the Inspec-*  
14           *tor General of the Department of Transportation*  
15           *entitled “FAA Can Increase Its Inspector Staff-*  
16           *ing Model’s Effectiveness by Implementing Sys-*  
17           *tem Improvements and Maximizing Its Capabili-*  
18           *ties”.*

19           (E) *The FAA Fiscal Year 2023 Aviation*  
20           *Safety Workforce Plan conducted to satisfy the*  
21           *requirements of section 104 of the Aircraft Cer-*  
22           *tification, Safety, and Accountability Act, as en-*  
23           *acted in the Consolidated Appropriations Act,*  
24           *2021 (49 U.S.C. 44701 note).*

1           (2) *SERVICE AND OFFICE STAFFING LEVEL.*—The  
2           model will project staffing at the service and office  
3           level and require managers to use the model as part  
4           of the resource assessment for aviation safety inspec-  
5           tor resources.

6           (3) *ATTRITION.*—The aviation safety inspector  
7           staffing model will take into consideration forecasted  
8           attrition.

9           (4) *CONSULTATION.*—In revising the model, the  
10          Administrator shall consult with interested persons,  
11          including the exclusive collective bargaining rep-  
12          resentative for aviation safety inspectors certified  
13          under section 7111 of title 5, United States Code.

14 **SEC. 525. SAFETY CRITICAL STAFFING.**

15          (a) *IMPLEMENTATION OF STAFFING STANDARDS FOR*  
16 *SAFETY INSPECTORS.*—Upon completion of the revised  
17 staffing model for aviation safety inspectors under section  
18 524, and validation of the model by the Administrator, the  
19 Administrator shall take all appropriate actions in re-  
20 sponse to the number of aviation safety inspectors, aviation  
21 safety technicians, and operation support positions that  
22 such model determines are required to meet the responsibil-  
23 ities of the Flight Standards Service and Aircraft Certifi-  
24 cation Service, including increasing the number of safety  
25 critical positions in the Flight Standards Service and Air-

1 *craft Certification Service per fiscal year as appropriate,*  
2 *provided that such staffing increases shall be measured rel-*  
3 *ative to the number of persons serving in safety critical po-*  
4 *sitions as of September 30, 2023. Any increase in safety*  
5 *critical staffing pursuant to this subsection shall be subject*  
6 *to the availability of appropriations.*

7 (b) *SAFETY CRITICAL POSITIONS DEFINED.—In this*  
8 *section, the term “safety critical positions” means—*

9 (1) *aviation safety inspectors, aviation safety*  
10 *specialists (1801 series), aviation safety technicians,*  
11 *and operations support positions in the Flight Stand-*  
12 *ards Service; and*

13 (2) *manufacturing safety inspectors, pilots, engi-*  
14 *neers, Chief Scientist Technical Advisors, aviation*  
15 *safety specialists (1801 series), safety technical spe-*  
16 *cialists, and operational support positions in the Air-*  
17 *craft Certification Service.*

18 **SEC. 526. INSTRUMENT LANDING SYSTEM INSTALLATION.**

19 (a) *IN GENERAL.—Section 44502(a)(4) of title 49,*  
20 *United States Code, is amended by adding at the end the*  
21 *following:*

22 “(C) *INSTALLATION.—The Administrator*  
23 *shall expedite the installation of at a minimum*  
24 *15 instrument landing systems (referred to in*  
25 *this subparagraph as ‘ILS’) in the national air-*

1           *space system by January 1, 2025, by utilizing*  
2           *the existing ILS contract vehicle and the Federal*  
3           *Aviation Administration workforce.”.*

4           ***(b) EXPEDITED INSTALLATION OF ILS EQUIPMENT.—***

5           ***(1) IN GENERAL.—****Not later than 180 days after*  
6           *the date of enactment of this section, the Adminis-*  
7           *trator shall initiate action to utilize the existing in-*  
8           *strument landing systems (referred to in this sub-*  
9           *section as “ILS”) contract vehicle and FAA employ-*  
10          *ees in facilitating the expedited installation of ILS*  
11          *equipment into the national airspace system. In car-*  
12          *rying out this subsection, the Administrator shall—*

13                   ***(A)*** *incorporate lessons learned from the in-*  
14                   *stallations under section 44502(a)(4) of title 49,*  
15                   *United States Code;*

16                   ***(B)*** *record metrics of cost and time savings*  
17                   *of expedited installations; and*

18                   ***(C)*** *consider opportunities to further develop*  
19                   *ILS technical expertise among the FAA work-*  
20                   *force.*

21           ***(2) CONSIDERATIONS.—****During the implementa-*  
22           *tion planning to carry out this subsection and sub-*  
23           *paragraph (C) of section 44502(a)(4) of title 49,*  
24           *United States Code, as added by subsection (a), the*  
25           *Administrator shall consider the cost-benefit analysis*

1 of utilizing the existing ILS contract vehicle, the FAA  
 2 workforce, or both, to accelerate the installation and  
 3 deployment of procured equipment.

4 (3) *REPORT TO CONGRESS.*—Not later than June  
 5 30, 2025, the Administrator shall report to the appro-  
 6 priate committees of Congress on the ILS installation  
 7 results, near-term ILS installations planned, and  
 8 shall outline the FAA’s approach to accelerate future  
 9 procurement and installation of ILS throughout the  
 10 national airspace system in a manner consistent with  
 11 the requirements of title VIII of division J of the In-  
 12 frastructure Investment and Jobs Act (Public Law  
 13 117–58).

14 **SEC. 527. CONTRACT TOWER PROGRAM AIR TRAFFIC CON-**  
 15 **TROLLER TRAINING PROGRAMS.**

16 Section 47124 of title 49, United States Code, is  
 17 amended—

18 (1) by redesignating subsection (e) as subsection  
 19 (f);

20 (2) by inserting after subsection (d) the following  
 21 new subsection:

22 “(e) *AIR TRAFFIC CONTROLLER TRAINING PRO-*  
 23 *GRAMS.*—

24 “(1) *IN GENERAL.*—Not later than 180 days  
 25 after the date of enactment of this subsection, the Sec-

1        *retary shall coordinate with air traffic control con-*  
2        *tractors to create air traffic controller training pro-*  
3        *grams and shall incorporate the use of such programs*  
4        *into new contracts or the exercise of future options en-*  
5        *tered into under the Contract Tower Program and the*  
6        *Cost-share Program. Such programs shall allow air*  
7        *traffic control contractors to—*

8                *“(A) provide initial training to candidates*  
9                *who do not have a Control Tower Operator cer-*  
10                *tificate or Federal Aviation Administration*  
11                *tower credential; and*

12                *“(B) provide training to controllers who*  
13                *have completed an approved Air Traffic Colle-*  
14                *giate Training Initiative (AT-CTI) program*  
15                *from an accredited school that has a dem-*  
16                *onstrated successful curriculum.*

17                *“(2) AUTHORITY.—An air traffic control con-*  
18                *tractor shall be permitted to train controllers under*  
19                *programs established under paragraph (1) notwith-*  
20                *standing section 65.39(a) of title 14, Code of Federal*  
21                *Regulations (as in effect on the date of enactment of*  
22                *this subsection).*

23                *“(3) RULE OF CONSTRUCTION.—Nothing in this*  
24                *subsection shall be construed as a delegation of au-*  
25                *thority by the Administrator to air traffic control*



1 *contractors for the purposes of conducting initial test-*  
2 *ing of, and issuing initial certifications to, air traffic*  
3 *controllers.*

4 “(4) *PROGRAM REVIEW.*—

5 “(A) *IN GENERAL.*—*Not later than 3 years*  
6 *after the incorporation of training programs op-*  
7 *erated by air traffic control contractors under*  
8 *the Contract Tower Program and the Cost-share*  
9 *Program, the Secretary shall conduct a review of*  
10 *such training programs and issue relevant find-*  
11 *ings. In conducting the review, the Secretary*  
12 *shall identify the degree to which such programs*  
13 *improve workforce development at air traffic*  
14 *control tower facilities staffed through the Con-*  
15 *tract Tower Program or the Cost-share Program,*  
16 *air traffic control towers staffed by the Federal*  
17 *Aviation Administration, and any related im-*  
18 *pact such training may have on air traffic con-*  
19 *troller staffing more broadly.*

20 “(B) *REPORT.*—*Not later than 1 year after*  
21 *the date on which the Secretary initiates the re-*  
22 *view required by subparagraph (A), the Sec-*  
23 *retary shall submit a report to the appropriate*  
24 *committees of Congress on the results of the re-*

1           *view, along with such recommendations as the*  
 2           *Secretary determines appropriate.*

3           “(5) *DEFINITIONS.*—*In this subsection, the term*  
 4           *‘demonstrated successful curriculum’ means an AT-*  
 5           *CTI program curriculum with a demonstrated record*  
 6           *of graduated students that have enrolled at the FAA*  
 7           *Academy and subsequently completed Certified Tower*  
 8           *Operator certificates at an 80 percent success rate for*  
 9           *a consecutive period of 5 years.*

10           “(6) *SUNSET.*—*The provisions of this subsection*  
 11           *shall terminate on September 30, 2028.”; and*

12           (3) *in subsection (f) (as redesignated by para-*  
 13           *graph (1)), by adding at the end the following:*

14           “(3) *APPROPRIATE COMMITTEES OF CON-*  
 15           *GRESS.*—*The term ‘appropriate committees of Con-*  
 16           *gress’ means—*

17                   “(A) *the Committee on Commerce, Science,*  
 18                   *and Transportation of the Senate; and*

19                   “(B) *the Committee on Transportation and*  
 20                   *Infrastructure of the House of Representatives.”.*

21   **SEC. 528. REVIEW OF FAA AND INDUSTRY COOPERATIVE FA-**  
 22           **MILIARIZATION PROGRAMS.**

23           (a) *REVIEW.*—*Not later than 270 days after the date*  
 24           *of enactment of this section, the Administrator shall com-*  
 25           *plete a review of options for employees of the FAA whose*

1 *responsibilities directly relate to certification, to gain or en-*  
2 *hance technical expertise, knowledge, skills, and abilities,*  
3 *including subject matter relating to innovative and complex*  
4 *aviation technologies, through cooperative training and vis-*  
5 *itation with aerospace companies.*

6       **(b) CONFLICTS OF INTEREST.**—*In conducting the re-*  
7 *view in subsection (a), the Administrator shall ensure that*  
8 *such options for FAA employees would occur on a short-*  
9 *term basis and avoid both conflicts of interest and the ap-*  
10 *pearance of such conflicts pursuant to chapter 131 of title*  
11 *5, United States Code, chapter 11 of title 18, United States*  
12 *Code, subchapter B of chapter XVI of title 5, Code of Fed-*  
13 *eral Regulations, sections 2635.101 and 2635.502 of title*  
14 *5, Code of Federal Regulations, and any other regulations*  
15 *as deemed appropriate by the Administrator. The Adminis-*  
16 *trator shall also identify any conflicts with FAA policies*  
17 *relating to FAA employee interactions with industry and*  
18 *determine appropriate obligations of such employees upon*  
19 *returning to the FAA after engaging in relevant cooperative*  
20 *training and visitation.*

21       **(c) CONSIDERATIONS.**—*As part of the review required*  
22 *by subsection (a), the Administrator shall consider the fol-*  
23 *lowing, provided that such actions satisfy conflicts of inter-*  
24 *est requirements referred to in subsection (b):*

1           (1) *Expanding existing familiarization pro-*  
2           *grams.*

3           (2) *Leveraging cooperative training programs to*  
4           *support credentialing and recurrent training activi-*  
5           *ties for FAA employees.*

6           (3) *Evaluating the options described in sub-*  
7           *section (a) based on the level of experience of partici-*  
8           *pating FAA employees and intended benefits related*  
9           *to such participation.*

10          (d) *REPORT.*—*Not later than 90 days after completing*  
11          *the review required by subsection (a), the Administrator*  
12          *shall submit a report to the appropriate committees of Con-*  
13          *gress on the results of the review and relevant recommenda-*  
14          *tions.*

15          **SEC. 529. IMPROVED ACCESS TO AIR TRAFFIC CONTROL**  
16                                    **SIMULATION TRAINING.**

17          (a) *ACCESS.*—*The Administrator shall make tower*  
18          *simulator systems (in this section referred to as “TSS”)*  
19          *more accessible to all air traffic controller specialists as-*  
20          *signed to an air traffic control tower of the FAA (in this*  
21          *section referred to as an “ATCT”), regardless of facility as-*  
22          *signment, by carrying out the following:*

23                  (1) *CLOUD-BASED VISUAL DATABASE AND SOFT-*  
24                  *WARE SYSTEM.*—*Not later than 30 months after the*  
25                  *date of enactment of this section, the Administrator*

1 shall develop and implement a cloud-based visual  
2 database and software system that is compatible with  
3 existing and future TSS that includes, at a min-  
4 imum—

5 (A) every ATCT's unique runway layout,  
6 approach paths, and lines of sight; and

7 (B) specifications that meet all applicable  
8 data security requirements.

9 (2) *UPGRADING TSS.*—Not later than 2 years  
10 after the date of enactment of this section, the Admin-  
11 istrator shall upgrade existing, permanent TSS so  
12 that the TSS is capable of, at a minimum—

13 (A) securely and quickly downloading data  
14 from the cloud-based visual database and soft-  
15 ware system implemented under paragraph (1);

16 (B) running scenarios for each ATCT in-  
17 volving differing levels of air traffic volume; and

18 (C) running scenarios for each ATCT in-  
19 volving varying complexities of air traffic (in-  
20 cluding, but not limited to, aircraft emergencies,  
21 rapidly changing weather, issuance of safety  
22 alerts, and recovering from unforeseen events or  
23 losses of separation).

24 (3) *MOBILE TSS.*—Not later than 4 years after  
25 the date of enactment of this section, the Adminis-

1 *trator shall acquire and implement mobile TSS at*  
2 *each ATCT that is without an existing, permanent*  
3 *TSS so that the mobile TSS is capable of, at a min-*  
4 *imum, the functions described in subparagraphs (A),*  
5 *(B), and (C) of paragraph (2).*

6 *(b) COLLABORATION.—In carrying out the activities*  
7 *under subsection (a), the Administrator may collaborate*  
8 *with the exclusive bargaining representative of air traffic*  
9 *controllers certified under section 7111 of title 5, United*  
10 *States Code.*

11 **SEC. 530. AIR TRAFFIC CONTROLLER INSTRUCTOR PIPE-**  
12 **LINE.**

13 *(a) IN GENERAL.—No later than 270 days after the*  
14 *date of enactment of this section, the Administrator shall*  
15 *initiate a study examining the pipeline of air traffic con-*  
16 *troller instructors and the projected number of instructors*  
17 *needed to maintain the safety of the national airspace sys-*  
18 *tem over the 5-fiscal year period beginning with fiscal year*  
19 *2024.*

20 *(b) CONTENTS.—The study required by subsection (a)*  
21 *shall include the following:*

22 *(1) An examination of projected instructor staff-*  
23 *ing targets, including the number of on-the-job in-*  
24 *structors needed for the instruction and training of*

1        *Certified Professional Controllers in Training (CPC-*  
2        *Its).*

3            (2) *Whether involving further retired Certified*  
4        *Professional Controllers (CPCs) as instructors, includ-*  
5        *ing for classroom training, would produce improve-*  
6        *ments in air traffic controller instruction and train-*  
7        *ing.*

8            (3) *Recommendations on how and where to uti-*  
9        *lize retired certified professional controllers.*

10           (4) *The effect on the ability of active Certified*  
11        *Professional Controllers (CPCs) to carry out on-the-*  
12        *job duties, other than instruction, and any related ef-*  
13        *ficiencies if more retired Certified Professional Con-*  
14        *trollers (CPCs) were instructors.*

15           (5) *The known vulnerabilities, as categorized by*  
16        *FAA Air Traffic Organization regions, where requir-*  
17        *ing Certified Professional Controllers (CPCs) to pro-*  
18        *vide instruction and training to Certified Profes-*  
19        *sional Controllers in Training (CPC-Its) is a signifi-*  
20        *cant burden on FAA air traffic controller staffing lev-*  
21        *els.*

22           (c) *DEADLINE.*—*Not later than 2 years after the date*  
23        *on which the Administrator initiates the study required by*  
24        *subsection (a), the Administrator shall brief the appropriate*

1 *committees of Congress on the results on the study and any*  
2 *actions that may be taken based on such results.*

3 **SEC. 531. ENSURING HIRING OF AIR TRAFFIC CONTROL**  
4 **SPECIALISTS IS BASED ON ASSESSMENT OF**  
5 **JOB-RELEVANT APTITUDES.**

6 (a) *REVIEW OF THE AIR TRAFFIC SKILLS ASSESS-*  
7 *MENT.—Not later than 180 days after the date of enactment*  
8 *of this section, the Administrator shall review and revise,*  
9 *if necessary, the Air Traffic Skills Assessment (in this sec-*  
10 *tion referred to as the “AT–SA”) administered to air traffic*  
11 *controller applicants described in clauses (ii) and (iii) of*  
12 *section 44506(f)(1)(B) of title 49, United States Code, in*  
13 *accordance with the following requirements:*

14 (1) *The Administrator shall evaluate all ques-*  
15 *tions on the AT–SA and determine whether a peer-*  
16 *reviewed job analysis that ensures all questions test*  
17 *job-relevant aptitudes would result in improvements*  
18 *in the air traffic control specialist workforce pipeline.*

19 (2) *The Administrator shall assess the assump-*  
20 *tions and methodologies used to develop the AT–SA,*  
21 *the job-relevant aptitudes measured, and the scoring*  
22 *process for the assessment.*

23 (3) *The Administrator shall assess whether any*  
24 *other revisions to the AT–SA are necessary to enhance*  
25 *the air traffic control specialist workforce pipeline.*



1       **(b) DOT INSPECTOR GENERAL REPORT.**—Not later  
 2 than 180 days after the date on which the Administrator  
 3 completes the review and any necessary revision of the AT–  
 4 SA required under subsection (a), the Inspector General of  
 5 the Department of Transportation shall submit to the Ad-  
 6 ministrator, the appropriate committees of Congress, and,  
 7 upon request, to any member of Congress, a report that as-  
 8 sesses the reviewed AT–SA and any applicable revisions,  
 9 a description of any associated actions taken by the Admin-  
 10 istrator, and any recommended actions to be taken to ad-  
 11 dress the results of the report.

12 **SEC. 532. FEDERAL AVIATION ADMINISTRATION ACADEMY**  
 13 **AND FACILITY EXPANSION PLAN.**

14       **(a) PLAN.**—

15           **(1) IN GENERAL.**—No later than 90 days after  
 16 the date of enactment of this section, the Adminis-  
 17 trator shall initiate the development of a plan to—

18                   **(A)** expand overall FAA capacity relating  
 19 to facilities, instruction, equipment, and train-  
 20 ing resources to grow the number of develop-  
 21 mental air traffic controllers enrolled per fiscal  
 22 year and support increases in FAA air controller  
 23 staffing to advance the safety of the national air-  
 24 space system; and

1           (B) *establish a second FAA Academy in an*  
2           *area described in paragraph (2).*

3           (2) *AREA DESCRIBED.*—*An area described in*  
4           *this paragraph is a metropolitan statistical area in*  
5           *which each of the following is located:*

6                   (A) *At least 2 large hub airports.*

7                   (B) *An FAA Flight Standards District Of-*  
8                   *fice.*

9                   (C) *An FAA Certificate Management Office.*

10                  (D) *An FAA regional headquarters.*

11           (3) *CONSIDERATIONS.*—*In developing the plan*  
12           *under paragraph (1), the Administrator shall con-*  
13           *sider—*

14                   (A) *the resources needed to support an in-*  
15                   *crease in the total number of developmental air*  
16                   *traffic controllers enrolled at the FAA Academies;*

17                   (B) *the resources needed to lessen FAA*  
18                   *Academy attrition per fiscal year;*

19                   (C) *how to modernize the education and*  
20                   *training of developmental air traffic controllers,*  
21                   *including through the use of new techniques and*  
22                   *technologies to support instruction, and whether*  
23                   *field training can be administered more flexibly,*  
24                   *such as at other FAA locations across the coun-*  
25                   *try;*

1           (D) the equipment needed to support ex-  
2           panded instruction, including air traffic control  
3           simulation systems, virtual reality, and other  
4           virtual training platforms;

5           (E) projected staffing needs associated with  
6           FAA Academy expansion and the operation of  
7           virtual education platforms, including the num-  
8           ber of on-the-job instructors needed to educate  
9           and train additional developmental air traffic  
10          controllers;

11          (F) the use of existing FAA-owned facilities  
12          and classroom space and identifying potential  
13          opportunities for new construction;

14          (G) the costs of—

15               (i) expanding FAA capacity (as de-  
16               scribed in paragraph (1)(A)); and

17               (ii) establishing a second FAA Acad-  
18               emy (as described in paragraph (1)(B));

19          (H) soliciting input from, and coordinating  
20          with, relevant stakeholders as appropriate, in-  
21          cluding the exclusive bargaining representative of  
22          air traffic control specialists of the FAA certified  
23          under section 7111 of title 5, United States Code;  
24          and

1                   (I) *other logistical and financial consider-*  
2                   *ations as determined appropriate by the Admin-*  
3                   *istrator.*

4           (b) *REPORT.*—*Not later than one year after the date*  
5 *of enactment of this section, the Administrator shall submit*  
6 *to the appropriate committees of Congress the plan devel-*  
7 *oped under subsection (a).*

8           (c) *BRIEFING.*—*Not later than 180 days after the sub-*  
9 *mission of the plan under subsection (b), the Administrator*  
10 *shall brief the appropriate committees of Congress on the*  
11 *plan, including the implementation of the plan.*

12 **SEC. 533. PILOT PROGRAM TO PROVIDE VETERANS WITH**  
13 **PILOT TRAINING SERVICES.**

14           (a) *IN GENERAL.*—*The Secretary, in consultation with*  
15 *the Secretary of Education and the Secretary of Veterans*  
16 *Affairs, shall establish a program to provide assistance in*  
17 *the form of grants to eligible entities that provide pilot*  
18 *training activities and related education to support a path-*  
19 *way for veterans to become commercial aviators.*

20           (b) *ELIGIBLE ENTITY.*—*For purposes of this section,*  
21 *the term “eligible entity” means a pilot school or provi-*  
22 *sional pilot school that—*

23                   (1) *holds an Air Agency Certificate under part*  
24 *141 of title 14, Code of Federal Regulations; and*

1           (2) *has an established employment pathway with*  
2           *at least 1 air carrier operating under part 121 or 135*  
3           *of title 14, Code of Federal Regulations.*

4           (c) *PRIORITY APPLICATION.*—*In selecting eligible enti-*  
5           *ties to award grants to under this section, the Secretary*  
6           *shall give priority to eligible entities that meet the following*  
7           *criteria:*

8           (1) *The eligible entity is accredited (as defined*  
9           *in section 61.1 of title 14, Code of Federal Regula-*  
10           *tions) by an accrediting agency recognized by the Sec-*  
11           *retary of Education.*

12           (2) *The eligible entity holds a letter of authoriza-*  
13           *tion issued in accordance with section 61.169 of title*  
14           *14, Code of Federal Regulations.*

15           (d) *USE OF FUNDS.*—*Amounts from a grant received*  
16           *by an eligible entity under the pilot program shall be used*  
17           *for the following:*

18           (1) *Administrative costs related to implementa-*  
19           *tion of the program, not to exceed 10 percent of the*  
20           *amount awarded.*

21           (2) *To provide guidance and pilot training serv-*  
22           *ices, including tuition and flight training fees for vet-*  
23           *erans enrolled with the eligible entity and any train-*  
24           *ing required to reach proficiency, to the veterans en-*

1       rolled to support them in obtaining any of the fol-  
2       lowing pilot certificates and ratings:

3               (A) Private pilot certificate with airplane  
4       single-engine or multi-engine ratings.

5               (B) Instrument rating.

6               (C) Commercial pilot certificate with air-  
7       plane single-engine or multi-engine ratings.

8               (D) Multi-engine rating.

9               (E) Certificated flight instructor single-en-  
10      gine certificate, if applicable to degree sought.

11              (F) Certificated flight instructor multi-en-  
12      gine certificate, if applicable to degree sought.

13              (G) Certificated flight instructor instrument  
14      certificate, if applicable to degree sought.

15              (3) To provide books, training materials, and  
16      equipment to support pilot training activities and re-  
17      lated education for veterans enrolled with the eligible  
18      entity.

19              (4) To provide periodic reports to the Secretary  
20      on use of the grant funds, including documentation of  
21      training completion of the certificates and ratings de-  
22      scribed in subparagraphs (A) through (G) of para-  
23      graph (2).

1       (e) *APPROPRIATIONS.*—*To carry out this section, there*  
2 *is authorized to be appropriated \$5,000,000 for each of the*  
3 *fiscal years 2024 through 2028.*

4 **SEC. 534. BIENNIAL REPORTS TO CONGRESS ON DES-**  
5 **IGNATED PILOT EXAMINERS.**

6       *Not later than 180 days after the date of enactment*  
7 *of this section, and biennially thereafter, the Administrator*  
8 *shall submit to the appropriate committees of Congress a*  
9 *report that evaluates the use of designated pilot examiners*  
10 *appointed under section 183.23 of title 14, Code of Federal*  
11 *Regulations (or any successor regulation) for testing, in-*  
12 *cluding both written and practical tests. Such report shall*  
13 *include an analysis of—*

14           (1) *the methodology and rationale by which des-*  
15 *ignated pilot examiners are deployed;*

16           (2) *with respect to the previous fiscal year, the*  
17 *average time an individual in each region must wait*  
18 *to schedule an appointment with a designated pilot*  
19 *examiner;*

20           (3) *with respect to the previous fiscal year, the*  
21 *estimated total time individuals in each region were*  
22 *forced to wait to schedule an appointment with a des-*  
23 *ignated pilot examiner;*

24           (4) *the primary reasons and best ways to reduce*  
25 *such wait times;*

1           (5) *the number of tests conducted by designated*  
2           *pilot examiners;*

3           (6) *the number and percentage of available des-*  
4           *ignated pilot examiners that perform such tests; and*

5           (7) *the average rate of retests, including of both*  
6           *written and practical tests.*

7   **SEC. 535. GAO STUDY AND REPORT ON THE EXTENT AND**  
8                   **EFFECTS OF THE COMMERCIAL AVIATION**  
9                   **PILOT SHORTAGE ON REGIONAL/COMMUTER**  
10                  **CARRIERS.**

11           (a) *STUDY.*—*The Comptroller General shall conduct a*  
12           *study to identify the extent and effects of the commercial*  
13           *aviation pilot shortage on regional/commuter carriers (as*  
14           *such term is defined in section 41719(d) of title 49, United*  
15           *States Code).*

16           (b) *REPORT.*—*Not later than 12 months after the date*  
17           *of enactment of this Act, the Comptroller General shall sub-*  
18           *mit to the appropriate committees of Congress a report con-*  
19           *taining the results of the study conducted under subsection*  
20           *(a), together with recommendations for such legislation and*  
21           *administrative action as the Comptroller General deter-*  
22           *mines appropriate.*



1 **SEC. 536. MINORITY SERVING INSTITUTIONS (MSI) INTERN-**  
2 **SHIP PROGRAM.**

3 (a) *IN GENERAL.*—Subject to the availability of appro-  
4 priations, the Administrator shall continue operation of the  
5 FAA Minority Serving Institutions (MSI) program (in this  
6 section referred to as the “Program”) during the period that  
7 begins on the date of enactment of this section and ends  
8 on September 30, 2028. In carrying out the Program, the  
9 Administrator shall continue to provide internship oppor-  
10 tunities to eligible students.

11 (b) *OUTREACH.*—The Administrator shall establish  
12 and conduct outreach to minority-serving institutions to re-  
13 cruit students for the Program.

14 (c) *REQUIREMENTS.*—The following requirements shall  
15 apply to the Program:

16 (1) *MINORITY-SERVING INSTITUTION.*—The FAA  
17 shall consider an institution described in any of  
18 paragraphs (1) through (7) of section 371(a) of the  
19 Higher Education Act of 1965 (20 U.S.C. 1067q(a))  
20 as a “minority-serving institution” for purposes of  
21 the Program.

22 (2) *ELIGIBILITY REQUIREMENTS.*—The FAA  
23 shall not limit eligibility—

24 (A) of a student for the Program on the  
25 basis of the student’s academic major but may  
26 allocate internship slots to mission-critical posi-

1            *tions if there are demonstrated human capital*  
2            *needs in that area; and*

3            *(B) to only students currently attending a*  
4            *minority-serving institution if they are deemed*  
5            *otherwise eligible.*

6            *(3) YEAR-ROUND.—The FAA shall make intern-*  
7            *ship placements under the Program available during*  
8            *academic sessions throughout the year and may ex-*  
9            *tend an internship placement for a student beyond a*  
10           *single academic session.*

11           *(4) DIRECT HIRING AUTHORITY.—The Adminis-*  
12           *trator shall utilize existing direct hiring authority to*  
13           *accelerate the hiring of students who have partici-*  
14           *pated in and completed the Program and have grad-*  
15           *uated with an undergraduate or post-graduate degree.*

16           *(5) PAY.—All internships under the Program*  
17           *shall be paid and the FAA may increase pay for a*  
18           *placement based on the location of the internship, the*  
19           *field of study of the intern, or whether the student is*  
20           *an undergraduate versus a graduate student.*

21           *(d) ANNUAL REPORTS.—The FAA shall submit an an-*  
22           *nual report to the appropriate committees of Congress on*  
23           *the Program. Each annual report shall include the fol-*  
24           *lowing with respect to the reporting period:*

25           *(1) The total number of applicants.*

1           (2) *The total number of applicants offered an in-*  
 2           *ternship and the total number of applicants who ac-*  
 3           *cept an internship.*

4           (3) *The de-identified data on the race, national*  
 5           *origin, gender, and State of residence of Program ap-*  
 6           *plicants.*

7           (4) *Detailed information on the FAA outreach*  
 8           *plan for the upcoming year.*

9           (5) *The schools of applicants, of applicants of-*  
 10          *fered an internship, and of applicants who accept an*  
 11          *internship.*

12          (6) *The location and line of business where each*  
 13          *intern is placed.*

14          (7) *The conversion rate of interns in the Pro-*  
 15          *gram who are hired as full-time FAA employees.*

16 **SEC. 537. FAA EDUCATIONAL PARTNERSHIP INITIATIVE.**

17          *Beginning on and after the date of enactment of this*  
 18          *section, the Administrator shall continue to operate the*  
 19          *Educational Partnership Initiative of the FAA through fis-*  
 20          *cal year 2028.*

21                   ***Subtitle C—Flight Education***  
 22                                   ***Access***

23 **SEC. 541. SHORT TITLE.**

24          *This subtitle may be cited as the “Flight Education*  
 25          *Access Act”.*

1 **SEC. 542. INCREASE IN FEDERAL STUDENT LOAN LIMITS**  
2 **FOR STUDENTS IN FLIGHT EDUCATION AND**  
3 **TRAINING PROGRAMS.**

4 *Section 455 of the Higher Education Act of 1965 (20*  
5 *U.S.C. 1087e) is amended—*

6 *(1) in subsection (p)—*

7 *(A) by striking “Each institution” and in-*  
8 *serting the following:*

9 *“(1) IN GENERAL.—Each institution”;*

10 *(B) in paragraph (1) (as designated by sub-*  
11 *paragraph (A)), by inserting before the period at*  
12 *the end the following: “and, shall, with respect to*  
13 *Federal Direct Unsubsidized Stafford Loans*  
14 *made after the date of enactment of the Flight*  
15 *Education Access Act to an eligible student (as*  
16 *defined in subsection (r)), comply with the re-*  
17 *quirements of paragraph (2)”;* and

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

19 *“(2) ADDITIONAL DISCLOSURES.—At or prior to*  
20 *the disbursement of a Federal Direct Unsubsidized*  
21 *Stafford Loan after the date of enactment of the*  
22 *Flight Education Access Act to an eligible student (as*  
23 *defined in subsection (r)), the following shall be dis-*  
24 *closed:*

25 *“(A) The principal amount of the loan, the*  
26 *stated interest rate on the loan, the number of re-*

1           *quired monthly payments to be made on the loan*  
2           *(which shall be based on a standard repayment*  
3           *plan), and the estimated number of months be-*  
4           *fore the start of the repayment period for the*  
5           *loan (based on the expected date on which the re-*  
6           *payment period is to begin or the deferment pe-*  
7           *riod is to end, as applicable).*

8           *“(B) The estimated balance to be owed by*  
9           *the borrower on such loan (including, if applica-*  
10          *ble, the estimated amount of interest to be cap-*  
11          *italized) as of the scheduled date on which the re-*  
12          *payment period is to begin or the deferment pe-*  
13          *riod is to end, as applicable, and an estimate of*  
14          *the projected monthly payment.*

15          *“(C) An estimate of the aggregate amount*  
16          *the borrower will pay for the loan, including the*  
17          *total amount of monthly payments made over the*  
18          *life of the loan plus the amount of any charges*  
19          *for the loan, such as an origination fee.”; and*

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

21          *“(r) INCREASE IN LOAN LIMITS FOR STUDENTS IN*  
22          *FLIGHT EDUCATION AND TRAINING PROGRAMS.—*

23                 *“(1) IN GENERAL.—Notwithstanding any other*  
24                 *provision of this Act, the loan limits for Federal Di-*  
25                 *rect Unsubsidized Stafford Loans made after the date*

1 of enactment of the *Flight Education Access Act* with  
2 respect to eligible students shall be subject to this sub-  
3 section.

4 “(2) *DEFINITIONS.*—*In this section:*

5 “(A) *ELIGIBLE STUDENT.*—*The term ‘eligi-*  
6 *ble student’ means a student who is enrolled in*  
7 *an eligible undergraduate flight education and*  
8 *training program.*

9 “(B) *ELIGIBLE UNDERGRADUATE FLIGHT*  
10 *EDUCATION AND TRAINING PROGRAM.*—*The term*  
11 *‘eligible undergraduate flight education and*  
12 *training program’ means an undergraduate*  
13 *flight education and training program that of-*  
14 *fers training for applicants seeking a commercial*  
15 *pilot certificate and—*

16 “(i) *during the period beginning on the*  
17 *date of enactment of the Flight Education*  
18 *Access Act and ending on the date on which*  
19 *3 years of data has been collected pursuant*  
20 *to paragraph (3)(C), that meets all the ap-*  
21 *plicable requirements of this Act; and*

22 “(ii) *beginning on the date on which 3*  
23 *years of data has been collected pursuant to*  
24 *paragraph (3)(C), that meets all the appli-*  
25 *cable requirements of this Act and has a*

1           *completion rate averaged over a 3-year pe-*  
2           *riod, as calculated under paragraph (3)(C),*  
3           *that is equal to or greater than 70 percent.*

4           “(C) *UNDERGRADUATE FLIGHT EDUCATION*  
5           *AND TRAINING PROGRAM.—The term ‘under-*  
6           *graduate flight education and training pro-*  
7           *gram’—*

8                   “(i) *has the meaning given the term by*  
9                   *the Secretary, in consultation with the Ad-*  
10                  *ministrator of the Federal Aviation Admin-*  
11                  *istration;*

12                   “(ii) *shall include a flight education*  
13                  *and training program offered by an eligible*  
14                  *institution that is accredited by an accred-*  
15                  *iting agency recognized by the Secretary,*  
16                  *that—*

17                           “(I) *awards undergraduate cer-*  
18                           *tificates or associate or bachelor de-*  
19                           *grees; and*

20                           “(II) *provides pilot training in*  
21                           *accordance with part 141 of title 14,*  
22                           *Code of Federal Regulations, or any*  
23                           *successor regulation; and*

24                           “(iii) *shall not include a flight edu-*  
25                           *cation and training program certified*

1                   *under part 61 of title 14, Code of Federal*  
2                   *Regulations, or any successor regulation.*

3                   “(3) *LOAN LIMITS FOR ELIGIBLE UNDER-*  
4                   *GRADUATE FLIGHT EDUCATION AND TRAINING PRO-*  
5                   *GRAMS.—*

6                   “(A) *LIMITS FOR ELIGIBLE STUDENTS WHO*  
7                   *ARE DEPENDENT STUDENTS.—*

8                   “(i) *ANNUAL LIMITS.—The maximum*  
9                   *annual amount of Federal Direct Unsub-*  
10                   *sidized Stafford Loans an eligible student*  
11                   *who is a dependent student may borrow in*  
12                   *any academic year (as defined in section*  
13                   *481(a)(2)) or its equivalent shall be—*

14                   “(I) *in the case of an eligible stu-*  
15                   *dent at an eligible institution who has*  
16                   *not successfully completed the first year*  
17                   *of an eligible undergraduate flight edu-*  
18                   *cation and training program—*

19                   “(aa) *\$13,500, if such stu-*  
20                   *dent is enrolled in such a pro-*  
21                   *gram whose length is at least one*  
22                   *academic year in length; or*

23                   “(bb) *if such student is en-*  
24                   *rolled in such a program that is*  
25                   *less than one academic year, the*



1           *maximum annual loan amount*  
2           *that such student may receive*  
3           *may not exceed the amount that*  
4           *bears the same ratio to the*  
5           *amount specified in item (aa) as*  
6           *the length of such program meas-*  
7           *ured in semester, trimester, quar-*  
8           *ter, or clock hours bears to one*  
9           *academic year;*

10           *“(II) in the case of an eligible stu-*  
11           *dent at an eligible institution who has*  
12           *successfully completed the first year of*  
13           *an eligible undergraduate flight edu-*  
14           *cation and training program but has*  
15           *not yet successfully completed the re-*  
16           *mainder of such program—*

17                     *“(aa) \$15,500; or*

18                     *“(bb) if such student is en-*  
19                     *rolled in such a program that is*  
20                     *less than one academic year, the*  
21                     *maximum annual loan amount*  
22                     *that such student may receive*  
23                     *may not exceed the amount that*  
24                     *bears the same ratio to the*  
25                     *amount specified in item (aa) as*

1            *the length of such program meas-*  
2            *ured in semester, trimester, quar-*  
3            *ter, or clock hours bears to one*  
4            *academic year;*

5            *“(III) in the case of a student at*  
6            *an eligible institution who has success-*  
7            *fully completed the first year and sec-*  
8            *ond years of an eligible undergraduate*  
9            *flight education and training program*  
10           *but has not yet successfully completed*  
11           *the remainder of such program—*

12                    *“(aa) \$16,500; or*

13                    *“(bb) if such student is en-*  
14                    *rolled in such a program that is*  
15                    *less than one academic year, the*  
16                    *maximum annual loan amount*  
17                    *that such student may receive*  
18                    *may not exceed the amount that*  
19                    *bears the same ratio to the*  
20                    *amount specified in item (aa) as*  
21                    *the length of such program meas-*  
22                    *ured in semester, trimester, quar-*  
23                    *ter, or clock hours bears to one*  
24                    *academic year; and*

1           “(IV) *in the case of a student at*  
2           *an eligible institution who has success-*  
3           *fully completed the first, second, and*  
4           *third years of an eligible under-*  
5           *graduate flight education and training*  
6           *program but has not yet successfully*  
7           *completed the remainder of such pro-*  
8           *gram—*

9                     “(aa) \$15,500; or

10                    “(bb) *if such student is en-*  
11                    *rolled in such a program that is*  
12                    *less than one academic year, the*  
13                    *maximum annual loan amount*  
14                    *that such student may receive*  
15                    *may not exceed the amount that*  
16                    *bears the same ratio to the*  
17                    *amount specified in item (aa) as*  
18                    *the length of such program meas-*  
19                    *ured in semester, trimester, quar-*  
20                    *ter, or clock hours bears to one*  
21                    *academic year.*

22                    “(ii) *AGGREGATE LIMITS.—The max-*  
23                    *imum aggregate amount of Federal Direct*  
24                    *Unsubsidized Stafford Loans an eligible stu-*

1                   *dent who is a dependent student may bor-*  
2                   *row shall be \$65,000.*

3                   “(B) *LIMITS FOR ELIGIBLE STUDENTS WHO*  
4                   *ARE INDEPENDENT STUDENTS.—*

5                   “(i) *ANNUAL LIMITS.—The maximum*  
6                   *annual amount of Federal Direct Unsub-*  
7                   *sidized Stafford Loans an eligible student*  
8                   *who is an independent student may borrow*  
9                   *in any academic year (as defined in section*  
10                   *481(a)(2)) or its equivalent shall be—*

11                   “(I) *in the case of an eligible stu-*  
12                   *dent at an eligible institution who has*  
13                   *not successfully completed the first year*  
14                   *of an eligible undergraduate flight edu-*  
15                   *cation and training program—*

16                   “(aa) *\$21,500, if such stu-*  
17                   *dent is enrolled in such a pro-*  
18                   *gram whose length is at least one*  
19                   *academic year in length; or*

20                   “(bb) *if such student is en-*  
21                   *rolled in such a program that is*  
22                   *less than one academic year, the*  
23                   *maximum annual loan amount*  
24                   *that such student may receive*  
25                   *may not exceed the amount that*

1 bears the same ratio to the  
2 amount specified in item (aa) as  
3 the length of such program meas-  
4 ured in semester, trimester, quar-  
5 ter, or clock hours bears to one  
6 academic year;

7 “(II) in the case of an eligible stu-  
8 dent at an eligible institution who has  
9 successfully completed the first year of  
10 an eligible undergraduate flight edu-  
11 cation and training program but has  
12 not yet successfully completed the re-  
13 mainder of such program—

14 “(aa) \$25,500; or

15 “(bb) if such student is en-  
16 rolled in such a program that is  
17 less than one academic year, the  
18 maximum annual loan amount  
19 that such student may receive  
20 may not exceed the amount that  
21 bears the same ratio to the  
22 amount specified in item (aa) as  
23 the length of such program meas-  
24 ured in semester, trimester, quar-

1                    *ter, or clock hours bears to one*  
2                    *academic year;*

3                    *“(III) in the case of a student at*  
4                    *an eligible institution who has success-*  
5                    *fully completed the first year and sec-*  
6                    *ond years of an eligible undergraduate*  
7                    *flight education and training program*  
8                    *but has not yet successfully completed*  
9                    *the remainder of such program—*

10                    *“(aa) \$25,500; or*

11                    *“(bb) if such student is en-*  
12                    *rolled in such a program that is*  
13                    *less than one academic year, the*  
14                    *maximum annual loan amount*  
15                    *that such student may receive*  
16                    *may not exceed the amount that*  
17                    *bears the same ratio to the*  
18                    *amount specified in item (aa) as*  
19                    *the length of such program meas-*  
20                    *ured in semester, trimester, quar-*  
21                    *ter, or clock hours bears to one*  
22                    *academic year; and*

23                    *“(IV) in the case of a student at*  
24                    *an eligible institution who has success-*  
25                    *fully completed the first, second, and*

1           *third years of an eligible under-*  
2           *graduate flight education and training*  
3           *program but has not yet successfully*  
4           *completed the remainder of such pro-*  
5           *gram—*

6                     “(aa) \$22,500; or

7                     “(bb) if such student is en-  
8                     rolled in such a program that is  
9                     less than one academic year, the  
10                    maximum annual loan amount  
11                    that such student may receive  
12                    may not exceed the amount that  
13                    bears the same ratio to the  
14                    amount specified in item (aa) as  
15                    the length of such program meas-  
16                    ured in semester, trimester, quar-  
17                    ter, or clock hours bears to one  
18                    academic year.

19                   “(ii) *AGGREGATE LIMITS.—The max-*  
20                   *imum aggregate amount of Federal Direct*  
21                   *Unsubsidized Stafford Loans an eligible stu-*  
22                   *dent who is an independent student may*  
23                   *borrow shall be \$107,500.*

24                   “(C) *DATA COLLECTION ON, AND CALCULA-*  
25                   *TION OF, COMPLETION RATES.—*

1           “(i) *IN GENERAL.*—*The Secretary shall*  
2           *annually calculate the completion rate of*  
3           *each undergraduate flight education and*  
4           *training program at each eligible institu-*  
5           *tion based on the information collected*  
6           *under clause (ii).*

7           “(ii) *COLLECTION OF INFORMATION.*—  
8           *The Secretary shall annually collect infor-*  
9           *mation, for each academic year, on—*

10           “(I) *the total number of students*  
11           *enrolled in an undergraduate flight*  
12           *education and training program at an*  
13           *eligible institution; and*

14           “(II) *those students who complete*  
15           *such program—*

16           “(aa) *who earn a private pi-*  
17           *lot’s certificate for an airplane*  
18           *category rating with a single-en-*  
19           *gine class rating while enrolled in*  
20           *such program; or*

21           “(bb) *who at the time of en-*  
22           *rollment, possess such a certifi-*  
23           *cate.*



1           “(iii) *CALCULATION OF COMPLETION*  
2           *RATE.*—*To calculate the completion rate de-*  
3           *scribed in clause (i), the Secretary shall—*

4                   “(I) *consider as having completed,*  
5                   *those students who earn a private pi-*  
6                   *lot’s certificate for an airplane cat-*  
7                   *egory rating with a single-engine class*  
8                   *rating, or who at the time of enroll-*  
9                   *ment possess such a certificate, and*  
10                  *complete the undergraduate flight edu-*  
11                  *cation and training program at an eli-*  
12                  *gible institution—*

13                   “(aa) *that predominantly*  
14                   *awards associate degrees, within*  
15                   *200 percent of the normal time for*  
16                   *completion;*

17                   “(bb) *that predominantly*  
18                   *awards bachelor degrees, within*  
19                   *150 percent of the normal time for*  
20                   *completion; and*

21                   “(cc) *that predominantly*  
22                   *awards undergraduate certificates,*  
23                   *within 200 percent of the normal*  
24                   *time for completion;*

1           “(II) consider as not having com-  
2           pleted, those students who earn a pri-  
3           vate pilot’s certificate for an airplane  
4           category rating with a single-engine  
5           class rating, or who at the time of en-  
6           rollment possess such a certificate, and  
7           who transfer out of the undergraduate  
8           flight education and training program  
9           to another program at the eligible in-  
10          stitution that is not an undergraduate  
11          flight education and training program  
12          or to a program that is not an under-  
13          graduate flight education and training  
14          program at another eligible institution;  
15          and

16           “(III) not include in the calcula-  
17          tion, any student who—

18                   “(aa) is a foreign national;

19                   “(bb) earns a private pilot’s  
20                   certificate for an airplane cat-  
21                   egory rating with a single-engine  
22                   class rating and transfers out of  
23                   the undergraduate flight education  
24                   and training program to another  
25                   undergraduate flight education

1           *and training program at a dif-*  
2           *ferent eligible institution; or*

3           *“(cc) is enrolled in an under-*  
4           *graduate flight education and*  
5           *training program and never earns*  
6           *a private pilot’s certificate for an*  
7           *airplane category rating with a*  
8           *single-engine class rating.*

9           “(D) *REPORTING REQUIREMENTS.—*

10           *“(i) IN GENERAL.—The Secretary shall*  
11           *require each undergraduate flight education*  
12           *and training program that enrolls students*  
13           *who receive assistance under this part to*  
14           *provide the data described in this subpara-*  
15           *graph that is necessary for the completion of*  
16           *the reporting requirements described in this*  
17           *subparagraph.*

18           “(ii) *FORM OF DATA COLLECTION.—*  
19           *The Secretary shall prescribe the form and*  
20           *format of the data required to be provided*  
21           *under this subparagraph and include, at a*  
22           *minimum, the following data elements:*

23           *“(I) Student data elements nec-*  
24           *essary to calculate student enrollment,*

1                    *persistence, retention, transfer, and*  
2                    *completion rates.*

3                    “(II) *Information disaggregated*  
4                    *by gender, race, ethnicity, and socio-*  
5                    *economic status.*

6                    “(iii) *REPORT TO CONGRESS.—Not*  
7                    *later than 9 months after the date of enact-*  
8                    *ment of the Flight Education Access Act*  
9                    *and biennially thereafter, the Secretary*  
10                   *shall submit a report to the Committee on*  
11                   *Health, Education, Labor, and Pensions of*  
12                   *the Senate, the Committee on Commerce,*  
13                   *Science, and Transportation of the Senate,*  
14                   *the Committee on Education and the Work-*  
15                   *force of the House of Representatives, and*  
16                   *the Committee on Transportation and In-*  
17                   *frastructure of the House of Representatives,*  
18                   *analyzing and assessing the data collected*  
19                   *pursuant to this subparagraph and con-*  
20                   *forming to the requirements of this subpara-*  
21                   *graph that shall include the following:*

22                    “(I) *An assessment of the effective-*  
23                    *ness of the requirements under this*  
24                    *subsection.*

1                   “(II) *Information on enrollment,*  
2                   *persistence, retention, transfer, comple-*  
3                   *tion, utilization of Federal financial*  
4                   *aid, and unmet financial need, includ-*  
5                   *ing information on applicable institu-*  
6                   *tions.*

7                   “(III) *Information on the gender,*  
8                   *race, ethnicity, and socioeconomic sta-*  
9                   *tus of students enrolled in an under-*  
10                   *graduate flight education and training*  
11                   *program.*

12                   “(4) *PROHIBITION ON MASS CANCELLATION OF*  
13                   *ELIGIBLE UNDERGRADUATE FLIGHT EDUCATION AND*  
14                   *TRAINING PROGRAM LOANS.—The Secretary, the Sec-*  
15                   *retary of the Treasury, or the Attorney General may*  
16                   *not take any action to cancel or forgive the out-*  
17                   *standing balances, or portion of balances, on any*  
18                   *Federal Direct Unsubsidized Stafford Loan, or other-*  
19                   *wise modify the terms or conditions of a Federal Di-*  
20                   *rect Unsubsidized Stafford Loan, made to an eligible*  
21                   *student, except as authorized by an Act of Congress.”.*

22 **SEC. 543. GAO REPORT.**

23                   *Not later than 2 years after the date of enactment of*  
24                   *this Act, the Comptroller General shall—*

1           (1) *examine and review the implementation of*  
2 *this subtitle and the amendments made by this sub-*  
3 *title, which review shall include—*

4                   (A) *the number of participating institutions*  
5 *offering undergraduate flight education and*  
6 *training programs (as defined in section 455(r)*  
7 *of the Higher Education Act of 1965 (20 U.S.C.*  
8 *1087e(r)), as amended by this subtitle);*

9                   (B) *the number of students enrolled in such*  
10 *undergraduate flight education and training*  
11 *programs, and demographic data regarding such*  
12 *students;*

13                   (C) *the level of such students' participation*  
14 *in the loan program under part D of title IV of*  
15 *the Higher Education Act of 1965 (20 U.S.C.*  
16 *1087a et seq.), including demographic data as*  
17 *appropriate; and*

18                   (D) *feedback from participating institutions*  
19 *regarding the implementation of this subtitle and*  
20 *the amendments made by this subtitle;*

21           (2) *develop recommendations to the Department*  
22 *of Education on any changes that should be made to*  
23 *improve the implementation of this subtitle and the*  
24 *amendments made by this subtitle; and*

1           (3) *prepare and submit a report on the findings*  
2           *and recommendations under paragraphs (1) and (2)*  
3           *to—*

4                   (A) *the Committee on Health, Education,*  
5                   *Labor, and Pensions and the Committee on*  
6                   *Commerce, Science, and Transportation of the*  
7                   *Senate; and*

8                   (B) *the Committee on Education and the*  
9                   *Workforce and the Committee on Transportation*  
10                  *and Infrastructure of the House of Representa-*  
11                  *tives.*

12 **SEC. 544. RULE OF CONSTRUCTION.**

13           *Nothing in this subtitle, or an amendment made by*  
14           *this subtitle, shall be construed to repeal, amend, supersede,*  
15           *or affect any pilot training or qualification provision under*  
16           *existing law.*

17 **SEC. 545. AUTHORIZATION OF APPROPRIATIONS.**

18           *There is authorized to be appropriated to the Secretary*  
19           *of Education, in addition to any amounts otherwise avail-*  
20           *able, to carry out the amendments made by this subtitle*  
21           *\$3,000,000 for each of fiscal years 2023 through 2033. Such*  
22           *funds shall be available until expended.*

1           **TITLE VI—MODERNIZING**  
2                           **AIRPORT SYSTEMS**

3   **SEC. 601. AIP ELIGIBILITY AMENDMENTS.**

4           Section 47102(3) of title 49, United States Code, is  
5 amended—

6           (1) in subparagraph (B)—

7                   (A) in clause (ix), by striking “and” after  
8                   the semicolon;

9                   (B) in clause (x), by striking the period and  
10                   inserting “; and”; and

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

12                           “(xi) a medium intensity approach  
13                           lighting system with runway alignment in-  
14                           dicator lights.”;

15           (2) by redesignating subparagraphs (Q) and (R)  
16 as subparagraphs (S) and (T), respectively;

17           (3) by redesignating subparagraphs (M) through  
18 (P) as subparagraphs (N) through (Q), respectively;

19           (4) by inserting after subparagraph (L) the fol-  
20 lowing:

21                   “(M) constructing or acquiring airport-  
22 owned infrastructure or equipment, notwith-  
23 standing revenue producing capability, as de-  
24 fined in subsection (24), required for the on-air-  
25 port distribution or storage of unleaded aviation



1           *gas for use by piston-driven aircraft, including*  
2           *on-airport construction or expansion of pipe-*  
3           *lines, storage tanks, low-emission fuel systems,*  
4           *and airport-owned and operated fuel trucks pro-*  
5           *viding exclusively unleaded aviation fuels, unless*  
6           *the Secretary determines that an alternative fuel*  
7           *may be safely used for a limited time.”;*

8           *(5) by inserting after subparagraph (Q) (as re-*  
9           *designated by paragraph (3)), the following:*

10                   *“(R) acquiring or installing new renewable*  
11                   *energy generation infrastructure (such as solar,*  
12                   *geothermal, or wind) that provide power for on-*  
13                   *airport uses and energy storage systems, and*  
14                   *necessary substation upgrades to support such*  
15                   *infrastructure.”; and*

16           *(6) by inserting after subparagraph (T) (as re-*  
17           *designated by paragraph (2)), the following:*

18                   *“(U) initial acquisition (and excluding sub-*  
19                   *sequent upgrades) of an advanced digital con-*  
20                   *struction management system (meaning a com-*  
21                   *puter platform that uses digital technology*  
22                   *throughout the life cycle of a capital infrastruc-*  
23                   *ture project, including through project phases*  
24                   *such as design and construction, when that sys-*

1           tem is acquired to carry out a project approved  
2           by the Secretary under this subchapter.

3           “(V) reconstructing or rehabilitating an ex-  
4           isting crosswind runway provided the sponsor  
5           includes reconstruction or rehabilitation of the  
6           runway in the sponsor’s most recent approved  
7           airport layout plan.”.

8   **SEC. 602. REVISED MINIMUM APPORTIONMENTS.**

9           Section 47114(c)(1) of title 49, United States Code, is  
10          amended by adding at the end the following:

11                   “(K) *MINIMUM APPORTIONMENT FOR COM-*  
12                   *MERCIAL SERVICE AIRPORTS WITH MORE THAN*  
13                   *4,000 PASSENGER BOARDINGS IN A CALENDAR*  
14                   *YEAR.—Not less than \$400,000 may be appor-*  
15                   *tioned under subparagraph (A) for each fiscal*  
16                   *year to each sponsor of a commercial service air-*  
17                   *port that had fewer than 8,000 passenger*  
18                   *boardings, but at least 4,000 passenger*  
19                   *boardings, during the prior calendar year.”.*

20   **SEC. 603. APPORTIONMENTS FOR TRANSITIONING AIR-**  
21                   **PORTS.**

22           Section 47114(f)(3) of title 49, United States Code, is  
23          amended—

1           (1) in subparagraph (A), by striking “Beginning  
2           with the fiscal year” and inserting “For 5 fiscal  
3           years”; and

4           (2) in subparagraph (B), by striking “fiscal year  
5           2004” and inserting “fiscal years beginning with fis-  
6           cal year 2024, and shall apply to apportionments de-  
7           termined for that fiscal year and for fiscal years  
8           thereafter”.

9   **SEC. 604. UPDATING UNITED STATES GOVERNMENT’S**  
10                           **SHARE OF PROJECT COSTS.**

11           (a) *IN GENERAL.*—Section 47109 of title 49, United  
12   States Code, is amended—

13                   (1) by striking subsection (b) and inserting the  
14           following:

15           “(b) *INCREASED GOVERNMENT SHARE.*—In any State  
16   containing unappropriated and unreserved public lands  
17   and nontaxable Indian lands (individual and tribal) of  
18   more than 5 percent of the total area of all lands in the  
19   State, the Government’s share of allowable project costs pro-  
20   vided in subsection (a) shall be—

21                   “(1) unchanged for a project at a large hub air-  
22           port in the State; or

23                   “(2) 95 percent for a project at any other airport  
24           in the State.”;

1           (2) *by striking subsection (c) and redesignating*  
 2           *subsections (d) through (f) as subsections (c) through*  
 3           *(e), respectively;*

4           (3) *in subsection (e), as so redesignated, by strik-*  
 5           *ing paragraph (1) and inserting the following:*

6           “(1) *is not a medium or large hub airport; and*”;  
 7           *and*

8           (4) *by inserting after subsection (e), as so redesi-*  
 9           *gnated, the following:*

10          “(f) *SPECIAL RULE FOR FISCAL YEARS 2024*  
 11          *THROUGH 2026.—Notwithstanding subsection (a), the Gov-*  
 12          *ernment’s share of allowable project costs for a grant made*  
 13          *to a nonhub or nonprimary airport in each of fiscal years*  
 14          *2024 through 2026 is 95 percent.”.*

15          (b) *EFFECTIVE DATE.—The amendments made by sub-*  
 16          *section (a) shall take effect on October 1, 2023.*

17          **SEC. 605. PRIMARY AIRPORT DESIGNATION.**

18          *Section 47114(c)(1) of title 49, United States Code, as*  
 19          *amended by section 602, is amended by adding at the end*  
 20          *the following:*

21                       “(L) *PUBLIC AIRPORTS WITH MILITARY*  
 22                       *USE.—Notwithstanding any other provision of*  
 23                       *law, a public airport shall be considered a*  
 24                       *nonhub primary airport in each of fiscal years*

1           2024 through 2028 for purposes of this chapter  
2           if such airport was—

3                   “(i) designated as a primary airport  
4                   in fiscal year 2017; and

5                   “(ii) in use by an air reserve station  
6                   in the calendar year used to calculate ap-  
7                   portionments to airport sponsors in a fiscal  
8                   year.”.

9   **SEC. 606. DISCRETIONARY FUND FOR TERMINAL DEVELOP-**  
10                   **MENT COSTS.**

11           (a) *TERMINAL PROJECTS AT TRANSITIONING AIR-*  
12 *PORTS.*—Section 47119(c) of title 49, United States Code,  
13 *is amended—*

14                   (1) *in paragraph (4), by striking “or” after the*  
15 *semicolon;*

16                   (2) *in paragraph (5), by striking the period at*  
17 *the end and inserting “; or”;* and

18                   (3) *by inserting after paragraph (5), the fol-*  
19 *lowing:*

20                   “(6) *not more than \$20,00,000 of the amount*  
21 *that may be distributed for the fiscal year from the*  
22 *discretionary fund established under section 47115 of*  
23 *this title, to the sponsor of a nonprimary airport to*  
24 *pay costs allowable under subsection (a) for terminal*  
25 *development projects, if the Secretary determines*

1       *(which may be based on actual and projected*  
 2       *enplanement trends, as well as completion of an air*  
 3       *service development study, demonstrated commitment*  
 4       *by airlines to provide commercial service accommo-*  
 5       *dating at least 10,000 annual enplanements, the*  
 6       *sponsor's documented commitment to providing the*  
 7       *remaining funding to complete the proposed project,*  
 8       *and a favorable environmental finding (including all*  
 9       *required permits) in support of the proposed project)*  
 10       *that the status of the nonprimary airport is reason-*  
 11       *ably expected to change to primary status in the next*  
 12       *published report under section 47103.”.*

13       ***(b) LIMITATION.***—Section 47119(f) of title 49, United  
 14       States Code, is amended by striking “\$20,000,000” and in-  
 15       serting “\$30,000,000”.

16       **SEC. 607. ALTERNATIVE-DELIVERY AND ADVANCE-CON-**  
 17       **STRUCTION METHODS PILOT PROGRAM.**

18       Section 47142 of title 49, United States Code, is  
 19       amended by adding at the end the following new subsection:

20       “(d) **PILOT PROGRAM.**—

21               “(1) **IN GENERAL.**—Not later than 180 days  
 22       after the date of enactment of this subsection, the Ad-  
 23       ministrator shall establish a pilot program under  
 24       which not less than 5 airport sponsors shall be au-  
 25       thorized through the application process under sub-

1        *section (a) to award a design-build contract for a*  
2        *project that uses alternative-delivery and advance-*  
3        *construction methods, for purposes of evaluating the*  
4        *extent to which such methods expedite project delivery*  
5        *and reduce construction costs.*

6                *“(2) REPORT.—Not later than 90 days after the*  
7        *date on which the pilot program ends, the Adminis-*  
8        *trator shall submit to Congress a report on the results*  
9        *of the pilot program, together with recommendations*  
10        *for such legislative or administrative action as the*  
11        *Administrator determines appropriate.”.*

12        **SEC. 608. INTEGRATED PROJECT DELIVERY.**

13        *(a) PILOT PROGRAM.—Not later than 270 days after*  
14        *the date of enactment of this section, the Secretary shall*  
15        *establish a pilot program under which the Administrator*  
16        *may award grants for integrated project delivery contracts*  
17        *to carry out up to 5 building construction projects at air-*  
18        *ports in the United States with a grant awarded under sec-*  
19        *tion 47104 of title 49, United States Code.*

20        *(b) APPLICATION.—*

21                *(1) ELIGIBILITY.—A sponsor of an airport may*  
22        *submit to the Secretary an application, in such time*  
23        *and manner and containing such information as the*  
24        *Secretary may require, to carry out a building con-*  
25        *struction project under the pilot program that would*

1 otherwise be eligible for assistance under chapter 471  
2 of such title 49.

3 (2) *APPROVAL.*—*The Secretary may approve the*  
4 *application of a sponsor of an airport submitted*  
5 *under paragraph (1) to authorize such sponsor to*  
6 *award an integrated project delivery contract using a*  
7 *selection process permitted under applicable State or*  
8 *local law if—*

9 (A) *the Secretary approves the application*  
10 *using criteria established by the Secretary;*

11 (B) *the integrated project delivery contract*  
12 *is in a form that is approved by the Secretary;*

13 (C) *the Secretary is satisfied that the con-*  
14 *tract will be executed pursuant to competitive*  
15 *procedures and contains a schematic design and*  
16 *any other material that the Secretary determines*  
17 *sufficient to approve the grant;*

18 (D) *the Secretary is satisfied that the use of*  
19 *an integrated project delivery contract will be*  
20 *cost effective and expedite the project;*

21 (E) *the Secretary is satisfied that there will*  
22 *be no conflict of interest; and*

23 (F) *the Secretary is satisfied that the con-*  
24 *tract selection process will be open, fair, and ob-*  
25 *jective and that not less than 2 sets of proposals*



1           *will be submitted for each team entity under the*  
2           *selection process.*

3           (c) *REIMBURSEMENT OF COSTS.—Reimbursement of*  
4 *costs shall be based on transparent cost accounting, also*  
5 *known as open book cost accounting. The Secretary may*  
6 *reimburse a sponsor of an airport for any design or con-*  
7 *struction costs incurred before a grant is made pursuant*  
8 *to this section if—*

9           (1) *the project funding is approved by the Sec-*  
10 *retary in advance;*

11           (2) *the project is carried out in accordance with*  
12 *all administrative and statutory requirements under*  
13 *chapter 471 of such title 49; and*

14           (3) *the project is carried out under such chapter*  
15 *after a grant agreement has been executed.*

16           (d) *INTEGRATED PROJECT DELIVERY CONTRACT DE-*  
17 *FINED.—In this section, the term “integrated project deliv-*  
18 *ery contract” means a single contract for the delivery of*  
19 *a whole project that—*

20           (1) *includes, at a minimum, the owner, builder,*  
21 *and architect-engineer as parties that are subject to*  
22 *the terms of the contract;*

23           (2) *aligns the interests of all the parties to the*  
24 *contract with respect to the project costs and project*  
25 *outcomes; and*

1           (3) *includes processes to ensure transparency*  
2           *and collaboration among all parties to the contract*  
3           *relating to project costs and project outcomes.*

4           (e) *EXPIRATION OF AUTHORITY.—The authority of the*  
5           *Secretary to award grants under the pilot program under*  
6           *this section shall expire on September 30, 2028.*

7           **SEC. 609. AIRPORT INVESTMENT PARTNERSHIP PROGRAM.**

8           *Section 47134(b) of title 49, United States Code, is*  
9           *amended by adding at the end the following:*

10           “(4) *BENEFIT-COST ANALYSIS.—Prior to approv-*  
11           *ing an application submitted under subsection (a),*  
12           *the Secretary may require a benefit-cost analysis. To*  
13           *facilitate the approval process, if a benefit-cost anal-*  
14           *ysis is required, the Secretary shall issue a prelimi-*  
15           *nary and conditional finding, which shall—*

16                   “(A) *be issued within 60 days of the spon-*  
17                   *sor’s submission of all information required by*  
18                   *the Secretary;*

19                   “(B) *be based upon a collaborative review*  
20                   *process that includes the sponsor or sponsor’s*  
21                   *representative;*

22                   “(C) *not constitute the issuance of a Federal*  
23                   *grant or obligation to issue a grant under this*  
24                   *chapter or other authority; and*

1           “(D) not constitute any other obligation on  
2           the part of the Federal Government until the  
3           conditions specified in the final benefit-cost anal-  
4           ysis are met.”.

5 **SEC. 610. AIRPORT ACCESSIBILITY.**

6           (a) *IN GENERAL.*—Subchapter I of chapter 471 of title  
7 49, United States Code, is amended by inserting after sec-  
8 tion 47144 the following:

9 **“§47145. Pilot program for airport accessibility**

10           “(a) *IN GENERAL.*—The Secretary of Transportation  
11 shall establish and carry out a pilot program to award  
12 grants to sponsors to carry out capital projects to upgrade  
13 the accessibility of commercial service airports for individ-  
14 uals with disabilities by increasing the number of commer-  
15 cial service airports, airport terminals, or airport facilities  
16 that meet or exceed the standards and regulations under  
17 the Americans with Disabilities Act of 1990 (42 U.S.C.  
18 12131 et seq.) and the Rehabilitation Act of 1973 (29 U.S.C.  
19 701 note).

20           “(b) *USE OF FUNDS.*—

21           “(1) *IN GENERAL.*—Subject to paragraph (2), a  
22 sponsor shall use a grant awarded under this sec-  
23 tion—

24           “(A) for a project to repair, improve, or re-  
25 locate the infrastructure of an airport, airport

1           *terminal, or airport facility to increase accessi-*  
2           *bility for individuals with disabilities, or as part*  
3           *of a plan to increase accessibility for individuals*  
4           *with disabilities;*

5           *“(B) to develop or modify a plan (as de-*  
6           *scribed in subsection (e)) for a project that in-*  
7           *creases accessibility for individuals with disabil-*  
8           *ities, including—*

9                   *“(i) assessments of accessibility or as-*  
10                   *sessments of planned modifications to an*  
11                   *airport, airport terminal, or airport facility*  
12                   *for passenger use, performed by the recipi-*  
13                   *ent airport’s disability advisory committee*  
14                   *(if applicable), the protection and advocacy*  
15                   *system for individuals with disabilities in*  
16                   *the applicable State, a center for inde-*  
17                   *pendent living, or a similar nonprofit orga-*  
18                   *nization focused on ensuring individuals*  
19                   *with disabilities are able to live and par-*  
20                   *ticipate in their communities; or*

21                   *“(ii) coordination by the recipient’s*  
22                   *disability advisory committee with a protec-*  
23                   *tion and advocacy system, center for inde-*  
24                   *pendent living, or similar nonprofit organi-*  
25                   *zation; or*

1           “(C) to carry out any other project that  
2           meets or exceeds the standards and regulations  
3           described in subsection (a).

4           “(2) *LIMITATION.*—Eligible costs for a project  
5           funded with a grant awarded under this section shall  
6           be limited to the costs associated with carrying out  
7           the purpose authorized under subsection (a).

8           “(c) *ELIGIBILITY.*—A sponsor—

9           “(1) may use a grant under this section to up-  
10          grade a commercial service airport that is accessible  
11          to and usable by individuals with disabilities con-  
12          sistent with the current (as of the date of the upgrade)  
13          standards and regulations described in subsection (a);  
14          and

15          “(2) may use the grant to upgrade a commercial  
16          service airport that is not accessible and usable as de-  
17          scribed in paragraph (1), even if the related service,  
18          program, or activity, when viewed in its entirety, is  
19          readily accessible and usable as so described.

20          “(d) *SELECTION CRITERIA.*—In making grants to  
21          sponsors under this section, the Secretary shall give priority  
22          to sponsors that are proposing—

23          “(1) a capital project to upgrade the accessibility  
24          of a commercial service airport that is not accessible  
25          to and usable by individuals with disabilities con-

1        *sistent with standards and regulations described in*  
2        *subsection (a); or*

3                *“(2) to meet or exceed the Airports Council*  
4        *International accreditation under the Accessibility*  
5        *Enhancement Accreditation, through the incorpora-*  
6        *tion of universal design principles.*

7        *“(e) ACCESSIBILITY COMMITMENT.—A sponsor that re-*  
8        *ceives a grant under this section shall adopt a plan under*  
9        *which the sponsor commits to pursuing airport accessibility*  
10       *projects that—*

11                *“(1) enhance the customer experience and maxi-*  
12        *mize accessibility of commercial service airports, air-*  
13        *port terminals, or airport facilities for individuals*  
14        *with disabilities, including by—*

15                *“(A) upgrading bathrooms, counters, or*  
16        *pumping rooms;*

17                *“(B) increasing audio and visual accessi-*  
18        *bility on information boards, security gates, or*  
19        *paging systems;*

20                *“(C) updating airport terminals to increase*  
21        *the availability of accessible seating and power*  
22        *outlets for durable medical equipment (such as*  
23        *powered wheelchairs);*

1           “(D) updating airport websites and other  
2 information communication technology to be ac-  
3 cessible for individuals with disabilities; or

4           “(E) increasing the number of elevators, in-  
5 cluding elevators that move power wheelchairs to  
6 an aircraft;

7           “(2) improve the operations of, provide effi-  
8 ciencies of service to, and enhance the use of commer-  
9 cial service airports for individuals with disabilities;

10          “(3) establish a disability advisory committee, as  
11 defined in subsection (h);

12          “(4) make improvements in personnel, infra-  
13 structure, and technology that can assist passenger  
14 self-identification regarding disability and needing  
15 assistance; and

16          “(5) address equity of service to all passengers  
17 regardless of income, age, race, or ability, taking into  
18 account historical and current service gaps for low-in-  
19 come passengers, older individuals, passengers from  
20 communities of color, and passengers with disabili-  
21 ties.

22          “(f) COORDINATION WITH DISABILITY ADVOCACY EN-  
23 TITIES.—In administering grants under this section, the  
24 Secretary shall encourage—

1           “(1) *engagement with disability advocacy enti-*  
2           *ties (such as the sponsor’s disability advisory com-*  
3           *mittee) and a protection and advocacy system for in-*  
4           *dividuals with disabilities in the applicable State, a*  
5           *center for independent living, or a similar nonprofit*  
6           *organization focused on ensuring individuals with*  
7           *disabilities are able to live and participate in their*  
8           *communities; and*

9           “(2) *assessments of accessibility or assessments of*  
10           *planned modifications to commercial service airports*  
11           *to the extent merited by the scope of the capital*  
12           *project of the sponsor proposed to be assisted under*  
13           *this section, taking into account any such assessment*  
14           *already conducted by the Federal Aviation Adminis-*  
15           *tration.*

16           “(g) *FEDERAL SHARE OF COSTS.—The Government’s*  
17           *share of allowable project costs for a project carried out with*  
18           *a grant under this section shall be the Government’s share*  
19           *of allowable project costs specified under section 47109.*

20           “(h) *DEFINITIONS.—In this section:*

21           “(1) *CENTER FOR INDEPENDENT LIVING.—The*  
22           *term ‘center for independent living’ has the meaning*  
23           *given the term in section 702 of the Rehabilitation*  
24           *Act of 1973 (29 U.S.C. 796a).*



1           “(2) *DISABILITY ADVISORY COMMITTEE.*—*The*  
2           *term ‘disability advisory committee’ means a body of*  
3           *stakeholders (including airport staff, airline rep-*  
4           *resentatives, and individuals with disabilities) that*  
5           *provide to airports and appropriate transportation*  
6           *authorities input from individuals with disabilities,*  
7           *including identifying opportunities for removing bar-*  
8           *riers, expanding accessibility features, and improving*  
9           *accessibility for individuals with disabilities at air-*  
10          *ports.*

11           “(3) *PROTECTION AND ADVOCACY SYSTEM.*—*The*  
12          *term ‘protection and advocacy system’ means such a*  
13          *system established in accordance with section 143 of*  
14          *the Developmental Disabilities Assistance and Bill of*  
15          *Rights Act of 2000 (42 U.S.C. 15043).*

16          “(i) *FUNDING.*—*Notwithstanding any other provision*  
17          *of this chapter, for each of fiscal years 2024 through 2028,*  
18          *\$20,000,000 of the amounts that would otherwise be used*  
19          *to make grants from the discretionary fund under section*  
20          *47115 for each such fiscal year shall be used by the Sec-*  
21          *retary to carry out this section for each such fiscal year.”.*

22          “(b) *CONFORMING AMENDMENT.*—*The analysis for sub-*  
23          *chapter I of chapter 471 of title 49, United States Code,*  
24          *is amended by inserting after the item relating to section*  
25          *47144 the following:*

          “47145. *Pilot program for airport accessibility.*”.

1 **SEC. 611. GENERAL AVIATION PUBLIC-PRIVATE PARTNER-**  
2 **SHIP PROGRAM.**

3 (a) *IN GENERAL.*—Subchapter I of chapter 471 of title  
4 49, United States Code, as amended by section 610(a), is  
5 amended by inserting after section 47145, the following:

6 **“§47146. General aviation public-private partnership**  
7 **program**

8 “(a) *IN GENERAL.*—The Secretary of Transportation  
9 shall establish a program that meets the requirements under  
10 this section for improving facilities at—

11 “(1) general aviation airports; and

12 “(2) privately owned airports used or intended  
13 to be used for public purposes that do not have sched-  
14 uled air service.

15 “(b) *APPLICATION REQUIRED.*—The operator or spon-  
16 sor of an airport, or the community in which an airport  
17 is located, seeking, on behalf of the airport, to participate  
18 in the program established under subsection (a), shall sub-  
19 mit an application to the Secretary in such form, at such  
20 time, and containing such information as the Secretary  
21 may require, including—

22 “(1) an assessment of the needs of the airport for  
23 additional or improved hangars, airport businesses,  
24 or other facilities;

25 “(2) the ability of the airport to leverage private  
26 sector investments on the airport or develop public-

1       *private partnerships to build or improve facilities at*  
2       *the airport; and*

3               “(3) *if the application is submitted by a commu-*  
4       *nity, evidence that the airport supports the applica-*  
5       *tion.*

6       “(c) *LIMITATION.—*

7               “(1) *STATE LIMIT.—Not more than 4 airports in*  
8       *the same State may be selected in any fiscal year to*  
9       *participate in the program established under sub-*  
10       *section (a).*

11              “(2) *DOLLAR AMOUNT LIMIT.—Not more than*  
12       *\$500,000 shall be made available for any airport in*  
13       *any fiscal year under the program established under*  
14       *subsection (a).*

15              “(3) *COST SHARE REQUIREMENT.—The Federal*  
16       *cost share for this program shall be no more than 50*  
17       *percent.*

18       “(d) *PRIORITIES.—In selecting airports for participa-*  
19       *tion in the program established under subsection (a), the*  
20       *Secretary shall give priority to airports at which—*

21              “(1) *the operator or sponsor of the airport, or the*  
22       *community in which the airport is located—*

23                      “(A) *will provide a portion of the cost of the*  
24                      *project for which assistance is sought under the*  
25                      *program from local sources;*

1           “(B) will employ best business practices in  
2           developing or implementing a public-private  
3           partnership; or

4           “(C) has established, or will establish, a  
5           public-private partnership to build or improve  
6           facilities at the airport; or

7           “(2) the assistance will be used in a timely fash-  
8           ion.

9           “(e) *TYPES OF ASSISTANCE.*—The Secretary may use  
10          amounts made available under this section—

11           “(1) to provide assistance to market an airport  
12           to private entities or individuals in order to leverage  
13           private sector investments or develop public-private  
14           partnerships for the purposes of building, rehabili-  
15           tating, or improving hangars, businesses, or other fa-  
16           cilities at the airport;

17           “(2) to fund studies that consider what measures  
18           an airport should take to attract private sector invest-  
19           ment at the airport; or

20           “(3) to participate in a partnership described in  
21           paragraph (1) or an investment described in para-  
22           graph (2).

23           “(f) *AUTHORITY TO MAKE AGREEMENTS.*—The Sec-  
24          retary may enter into agreements with airports and entities

1 *entering into partnerships with airports under this section*  
 2 *to provide assistance under this section.*

3       “(g) *FUNDING.*—*Notwithstanding any other provision*  
 4 *of this chapter, for each of fiscal years 2024 through 2028,*  
 5 *\$5,000,000 of the amounts that would otherwise be used to*  
 6 *make grants from the discretionary fund under section*  
 7 *47115 for each such fiscal year shall be used by the Sec-*  
 8 *retary to carry out this section for each such fiscal year.”.*

9       “(b) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
 10 *471 of such title, as amended by section 610(b), is amended*  
 11 *by inserting after the item relating to section 47145 the fol-*  
 12 *lowing:*

*“47146. General aviation public-private partnership program.”.*

13 **SEC. 612. RUNWAY REHABILITATION.**

14       *The Administrator shall—*

15           (1) *not restrict funding to resurface the full*  
 16 *length of an existing runway within the State of*  
 17 *Alaska based solely on reduced current or forecasted*  
 18 *aeronautical activity levels or critical design type*  
 19 *standards;*

20           (2) *within 60 days review requests for runway*  
 21 *rehabilitation or reconstruction projects at airports*  
 22 *on a case-by-case basis; and*

23           (3) *not reject requests for projects with critical*  
 24 *community needs, such as projects in rural commu-*  
 25 *nities and villages off the road system, or economic*



1 *in paragraph (2) of that 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. 615. SOLAR POWERED TAXIWAY EDGE LIGHTING SYS-**  
 6 **TEMS.**

7 *Not later than 2 years after the date of enactment of*  
 8 *this section, the Administrator shall issue an engineering*  
 9 *brief describing the acceptable use of durable long-term solar*  
 10 *powered taxiway edge lighting systems at basic nonprimary*  
 11 *airports (as defined in appendix C of the 2023-2027 Na-*  
 12 *tional Plan of Integrated Airport Systems published by the*  
 13 *FAA on September 30, 2022).*

14 **SEC. 616. ADDITIONAL GROUND BASED TRANSMITTERS.**

15 *Notwithstanding any other provision of law, the Ad-*  
 16 *ministrator is authorized to and shall waive any positive*  
 17 *benefit-cost ratio requirement for providing additional*  
 18 *ground based transmitters for Automatic Dependent Sur-*  
 19 *veillance–Broadcasts (ADS–B) to provide a minimum*  
 20 *operational network in Alaska along major flight routes.*

21 **SEC. 617. AUTOMATED WEATHER OBSERVING SYSTEMS**  
 22 **MAINTENANCE IMPROVEMENTS.**

23 *Section 533 of the FAA Reauthorization Act of 2018*  
 24 *(49 U.S.C. 44720 note) is amended—*

1           (1) *by redesignating subsections (d) and (e) as*  
2           *subsections (f) and (g), respectively; and*

3           (2) *by inserting after subsection (c), the fol-*  
4           *lowing:*

5           “(d) *MAINTENANCE IMPROVEMENTS.—*

6           “(1) *IN GENERAL.—Not later than 18 months*  
7           *after the date of enactment of this subsection, the Ad-*  
8           *ministrator shall identify and implement reasonable*  
9           *alternative mitigations to improve maintenance of*  
10           *FAA-owned weather observing systems that experience*  
11           *frequent service outages, including associated surface*  
12           *communication outages.*

13           “(2) *SPARE PARTS AVAILABILITY.—The mitiga-*  
14           *tions identified by the Administrator shall improve*  
15           *spare parts availability, including consideration of*  
16           *storage of more spare parts in the region of the equip-*  
17           *ment.*

18           “(3) *APPLICATION.—This subsection shall apply*  
19           *only to airports located in non-contiguous States.*

20           “(e) *NOTICE OF OUTAGES.—*

21           “(1) *IN GENERAL.—Not later than 18 months*  
22           *after the date of enactment of this subsection, the Ad-*  
23           *ministrator shall update FAA Order 7930.2 Notices to*  
24           *Air Missions, or any successive order, to incorporate*  
25           *weather system outages for Automated Weather Ob-*



1 *serving Systems and Automated Surface Observing*  
 2 *Systems associated with Service A Outages.*

3 “(2) *APPLICATION.—This subsection shall apply*  
 4 *only to airports located in non-contiguous States.*”.

5 **SEC. 618. CONTRACT TOWER PROGRAM.**

6 *Section 47124 of title 49, United States Code, as*  
 7 *amended by section 527, is amended—*

8 *(1) in subsection (b)(3), by adding at the end the*  
 9 *following:*

10 “(H) *PERIOD FOR COMPLETION OF AN*  
 11 *OPERATIONAL READINESS INSPECTION.—The*  
 12 *Federal Aviation Administration shall provide*  
 13 *airport sponsors that show good faith efforts to*  
 14 *join the Contract Tower Program 7 years to*  
 15 *complete an Operational Readiness Inspection*  
 16 *after receiving a benefit-to-cost ratio.*”;

17 *(2) by redesignating subsection (f) as subsection*  
 18 *(h);*

19 *(3) by inserting after subsection (e), the fol-*  
 20 *lowing:*

21 “(f) *IMPROVING SITUATIONAL AWARENESS.—*

22 “(1) *IN GENERAL.—The Administrator of the*  
 23 *Federal Aviation Administration shall allow air traf-*  
 24 *fic controllers at Federal Contract Towers to use tech-*  
 25 *nology to improve situational awareness including,*

1       *but not limited to, using Standard Terminal Automa-*  
2       *tion Replacement System (STARS) radar displays,*  
3       *Automatic Dependent Surveillance-Broadcast (ADS-*  
4       *B), Flight Data Input/Output (FDIOs), and Auto-*  
5       *matic Terminal Information System (ATIS).*

6               “(2) *REQUIREMENTS.—To help facilitate the in-*  
7       *tegration of the equipment described in paragraph*  
8       *(1), the Administrator shall—*

9                       “(A) *establish a set of standards that en-*  
10                      *sure safety for use of the equipment described in*  
11                      *paragraph (1) for the purpose of increased situa-*  
12                      *tional awareness;*

13                     “(B) *identify multiple approved vendors for*  
14                      *such equipment if practicable; and*

15                     “(C) *partner with contract tower providers*  
16                      *to define an appropriate initial training pro-*  
17                      *gram to ensure that any tower radar displays,*  
18                      *ADS-B displays, or other equipment is correctly*  
19                      *integrated into Federal Contract Tower oper-*  
20                      *ations.*

21               “(g) *LIABILITY INSURANCE.—*

22                     “(1) *IN GENERAL.—The Secretary shall consult*  
23                      *with industry experts, including air traffic control*  
24                      *contractors and aviation insurance professionals, to*  
25                      *determine adequate limits of liability for the Contract*

1 *Tower Program, including during the period de-*  
2 *scribed in paragraph (2) with respect to the deter-*  
3 *mination of adequate excess liability insurance under*  
4 *paragraph (2)(B).*

5 “(2) *INTERIM STEPS.*—*During the period that*  
6 *begins on the date of enactment of this subsection and*  
7 *ends on the date the Secretary submits the report re-*  
8 *quired by paragraph (3), the Secretary shall require*  
9 *air traffic control contractors to have adequate excess*  
10 *liability insurance (as determined by the Secretary in*  
11 *consultation with industry experts under paragraph*  
12 *(1)) to ensure resilience should a major accident*  
13 *occur.*

14 “(3) *REPORT.*—*Not later than 6 months after the*  
15 *date of enactment of this subsection, the Secretary*  
16 *shall submit a report to the appropriate committees*  
17 *of Congress on the findings, conclusions, and actions*  
18 *taken and planned to be taken to carry out this sub-*  
19 *section.*

20 “(4) *APPROPRIATE COMMITTEES OF CON-*  
21 *GRESS.*—*For purpose of this subsection, the term ‘ap-*  
22 *propriate committees of Congress’ (as defined in sub-*  
23 *section (f)(3)) includes the Committee on Appropria-*  
24 *tions of the Senate and the Committee on Appropria-*  
25 *tions of the House of Representatives.’.*”

1 **SEC. 618A. CONTRACT TOWER PROGRAM SAFETY ENHANCE-**  
2 **MENTS.**

3 (a) *PILOT PROGRAM FOR TRANSITIONING TO FAA*  
4 *TOWERS.*—

5 (1) *IN GENERAL.*—*Not later than 180 days after*  
6 *the date of enactment of this section, the Adminis-*  
7 *trator shall establish a pilot program to convert high-*  
8 *activity air traffic control towers operating under the*  
9 *Contract Tower Program described in section 47124*  
10 *of title 49, United States Code, to FAA-staffed Visual*  
11 *Flight Rules towers (in this section referred to as the*  
12 *“Contract Tower Program”).*

13 (2) *CONVERSION TO FAA-STAFFED VFR TOW-*  
14 *ERS.*—*In selecting facilities to participate in the pilot*  
15 *program established under paragraph (1), the Adminis-*  
16 *trator shall give priority to air traffic control tow-*  
17 *ers operating under the Contract Tower Program*  
18 *that—*

19 (A) *either—*

20 (i) *had over 200,000 annual tower op-*  
21 *erations in calendar year 2022; or*

22 (ii) *served a small hub airport with*  
23 *more than 900,000 passenger enplanements*  
24 *in calendar year 2021;*

25 (B) *are either currently owned by the FAA*  
26 *or are constructed to FAA standards; and*

1           (C) operate within complex air space that  
2 serves air carrier, general aviation, and military  
3 aircraft.

4           (3) *TOWER SELECTION.*—The number of facili-  
5 ties selected to participate in the pilot program estab-  
6 lished under paragraph (1) shall be determined based  
7 on the availability of funds for the pilot program.

8           (4) *CONTROLLER RETENTION.*—The Adminis-  
9 trator shall appoint to the position of air traffic con-  
10 troller all air traffic controllers currently employed by  
11 the Federal contract tower operator and assigned to  
12 the pilot program air traffic control tower, provided  
13 such controller—

14           (A) meets the qualifications contained in  
15 section 44506(f)(1)(A) of title 49, United States  
16 Code; and

17           (B) has all other pre-employment qualifica-  
18 tions required by law.

19           (5) *SAFETY ANALYSIS.*—

20           (A) *IN GENERAL.*—The Administrator shall  
21 conduct a safety analysis to determine whether  
22 the conversions described in paragraph (1) had  
23 any negative impact on the aviation safety of  
24 any air traffic control tower.

1           (B) *REPORT.*—Not later than 2 years after  
 2           the date of enactment of this section, the Admin-  
 3           istrator shall submit to the appropriate commit-  
 4           tees of Congress a report describing the results of  
 5           the safety analysis under subparagraph (A).

6           (6) *FUNDING.*—For purposes of carrying out this  
 7           subsection, there is authorized to be appropriated to  
 8           the Administrator \$30,000,000 for fiscal year 2024, to  
 9           remain available until fiscal year 2029.

10          (b) *AIR TRAFFIC CONTROLLER STAFFING LEVELS AT*  
 11 *SMALL AND MEDIUM HUB AIRPORTS.*—

12           (1) *IN GENERAL.*—Section 47124(b)(2) of title  
 13          49, *United States Code*, is amended—

14           (A) by striking “The Secretary may” and  
 15          inserting the following:

16           “(A) *IN GENERAL.*—The Secretary may”;  
 17          and

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

19           “(B) *SMALL OR MEDIUM HUB AIRPORTS.*—  
 20          In the case of a contract to operate an airport  
 21          traffic control tower at a small or medium hub  
 22          airport, the contract shall require the Secretary,  
 23          after coordination with the airport sponsor and  
 24          the entity, State, or subdivision, to provide fund-  
 25          ing sufficient for the cost of wages and benefits

1           *of at least two air traffic controllers for each*  
2           *tower operating shift.”.*

3           (2) *APPLICATION.—The amendments made by*  
4           *paragraph (1) shall apply to contracts entered into or*  
5           *renewed by the Secretary under the Contract Tower*  
6           *Program on or after the date of enactment of this sec-*  
7           *tion.*

8           (c) *AIR TRAFFIC CONTROLLER COMPENSATION.—*

9           (1) *IN GENERAL.—The Secretary and the Sec-*  
10          *retary of Labor shall review and update the wage de-*  
11          *terminations for controllers who work in air traffic*  
12          *control towers that are staffed through the Contract*  
13          *Tower Program and shall reassess the basis for air*  
14          *traffic controller occupation codes and the need for*  
15          *additional occupation codes.*

16          (2) *REPORT.—Not later than 6 months after the*  
17          *date of enactment of this section, the Secretary and*  
18          *the Secretary of Labor shall submit a report to the*  
19          *appropriate committees of Congress that—*

20                  (A) *describes the findings and conclusions of*  
21                  *the review and reassessment made under para-*  
22                  *graph (1);*

23                  (B) *explains the basis for the wage deter-*  
24                  *mination and the justification for the basis; and*

1           (C) describes the steps the Department of  
 2           Transportation and the Department of Labor are  
 3           taking to ensure air traffic controller wages are  
 4           keeping up with inflation and are assigned the  
 5           appropriate occupation codes.

6           (d) *PRIORITIES FOR FACILITY SELECTION.*—Section  
 7           47124(b)(3)(C) of title 49, United States Code, is amend-  
 8           ed—

9           (1) in clause (vi), by striking “or mix of air-  
 10          craft” and inserting “lack of an existing air traffic  
 11          control tower, or mix of aircraft, including a mix of  
 12          commercial and significant military flight oper-  
 13          ations”; and

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

15                           “(viii) Air traffic control towers lo-  
 16                           cated at airports with projected increases in  
 17                           commercial and military aircraft or flight  
 18                           operations.”.

19           **SEC. 619. REMOTE TOWERS.**

20           (a) *IN GENERAL.*—Section 47124 of title 49, United  
 21           States Code, as amended by sections 528 and 618, is amend-  
 22           ed—

23           (1) by redesignating subsection (h) as subsection  
 24           (i); and



1           (2) *by inserting after subsection (g) (as added by*  
2           *section 725), the following:*

3           “(h) *MILESTONES FOR DESIGN APPROVAL OF REMOTE*  
4           *TOWERS.—*

5           “(1) *IN GENERAL.—Not later than 180 days*  
6           *after the date of enactment of this subsection, the Ad-*  
7           *ministrator of the Federal Aviation Administration*  
8           *shall create a structured program and publish mile-*  
9           *stones to achieve system design approval for a remote*  
10          *tower system.*

11          “(2) *REQUIREMENTS.—In carrying out subpara-*  
12          *graph (A), the Administrator shall—*

13                 “(A) *rely on support from the Airports Of-*  
14                 *fice of the Federal Aviation Administration and*  
15                 *the Air Traffic Organization of the Federal*  
16                 *Aviation Administration, including the Air*  
17                 *Traffic Services Service Unit and the Technical*  
18                 *Operations Service Unit; and*

19                 “(B) *not later than September 30, 2024, ex-*  
20                 *pand validation and certification of system de-*  
21                 *sign approval for a digital or remote tower sys-*  
22                 *tem to three locations outside of the William J.*  
23                 *Hughes Technical Center, as specified in section*  
24                 *161 of the FAA Reauthorization Act of 2018 (49*  
25                 *U.S.C. 47104 note).”.*

1       (b) *CONFORMING AMENDMENTS.*—Section 47124(b) of  
2 *title 49, United States Code, is amended—*

3           (1) *in paragraph (3)(B)(ii), by inserting “or a*  
4 *remote airport traffic control tower that has received*  
5 *System Design Approval (SDA) from the Federal*  
6 *Aviation Administration” after “ an operating air*  
7 *traffic control tower”; and*

8           (2) *in each of clauses (i)(III) and (ii)(III) of*  
9 *paragraph (4)(A), by inserting “or remote air traffic*  
10 *control tower equipment that has received System De-*  
11 *sign Approval (SDA) from the Federal Aviation Ad-*  
12 *ministration” after “certified by the Federal Aviation*  
13 *Administration”.*

14 **SEC. 620. GRANT ASSURANCES.**

15       Section 47107(a) of title 49, United States Code, is  
16 *amended—*

17           (1) *in paragraph (7), by striking the semicolon*  
18 *and inserting “, such that there are no unsafe prac-*  
19 *tices or conditions as determined by the Secretary;”;*

20           (2) *in paragraph (20), by striking “and” after*  
21 *the semicolon;*

22           (3) *in paragraph (21), by striking the period at*  
23 *the end and inserting “; and”; and*

24           (4) *by inserting after paragraph (21), the fol-*  
25 *lowing:*

1           “(22) the airport owner or operator may not re-  
 2           strict or prohibit the sale or self-fueling of any 100-  
 3           octane low lead aviation gasoline for purchase or use  
 4           by operators of general aviation aircraft if such avia-  
 5           tion gasoline was available at that airport at any  
 6           time during calendar year 2022, until the earlier of—

7                   “(A) December 31, 2030; or

8                   “(B) the date on which the airport or any  
 9           retail fuel seller at such airport can make avail-  
 10          able an unleaded aviation gas that—

11                   “(i) has been authorized for use by the  
 12          Administrator of the Federal Aviation Ad-  
 13          ministration as a replacement for 100-oc-  
 14          tane low lead aviation gas for use in nearly  
 15          all spark ignition aircraft and engine mod-  
 16          els; and

17                   “(ii) meets either an industry con-  
 18          sensus standard or other standard that fa-  
 19          cilitates the safe use, production, and dis-  
 20          tribution of such unleaded aviation gaso-  
 21          line.”.

22   **SEC. 620A. GAO STUDY ON FEE TRANSPARENCY BY FIXED**  
 23           **BASED OPERATORS.**

24           (a) *IN GENERAL.*—The Comptroller General shall con-  
 25   duct a study reviewing the efforts of fixed based operators

1 *(in this section referred to as “FBOs”)* to meet their com-  
2 *mitments to improve the online transparency of prices and*  
3 *fees for all aircraft and enhancing the customer experience*  
4 *for general and business aviation users.*

5 *(b) CONTENTS.—In conducting the study described in*  
6 *subsection (a), the Comptroller General, at a minimum,*  
7 *should evaluate the FBO industry commitment to “Know*  
8 *Before You Go” best business practices including—*

9 *(1) FBO provisions for all general aviation and*  
10 *business aircraft types regarding a description of*  
11 *available services and a listing of applicable retail*  
12 *fuel prices, fees, and charges;*

13 *(2) the accessibility of these fees and charges to*  
14 *aircraft operators on-line and in a user-friendly man-*  
15 *ner and with sufficient clarity that a pilot operating*  
16 *a particular aircraft type can determine what will be*  
17 *charged;*

18 *(3) efforts by FBOs to invite and encourage cus-*  
19 *tomers to contact them so that operators can ask ques-*  
20 *tions, know their options, and make informed deci-*  
21 *sions; and*

22 *(4) any practices imposed by an airport oper-*  
23 *ator that prevent an FBO from fully disclosing fees*  
24 *and charges.*

1       (c) *REPORT REQUIRED.*—Not later than 18 months  
2 after the date of enactment of this section, the Comptroller  
3 shall submit a report to the appropriate committees of Con-  
4 gress containing the results of the review required by this  
5 section.

6 **SEC. 620B. AVIATION FUEL IN ALASKA.**

7       (a) *IN GENERAL.*—The Administrator and the Admin-  
8 istrator of the Environmental Protection Agency shall not  
9 restrict the continued use and availability of 100-octane low  
10 lead aviation gas in the State of Alaska through December  
11 31, 2034.

12       (b) *GAO REPORT ON TRANSITIONING TO UNLEADED*  
13 *AVIATION GAS IN THE STATE OF ALASKA.*—

14           (1) *EVALUATION.*—The Comptroller General of  
15 the United States shall conduct an evaluation of the  
16 following:

17               (A) *The aircraft, routes, and supply chains*  
18 *in the State of Alaska utilizing leaded aviation*  
19 *gasoline, including identification of remote and*  
20 *rural communities that rely upon leaded avia-*  
21 *tion gasoline.*

22               (B) *The estimated costs and benefits of*  
23 *transitioning aircraft and the supply chain in*  
24 *the State of Alaska to aviation fuel that meets*  
25 *the requirements described in clauses (i) and (ii)*

1           *of section 47107(a)(22)(B) of title 49, United*  
2           *States Code, as added by section 620, including*  
3           *direct costs of new aircraft and equipment and*  
4           *indirect costs, including transportation from re-*  
5           *fineries to markets, foreign imports, and changes*  
6           *in leaded aviation gasoline prices as a result of*  
7           *reduced supply.*

8           *(C) The programs of the Environmental*  
9           *Protection Agency, the FAA, and other govern-*  
10           *ment agencies that can be utilized to assist indi-*  
11           *viduals, communities, industries, and the State*  
12           *of Alaska with the costs described in subpara-*  
13           *graph (B).*

14           *(D) A reasonable timeframe to permit any*  
15           *limitation on 100-octane low-lead aviation gaso-*  
16           *line in the State of Alaska.*

17           *(E) Other logistical considerations associ-*  
18           *ated with the transition described in subpara-*  
19           *graph (B).*

20           *(2) REPORT.—Not later than 3 years after the*  
21           *date of enactment of this section, the Comptroller*  
22           *General shall submit a report containing the results*  
23           *of the evaluation conducted under paragraph (1) to—*

24           *(A) the Committee on Commerce, Science,*  
25           *and Transportation of the Senate;*

1           (B) *the Committee on Environment and*  
2           *Public Works of the Senate;*

3           (C) *the Committee on Transportation and*  
4           *Infrastructure of the House of Representatives;*  
5           *and*

6           (D) *the Committee on Energy and Com-*  
7           *merce of the House of Representatives.*

8   **SEC. 621. CIVIL PENALTIES FOR GRANT ASSURANCES VIO-**  
9                                   **LATIONS.**

10        Section 46301(a) of title 49, United States Code, is  
11    *amended—*

12           (1) *in paragraph (1)(A), by inserting “section*  
13        *47107(a)(7) (including any assurance made under*  
14        *such section), section 47107(a)(22) (including any as-*  
15        *urance made under such section),” after “chapter*  
16        *451,”; and*

17           (2) *by inserting after paragraph (7), the fol-*  
18        *lowing:*

19                           “(8) *FAILURE TO OPERATE AND MAINTAIN AIR-*  
20        *PORTS AND FACILITIES SUITABLY.—*

21                           “(A) *Notwithstanding paragraph (1), the*  
22        *maximum civil penalty for a violation of section*  
23        *47107(a)(7) (including any assurance made*  
24        *under such section) committed by a person, in-*

1           cluding if the person is an individual or small  
2           business concern, shall be \$25,000.

3           “(B) In determining the amount of a civil  
4           penalty under paragraph (1) related to a viola-  
5           tion of section 47107(a)(7) (including any assur-  
6           ance made under such section), the Secretary of  
7           Transportation shall take into account any miti-  
8           gating circumstances at the airport and facilities  
9           on or connected with the airport.

10          “(9) *FAILURE TO CONTINUE OFFERING AVIATION*  
11          *FUEL.*—Notwithstanding paragraph (1), the max-  
12          imum civil penalty for a violation of section  
13          47107(a)(22) (including any assurance made under  
14          such section) committed by a person, including if the  
15          person is an individual or a small business concern,  
16          shall be \$5,000 for each day that the person is in vio-  
17          lation of that section.”.

18          **SEC. 622. COMMUNITY USE OF AIRPORT LAND.**

19          Section 47107(v) of title 49, United States Code, is  
20          amended—

21                 (1) in paragraph (1)—

22                         (A) by striking “subsection (a)(13)” and in-  
23                         serting “subsections (a)(13), (b), and (c)”;

24                         (B) by striking “the sponsor has entered”  
25                         and inserting “the sponsor has—



1           “(A) entered”;

2           (C) by striking “market value.” and insert-  
3           ing “market value; or”; and

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

5           “(B) permanently restricted the use of air-  
6           port property to compatible recreational and  
7           public park use without paying or otherwise ob-  
8           taining payment of fair market value for the  
9           property.”;

10          (2) in paragraph (2)—

11           (A) by redesignating subparagraphs (A)  
12           through (H) as clauses (i) through (viii), respec-  
13           tively, and moving the left margins of each such  
14           clause 2 ems to the right;

15           (B) by striking “This subsection shall apply  
16           only—” and inserting the following:

17           “(A) AGREEMENTS.—Paragraph (1)(A)  
18           shall apply only—”; and

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

20           “(B) RESTRICTIONS.—Paragraph (1)(B)  
21           shall apply only—

22           “(i) to airport property that was pur-  
23           chased using funds from a Federal grant for  
24           acquiring land issued prior to December 30,  
25           1987;

1           “(ii) to airport property that has been  
2           continuously used for recreational or public  
3           park uses since January 1, 1995;

4           “(iii) if the airport sponsor has pro-  
5           vided a written statement to the Adminis-  
6           trator that the property to be permanently  
7           restricted for recreational and public park  
8           use is not needed for any aeronautical use  
9           at the time the written statement is pro-  
10          vided and is not expected to be needed for  
11          any aeronautical use at any time in the fu-  
12          ture;

13          “(iv) if the recreational and public  
14          park use will not impact the aeronautical  
15          use of the airport;

16          “(v) if the airport sponsor provides a  
17          certification that the sponsor is not respon-  
18          sible for operations, maintenance, or any  
19          other costs associated with the recreational  
20          or public park use;

21          “(vi) if the recreational purpose is con-  
22          sistent with Federal land use compatibility  
23          criteria under section 47502;

24          “(vii) if the airport sponsor has con-  
25          tinuously leased the property since January

1                   1, 1995, to a local government entity to op-  
 2                   erate and maintain the property at no cost  
 3                   to the airport sponsor; and

4                   “(viii) if the airport sponsor will—

5                   “(I) continue to lease the property  
 6                   to a local government entity to operate  
 7                   and maintain the property at no cost  
 8                   to the airport sponsor; or

9                   “(II) transfer title to the property  
 10                  to a local government entity subject to  
 11                  a permanent deed restriction ensuring  
 12                  compatible airport use under the cri-  
 13                  teria of section 47502.”; and

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

15                  “(4) AERONAUTICAL USE; AERONAUTICAL PUR-  
 16                  POSE DEFINED.—

17                  “(A) IN GENERAL.—In this subsection, the  
 18                  terms ‘aeronautical use’ and ‘aeronautical pur-  
 19                  pose’ mean all activities that involve or are di-  
 20                  rectly related to the operation of aircraft, includ-  
 21                  ing activities that make the operation of aircraft  
 22                  possible and safe.

23                  “(B) INCLUSION OF SERVICES LOCATED ON  
 24                  AN AIRPORT.—Such terms include services lo-  
 25                  cated on an airport that are directly and sub-

1           *stantially related to the movement of passengers,*  
2           *baggage, mail, and cargo.*

3           “(C) *EXCLUSIONS.*—*Such terms shall not*  
4           *include any uses of an airport that are not de-*  
5           *scribed in subparagraph (A) or (B), including*  
6           *any aviation-related uses that do not need to be*  
7           *located on an airport, such as flight kitchens and*  
8           *airline reservation centers.”.*

9   **SEC. 623. BUCKEYE 940 RELEASE OF DEED RESTRICTIONS.**

10          (a) *PURPOSE.*—*The purpose of this section is to au-*  
11          *thorize the Secretary to issue a Deed of Release from all*  
12          *terms, conditions, reservations, restrictions, and obligations*  
13          *contained in the Quitclaim Deed and to permit the State*  
14          *of Arizona to deposit all proceeds of the disposition of Buck-*  
15          *eye 940 in the appropriate fund for the benefit of the bene-*  
16          *ficiaries of the Arizona State Land Trust.*

17          (b) *DEFINITIONS.*—*In this section:*

18               (1) *BUCKEYE 940.*—*The term “Buckeye 940”*  
19               *means all of section 12, T.1 N., R.3 W. and all of ad-*  
20               *joining fractional section 7, T.1 N., R.2 W., Gila and*  
21               *Salt River Meridian, Arizona, which property was*  
22               *the subject of the Quitclaim Deed between the United*  
23               *States and the State of Arizona, dated July 11, 1949,*  
24               *and which is currently owned by the State of Arizona*

1       *and held in trust for the beneficiaries of the Arizona*  
2       *State Land Trust.*

3               (2) *QUITCLAIM DEED.*—*The term “Quitclaim*  
4       *Deed” means the Quitclaim Deed between the United*  
5       *States and the State of Arizona, dated July 11, 1949.*

6               (c) *RELEASE OF ANY AND ALL INTEREST IN BUCKEYE*  
7       *940.*—

8               (1) *IN GENERAL.*—*Notwithstanding any other*  
9       *provision of law, the United States, acting through*  
10       *the Secretary, shall issue to the State of Arizona a*  
11       *Deed of Release to release all terms, conditions, res-*  
12       *ervations, restrictions, and obligations contained in*  
13       *the Quitclaim Deed, including any and all rever-*  
14       *sionary interest of the United States in Buckeye 940.*

15               (2) *TERMS AND CONDITIONS.*—*The Deed of Re-*  
16       *lease described in paragraph (1) shall be subject to*  
17       *such additional terms and conditions, consistent with*  
18       *such paragraph, as the Secretary considers appro-*  
19       *priate to protect the interests of the United States.*

20               (3) *NO RESTRICTION ON USE OF PROCEEDS.*—  
21       *Notwithstanding any other provision of law, the State*  
22       *of Arizona may dispose of Buckeye 940 and any pro-*  
23       *ceeds thereof, including proceeds already collected by*  
24       *the State and held in a suspense account, without re-*  
25       *gard to any restriction imposed by the Quitclaim*

1       *Deed or by section 155.7 of title 14, Code of Federal*  
 2       *Regulations.*

3               (4) *MINERAL RESERVATION.—The Deed of Re-*  
 4       *lease described in paragraph (1) shall include the re-*  
 5       *lease of all interests of the United States to the min-*  
 6       *eral rights on Buckeye 940 included in the Quitclaim*  
 7       *Deed.*

8       **SEC. 624. CLARIFYING AIRPORT REVENUE USE OF LOCAL**  
 9               **GENERAL SALES TAXES.**

10       (a) *WRITTEN ASSURANCES ON REVENUE USE.—Sec-*  
 11       *tion 47107(b) of title 49, United States Code, is amended*  
 12       *by adding at the end the following:*

13               “(4) *This subsection does not apply to local gen-*  
 14       *eral sales taxes as provided in section 47133(b)(4).”.*

15       (b) *RESTRICTION ON USE OF REVENUES.—Section*  
 16       *47133(b) of title 49, United States Code, is amended by*  
 17       *adding at the end the following:*

18               “(4) *LOCAL GENERAL SALES TAXES.—Subsection*  
 19       *(a) shall not apply to revenues from generally appli-*  
 20       *cable sales taxes imposed by a local government, pro-*  
 21       *vided—*

22               “(A) *the local government had a generally*  
 23       *applicable sales tax that did not exclude aviation*  
 24       *fuel in effect prior to December 9, 2014;*

1           “(B) the local government is not a sponsor  
2           of a public airport; and

3           “(C) a large hub airport, which had more  
4           than 35,000,000 enplanements in calendar year  
5           2021, is located within the jurisdiction of the  
6           local government.”.

7   **SEC. 625. AIP HANDBOOK REVIEW.**

8           (a) *IN GENERAL.*—Not later than 180 days after the  
9           date of enactment of this section, the Associate Adminis-  
10          trator for Airports of the FAA, in consultation with the  
11          Governor of Alaska, shall identify reasonable exceptions to  
12          the AIP Handbook to be implemented by the FAA to meet  
13          unique regional circumstances and advance the safety needs  
14          of airports in Alaska, including with respect to the fol-  
15          lowing:

16               (1) *Snow Removal Equipment Building (SREB)*  
17               *size and configuration.*

18               (2) *Expansion of lease areas.*

19               (3) *Shared governmental use of airport equip-*  
20               *ment in remote locations.*

21               (4) *Ensuring the resurfacing or reconstruction of*  
22               *legacy runways to support—*

23                       (A) *aircraft necessary to support critical*  
24                       *health needs of a community;*

25                       (B) *remote fuel deliveries; and*

1                   (C) firefighting response.

2                   (5) *The use of runway end identifier lights at lo-*  
3 *cations throughout the State.*

4                   (b) *UPDATES TO AIP HANDBOOK.—*

5                   (1) *IN GENERAL.—Not later than 60 days after*  
6 *the date on which the Associate Administrator for*  
7 *Airports of the FAA identifies reasonable exceptions*  
8 *under subsection (a), the Administrator shall update*  
9 *the AIP Handbook to incorporate such exceptions to*  
10 *meet the unique circumstances and safety needs of*  
11 *airports in Alaska.*

12                   (2) *CONSULTATION.—The Administrator shall*  
13 *consult with the Regional Administrator of the FAA*  
14 *Alaskan Region prior to issuing the update to the*  
15 *AIP Handbook required by this section.*

16                   (3) *ENERGY EFFICIENT LIGHT EMITTING DIODE*  
17 *SYSTEM.—In updating the AIP Handbook under this*  
18 *subsection, the Administrator shall include updates to*  
19 *reflect the energy efficient light emitting diode system*  
20 *as a replacement for any existing halogen system.*

21 **SEC. 626. PFAS-RELATED RESOURCES FOR AIRPORTS.**

22                   (a) *PFAS REPLACEMENT PROGRAM FOR AIRPORTS.—*  
23 *Not later than 90 days after the date on which the Depart-*  
24 *ment of Defense approves a fluorine-free firefighting agent*  
25 *to the Qualified Products' List for products meeting Mili-*



1 tary Specification MIL-PRE-32725, dated January 12,  
2 2023, the Secretary shall establish a PFAS replacement  
3 program, in consultation with the Administrator of the En-  
4 vironmental Protection Agency, and subject to terms, condi-  
5 tions, and assurances acceptable to the Secretary, to reim-  
6 burse eligible airports for the reasonable and appropriate  
7 costs associated with any of the following:

8           (1) The one-time initial acquisition by an eligi-  
9 ble airport of fluorine-free firefighting alternatives  
10 for—

11                   (A) the capacity of all required aircraft res-  
12 cue and firefighting (ARFF) equipment listed in  
13 the most recent FAA-approved Airport Certifi-  
14 cation Manual, regardless of how the equipment  
15 was initially acquired; and

16                   (B) twice the quantity carried onboard each  
17 required truck available in the fire station for  
18 the eligible airport.

19           (2) The disposal of per- or polyfluoroalkyl prod-  
20 ucts, including fluorinated aqueous film-forming  
21 agents, to the extent such disposal is necessary to fa-  
22 cilitate the transition to an acceptable fluorine-free  
23 agent, including, but not limited to, aqueous film-  
24 forming agents currently in fire-fighting equipment,

1        *vehicles, and wastewater generated during the clean-*  
2        *ing of fire-fighting equipment and vehicles.*

3            (3) *Cleaning or disposal of existing equipment or*  
4        *components thereof, to the extent such cleaning or dis-*  
5        *posal is necessary to facilitate the transition to an ac-*  
6        *ceptable fluorine-free agent.*

7            (4) *Any equipment or components thereof nec-*  
8        *essary to facilitate the transition to an acceptable flu-*  
9        *orine-free agent.*

10          (5) *Replacement of aircraft rescue and fire-*  
11        *fighting (ARFF) equipment as determined by the Sec-*  
12        *retary as necessary to be replaced.*

13        (b) *DISTRIBUTION OF FUNDS.—*

14            (1) *GRANTS TO REPLACE ARFF VEHICLES.—*

15            (A) *IN GENERAL.—The Secretary shall re-*  
16        *serve up to \$30,000,000 of the amounts appro-*  
17        *priated to carry out the PFAS replacement pro-*  
18        *gram to make grants to each eligible airport that*  
19        *is designated under part 139 as an Index A air-*  
20        *port and does not have existing capabilities to*  
21        *produce fluorine-free foam, to replace aircraft*  
22        *rescue and firefighting (ARFF) vehicles.*

23            (B) *AMOUNT.—No grant made to an eligible*  
24        *airport under subparagraph (A) shall exceed*  
25        *\$2,000,000.*

1           (2) *REMAINDER.*—

2                   (A) *DETERMINATION OF NEED.*—*With re-*  
3 *spect to the amount of firefighting foam con-*  
4 *centrate required for foam production commen-*  
5 *surate with applicable aircraft rescue and fire-*  
6 *fighting (ARFF) equipment required in accord-*  
7 *ance with the most recent FAA-approved Airport*  
8 *Certification Manual, the Secretary shall deter-*  
9 *mine—*

10                           (i) *the total amount of such con-*  
11 *centrate required for all of the Federally re-*  
12 *quired aircraft rescue and firefighting*  
13 *(ARFF) vehicles that meet index require-*  
14 *ments under part 139 of each eligible air-*  
15 *port, in gallons; and*

16                           (ii) *the total amount of nationwide*  
17 *firefighting foam concentrate, in gallons.*

18                   (B) *DETERMINATION OF GRANT*  
19 *AMOUNTS.*—*From the amounts appropriated to*  
20 *carry out the PFAS replacement program that*  
21 *remain after the application of paragraph (1),*  
22 *the Secretary shall make a grant to each eligible*  
23 *airport of the amount equal to the product of—*

24                           (i) *the amount of such remaining*  
25 *funds; and*

1                   (ii) the ratio of the amount determined  
2                   under subparagraph (A)(i) for such eligible  
3                   airport to the amount determined under  
4                   subparagraph (A)(ii).

5           (c) PROGRAM REQUIREMENTS.—

6                   (1) IN GENERAL.—The Secretary shall determine  
7                   the eligibility of costs payable under the PFAS re-  
8                   placement program by taking into account all engi-  
9                   neering, technical, and environmental protocols and  
10                  generally accepted industry standards that are devel-  
11                  oped or established for fluorine-free foams.

12                  (2) COMPLIANCE WITH APPLICABLE LAW.—All  
13                  actions related to the acquisition, disposal, and tran-  
14                  sition to fluorine-free foams, including the cleaning  
15                  and disposal of equipment, shall be conducted in full  
16                  compliance with all applicable Federal laws in effect  
17                  at the time of obligation in order to be eligible for re-  
18                  imbursement under the PFAS replacement program.

19                  (3) GOVERNMENT SHARE.—The Government's  
20                  share of allowable costs under the PFAS replacement  
21                  program shall be 100 percent.

22           (d) AUTHORIZATION OF APPROPRIATIONS.—

23                   (1) IN GENERAL.—There is authorized to be ap-  
24                   propriated not more than \$350,000,000 to carry out  
25                   the PFAS replacement program.

1           (2) *REQUIREMENTS.*—Amounts appropriated to  
2           carry out the PFAS replacement program shall—

3                   (A) remain available for expenditure for a  
4                   period of 5 fiscal years; and

5                   (B) be available in addition to any other  
6                   funding available for similar purposes under  
7                   any other Federal, State, local, or Tribal pro-  
8                   gram.

9           (e) *DEFINITIONS.*—In this section:

10                   (1) *ELIGIBLE AIRPORT.*—The term “eligible air-  
11                   port” means an airport holding an Airport Operating  
12                   Certificate issued under part 139.

13                   (2) *PART 139.*—The term “part 139” means part  
14                   139 of title 14, Code of Federal Regulations.

15                   (3) *PFAS REPLACEMENT PROGRAM.*—The term  
16                   “PFAS replacement program” means the program es-  
17                   tablished under subsection (a).

18 **SEC. 627. PROGRESS REPORTS ON THE NATIONAL TRANSI-**  
19 **TION PLAN RELATED TO A FLUORINE-FREE**  
20 **FIREFIGHTING FOAM.**

21           (a) *IN GENERAL.*—Not later than 180 days after the  
22           date of enactment of this section, and every 180 days there-  
23           after until the progress report termination date described  
24           in subsection (c), the Administrator, in consultation with  
25           the Administrator of the Environmental Protection Agency

1 *and the Secretary of Defense, shall submit to the appro-*  
2 *priate committees of Congress a progress report on the de-*  
3 *velopment and implementation of a national transition*  
4 *plan related to a fluorine-free firefighting foam that meets*  
5 *the performance standards referenced in chapter 6 of AC*  
6 *No: 150/5210-6D and is acceptable under section 139.319(l)*  
7 *of title 14, Code of Federal Regulations, for use at part 139*  
8 *airports.*

9 (b) *REQUIRED INFORMATION.*—*Each progress report*  
10 *required by subsection (a) shall include the following:*

11 (1) *An assessment of the progress made by the*  
12 *FAA with respect to providing part 139 airports*  
13 *with—*

14 (A) *guidance from the Environmental Pro-*  
15 *tection Agency on acceptable environmental lim-*  
16 *its relating to such fluorine-free firefighting*  
17 *foam;*

18 (B) *guidance from the Department of De-*  
19 *fense on that department's transition to a fluo-*  
20 *rine-free firefighting foam;*

21 (C) *best practices for the decontamination*  
22 *of existing aircraft rescue and firefighting vehi-*  
23 *cles, systems, and other equipment used to deploy*  
24 *firefighting foam at part 139 airports; and*

1           (D) timelines for the release of policy and  
2           guidance relating to part 139 airport implemen-  
3           tation plans for obtaining approved military  
4           specification products and firefighting personnel  
5           training.

6           (2) A comprehensive list of the amount of rolling  
7           stock of firefighting foam at each part 139 airport as  
8           of the date of the submission of the progress report  
9           and the number of gallons regularly kept in reserve  
10          at each such airport.

11          (3) An assessment of the progress made by the  
12          FAA with respect to providing airports that are not  
13          part 139 airports and local authorities with responsi-  
14          bility for inspection and oversight with guidance de-  
15          scribed in subparagraphs (A) and (B) of paragraph  
16          (1) as it relates to the use of fluorine-free firefighting  
17          foam at such airports.

18          (4) Such other information as the Administrator  
19          determines appropriate.

20          (c) *PROGRESS REPORT TERMINATION DATE.*—For  
21          purposes of subsection (a), the progress report termination  
22          date described in this subsection is the date on which the  
23          Administrator notifies the appropriate committees of Con-  
24          gress that development and implementation of the national  
25          transition plan described in subsection (a) is complete.

1       (d) *DEFINITION.*—*In this section, the term “part 139*  
 2 *airport” means an airport certified under part 139 of title*  
 3 *14, Code of Federal Regulations.*

4 **SEC. 628. REVIEW OF AIRPORT LAYOUT PLANS.**

5       (a) *IN GENERAL.*—*Section 163 of the FAA Reauthor-*  
 6 *ization Act of 2018 (49 U.S.C. 47107 note) is amended—*

7           (1) *by striking subsection (a) and inserting the*  
 8 *following:*

9           “(a) [Reserved].”; and

10          (2) *by striking subsection (b) and inserting the*  
 11 *following:*

12          “(b) [Reserved].”.

13       (b) *AIRPORT LAYOUT PLAN APPROVAL AUTHORITY.*—  
 14 *Section 47107 of title 49, United States Code, is amended—*

15           (1) *in subsection (a)(16)—*

16           (A) *by striking subparagraph (B) and in-*  
 17 *serting the following:*

18           “(B) *subject to subsection (x), the Secretary*  
 19 *will review and approve or disapprove the plan*  
 20 *and any revision or modification of the plan be-*  
 21 *fore the plan, revision, or modification takes ef-*  
 22 *fect;”; and*

23           (B) *in subparagraph (C)(i), by striking*  
 24 *“subparagraph (B)” and inserting “subsection*  
 25 *(x);” and*



1           (2) *by adding at the end the following new sub-*  
2           *section:*

3           “(x) *SCOPE OF THE SECRETARY’S AIRPORT LAYOUT*  
4           *PLAN REVIEW AND APPROVAL AUTHORITY.—*

5           “(1) *AUTHORITY OVER PROJECTS ON LAND AC-*  
6           *QUIRED WITHOUT FEDERAL ASSISTANCE.—For pur-*  
7           *poses of subsection (a)(16)(B), with respect to any*  
8           *project proposed on land acquired by an airport*  
9           *owner or operator without Federal assistance, the Sec-*  
10          *retary may only review and approve or disapprove*  
11          *those portions of the plan (or any subsequent revision*  
12          *to the plan) that—*

13                 “(A) *materially impact the safe and effi-*  
14                 *cient operation of aircraft at, to, or from the air-*  
15                 *port;*

16                 “(B) *adversely affect the safety of people or*  
17                 *property on the ground as a result of aircraft op-*  
18                 *erations; or*

19                 “(C) *adversely affect the value of prior Fed-*  
20                 *eral investments to a significant extent.*

21           “(2) *LIMITATION ON NON-AERONAUTICAL RE-*  
22           *VIEW.—If only a portion of a project proposed by an*  
23           *airport owner or operator is subject to the Secretary’s*  
24           *review and approval under subsection (a)(16)(B), the*  
25           *Secretary shall not extend review and approval au-*

1 *thority to other non-aeronautical portions of the*  
 2 *project.*

3 “(3) NOTICE.—

4 “(A) IN GENERAL.—An airport owner or  
 5 operator shall submit to the Secretary a notice of  
 6 intent to proceed with a proposed project (or a  
 7 portion thereof) that is outside of the Secretary’s  
 8 review and approval authority, as described in  
 9 this subsection.

10 “(B) FAILURE TO OBJECT.—If not later  
 11 than 45 days after receiving the notice of intent  
 12 described in subparagraph (A), the Secretary  
 13 fails to object to such notice, the proposed project  
 14 (or portion thereof) shall be deemed as being out-  
 15 side the scope of the Secretary’s review and ap-  
 16 proval authority under subsection (a)(16)(B).”.

17 **SEC. 629. NEPA PURPOSE AND NEED STATEMENTS.**

18 (a) IN GENERAL.—To the extent that the FAA is the  
 19 lead Federal agency for preparation of an environmental  
 20 impact statement or an environmental assessment under  
 21 provisions of the National Environmental Policy Act of  
 22 1969 (42 U.S.C. 4321 et seq.) where an action or approval  
 23 from more than one Federal agency is required, the FAA  
 24 shall develop its draft purpose and need statement for the  
 25 project not later than 45 days after—

1           (1) *the submission of the airport sponsor’s ap-*  
 2           *propriately completed proposed purpose and need de-*  
 3           *scription; and*

4           (2) *any appropriately completed proposed revi-*  
 5           *sion to a development project that affects the purpose*  
 6           *and need description previously prepared or accepted*  
 7           *by the FAA.*

8           (b) *ASSISTANCE.—The Administrator shall provide all*  
 9           *airport sponsors with technical assistance in drafting pur-*  
 10          *pose and need statements and necessary supporting docu-*  
 11          *mentation for projects involving Federal approvals from*  
 12          *more than one Federal agency.*

13   **SEC. 630. PASSENGER FACILITY CHARGE STREAMLINING.**

14          (a) *IN GENERAL.—Section 40117 of title 49, United*  
 15          *States Code, is amended—*

16               (1) *in subsection (b)—*

17                       (A) *in paragraph (1)—*

18                               (i) *by striking “The Secretary” and*  
 19                               *inserting “Except as set forth in the stream-*  
 20                               *lining process described in subsection (l),*  
 21                               *the Secretary”;* and

22                               (ii) *by striking “\$1, \$2, or \$3” and in-*  
 23                               *serting “\$1, \$2, \$3, \$4, or \$4.50”;*

24                       (B) *by striking paragraph (4);*

1           (C) by redesignating paragraphs (5)  
2 through (7) as paragraphs (4) through (6), re-  
3 spectively;

4           (D) in paragraph (5), as so redesignated—

5                 (i) by striking “paragraphs (1) and  
6 (4)” and inserting “paragraph (1)”; and

7                 (ii) by striking “paragraph (1) or (4)”  
8 and inserting “paragraph (1)”; and

9           (E) in paragraph (6)(A), as so redesign-  
10 nated—

11                 (i) by striking “paragraphs (1), (4),  
12 and (6)” and inserting “paragraphs (1)  
13 and (5)”; and

14                 (ii) by striking “paragraph (1) or (4)”  
15 and inserting “paragraph (1)”; and

16           (2) in subsection (e)(1)—

17                 (A) in subparagraph (A), by inserting “, or  
18 a passenger facility charge imposition is author-  
19 ized under subsection (l)” after “of this section”;  
20 and

21                 (B) in subparagraph (B), by inserting “rea-  
22 sonable” after “subject to”; and

23           (3) in subsection (l)—

24                 (A) in the subsection heading, by striking  
25 “**Pilot Program for Passenger Facility**

1           **Charge Authorizations**” and inserting  
2           “PASSENGER FACILITY CHARGE STREAM-  
3           LINING”;

4                   (B) by striking paragraph (1) and inserting  
5           the following:

6                   “(1) *IN GENERAL.*—The Secretary shall prescribe  
7           regulations to streamline the process for authorizing  
8           eligible agencies for airports to impose passenger fa-  
9           cility charges. An eligible agency may impose a pas-  
10          senger facility charge of \$1, \$2, \$3, \$4, or \$4.50 in  
11          accordance with the provisions of this subsection in-  
12          stead of using the procedures otherwise provided in  
13          this 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 30 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            *stance for airport development, terminal devel-*  
3            *opment, airport planning, or for the purposes of*  
4            *noise compatibility, provided that the Federal fi-*  
5            *nancial assistance and passenger facility charge*  
6            *collection (including interest and other returns*  
7            *on the revenue) does not exceed the total cost of*  
8            *the project.*

9            “(C) *ALLOWED OBJECTION.*—*The Secretary*  
10           *may only object to the imposition of a passenger*  
11           *facility charge under this subsection for a project*  
12           *that—*

13                    *“(i) establishes significant policy*  
14                    *precedent;*

15                    *“(ii) raises significant legal issues;*

16                    *“(iii) garners significant controversy,*  
17                    *as evidenced by significant opposition to the*  
18                    *proposed action by the applicant or other*  
19                    *airport authorities, airport users, govern-*  
20                    *mental agencies, elected officials, or commu-*  
21                    *nities;*

22                    *“(iv) raises significant revenue diver-*  
23                    *sion, airport noise, or access issues, includ-*  
24                    *ing compliance with section 47111(e) or*

1            *subchapter II of chapter 475 of title 49,*  
 2            *United States Code; or*

3            “(v) *includes multimodal compo-*  
 4            *nents.”;*

5            *(D) by striking paragraph (6); and*

6            *(E) by redesignating paragraph (7) as*  
 7            *paragraph (6).*

8            *(b) RULEMAKING.—Not later than 120 days after the*  
 9            *date of enactment of this section, the Administrator shall*  
 10           *commence a rulemaking to implement the amendments*  
 11           *made by subsection (a).*

12           *(c) INTERIM GUIDANCE.—The interim guidance estab-*  
 13           *lished in FAA Memorandum “PFC 73-20. Streamlined*  
 14           *Procedures for Passenger Facility Charge (PFC) Authoriza-*  
 15           *tions at Small-, Medium-, and Large-Hub Airports” (issued*  
 16           *January 22, 2020), as modified by subsection (a), shall re-*  
 17           *main in effect until the effective date of the final rule pro-*  
 18           *mulgated under subsection (b).*

19           **SEC. 631. USE OF PASSENGER FACILITY CHARGES FOR**  
 20           **NOISE BARRIERS.**

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    **SEC. 632. AUTOMATED WEATHER OBSERVING SYSTEMS POL-**  
4            **ICY.**

5            *Not later than 60 days after the date of enactment of*  
6    *this section, the Administrator shall establish a process to*  
7    *collaborate with the Director of the National Weather Serv-*  
8    *ice to expedite the Automated Surface Observing Systems*  
9    *(ASOS) and the Service Life Extension Program (SLEP)*  
10    *and ensure adequate spare parts and personnel are avail-*  
11    *able for timely response to outages.*

12    **SEC. 633. INFRASTRUCTURE INVESTMENT AND JOBS ACT**  
13            **IMPLEMENTATION.**

14            *(a) IN GENERAL.—Not later than 180 days after the*  
15    *date of enactment of this section, the Secretary shall dis-*  
16    *tribute administrative funding to assist States partici-*  
17    *pating in the State block grant program in accordance with*  
18    *section 47128 of title 49, United States Code, with program*  
19    *implementation of airport infrastructure projects under the*  
20    *Infrastructure Investment and Jobs Act (Public Law 117–*  
21    *58).*

22            *(b) FUNDING SOURCE.—Administrative funds to*  
23    *States under this section shall be distributed from the funds*  
24    *made available in the Infrastructure Investment and Jobs*  
25    *Act for personnel, contracting, and other costs to administer*



1 *and oversee grants of the Airport Infrastructure Grants,*  
2 *Contract Tower Competitive Grant Program, and Airport*  
3 *Terminal Program.*

4 (c) *ADMINISTRATIVE FUNDS.—With respect to admin-*  
5 *istrative funds made available for fiscal years 2022 through*  
6 *2026—*

7 (1) *the amount of administrative funds available*  
8 *for distribution under subsection (b) shall be an*  
9 *amount equal to a percentage determined by the Sec-*  
10 *retary, but not less than 2 percent, of the annual allo-*  
11 *cations provided under the heading “AIRPORT INFRA-*  
12 *STRUCTURE GRANTS” under the heading “FEDERAL*  
13 *AVIATION ADMINISTRATION” in title VIII of division*  
14 *J of the Infrastructure Investment and Jobs Act (Pub-*  
15 *lic Law 117–58; 135 Stat. 1416) to non-primary air-*  
16 *ports participating in the State’s block grant pro-*  
17 *gram each fiscal year of the Airport Infrastructure*  
18 *Grant program;*

19 (2) *administrative funds distributed under sub-*  
20 *section (b) shall be used by such States to—*

21 (A) *administer and oversee, as outlined in*  
22 *the Memorandum of Agreement or current agree-*  
23 *ments between the FAA and the State, all air-*  
24 *port grant program funds provided under the In-*  
25 *frastructure Investment and Jobs Act to non-pri-*

1            *many airports participating in the State’s block*  
2            *grant program, whether through direct allocation*  
3            *or through competitive selection; and*

4            *(B) carry out the public purposes of sup-*  
5            *porting eligible and justified airport development*  
6            *and infrastructure projects as provided in the*  
7            *Infrastructure Investment and Jobs Act; and*

8            *(3) except as provided in subsection (d), such ad-*  
9            *ministrative funds shall be distributed to such States*  
10           *through a cooperative agreement executed between the*  
11           *State and the FAA not later than December 1 of each*  
12           *fiscal year in which the Infrastructure Investment*  
13           *and Jobs Act provides airport grant program funds.*

14           *(d) INITIAL DISTRIBUTION.—With respect to adminis-*  
15           *trative funds made available for fiscal years 2022 and 2023,*  
16           *funds available as of the date of enactment of this section*  
17           *shall be distributed to such States through a cooperative*  
18           *agreement executed between the State and the FAA not later*  
19           *than 30 days after such date of enactment.*

20           *(e) STATE BLOCK GRANT PROGRAM AMENDMENT.—*  
21           *Section 47128 of title 49, United States Code, is amended*  
22           *by adding at the end the following:*

23           *“(e) ROLES AND RESPONSIBILITIES OF PARTICIPATING*  
24           *STATES.—*

1           “(1) AIRPORTS.—Unless a State participating  
2           in the program expressly agrees in a memorandum of  
3           agreement, the Secretary shall not require the State to  
4           manage functions and responsibilities for airport ac-  
5           tions or projects that do not relate to the program.

6           “(2) PROGRAM DOCUMENTATION.—Any grant  
7           agreement providing funds to be administered under  
8           the program shall be consistent with the most recently  
9           executed memorandum of agreement, as may be  
10          amended, between the State and the Federal Aviation  
11          Administration. The Federal Aviation Administra-  
12          tion shall provide parity to participating States and  
13          shall only require the same type of information and  
14          level of detail for any program agreements and docu-  
15          mentation that the Federal Aviation Administration  
16          itself would perform with respect to such action if the  
17          State did not participate in the program.

18          “(3) RESPONSIBILITIES.—The Federal Aviation  
19          Administration shall retain responsibility for the fol-  
20          lowing, unless expressly agreed to by the State:

21                  “(A) Grant compliance investigations, de-  
22                  terminations, and enforcement.

23                  “(B) Obstruction evaluation and airport  
24                  airspace analysis, determinations, and enforce-  
25                  ment off airport property.

1           “(C) *Non-rulemaking analysis, determina-*  
2           *tions, and enforcement for proposed improve-*  
3           *ments on airport properties not associated with*  
4           *this subchapter, or off airport property.*

5           “(D) *Land use determinations under section*  
6           *163 of the FAA Reauthorization Act of 2018*  
7           *(Public Law 115–254; 132 Stat. 3224), compat-*  
8           *ibility planning, and airport layout plan review*  
9           *and approval for projects not funded by amounts*  
10          *available under this subchapter.*

11          “(E) *Non-aeronautical and special event*  
12          *recommendations and approval.*

13          “(F) *Instrument approach procedure eval-*  
14          *uations and determinations.*

15          “(G) *Environmental review for projects not*  
16          *funded by amounts available under this sub-*  
17          *chapter.*

18          “(H) *Review and approval of land leases,*  
19          *land releases, changes in on-airport land-use des-*  
20          *ignation, and through-the-fence agreements.”.*

21 **SEC. 634. REPORT ON AIRPORT NOTIFICATIONS.**

22          *Not later than 90 days after the date of enactment of*  
23          *this section, the Administrator shall submit to the appro-*  
24          *priate committees of Congress a report on the FAA’s*  
25          *progress with respect to—*

1           (1) *collecting more accurate data in notices of*  
2           *construction, alteration, activation, and deactivation*  
3           *of airports as required under part 157 of title 14,*  
4           *Code of Federal Regulations; and*

5           (2) *making the database under part 157 of title*  
6           *14, Code of Federal Regulations, more accurate and*  
7           *useful for aircraft operators, particularly for heli-*  
8           *copter and rotary wing type aircraft operators.*

9   **SEC. 635. COASTAL AIRPORTS RESILIENCY STUDY.**

10       (a) *STUDY.*—*The Administrator shall work with the*  
11       *Administrator of the National Oceanic and Atmospheric*  
12       *Administration and the United States Army Corps of Engi-*  
13       *neers to identify best practices for, and study the feasibility*  
14       *of, improving resiliency of airports in coastal or flood-prone*  
15       *areas.*

16       (b) *REPORT.*—*Not later than 2 years after the date*  
17       *of enactment of this section, the Administrator shall submit*  
18       *to Congress a report describing the results of the study con-*  
19       *ducted under subsection (a), together with such rec-*  
20       *ommendations for legislation or administrative action as*  
21       *the Administrator determines appropriate.*

22   **SEC. 636. ELECTRIC AIRCRAFT INFRASTRUCTURE.**

23       (a) *DEFINITIONS.*—*Section 47102 of title 49, United*  
24       *States Code, is amended—*

1           (1) in paragraph (3)(Q), as amended by section  
 2           601, by striking “improve the reliability and effi-  
 3           ciency of the airport’s power supply” and inserting  
 4           “increase energy efficiency of the airport’s power sup-  
 5           ply or meet current and future power demand”; and

6           (2) in paragraph (5)—

7                   (A) in subparagraph (B), by striking “and”  
 8                   after the semicolon;

9                   (B) in subparagraph (C), by striking the  
 10                  period at the end and inserting “; and”; and

11                  (C) by inserting after subparagraph (C), the  
 12                  following:

13                   “(D) assessing current and future electrical  
 14                   power demand.”.

15           (b) *MEETING CURRENT AND FUTURE ELECTRICAL*  
 16           *POWER DEMAND.*—

17                   (1) *IN GENERAL.*—Section 47140 of title 49,  
 18                   *United States Code*, is amended to read as follows:

19           “**§47140. Meeting current and future electrical power**  
 20   **demand**

21                   “(a) *IN GENERAL.*—The Secretary of Transportation  
 22                   shall establish a program under which the Secretary shall  
 23                   do the following:

24                           “(1) Encourage the sponsor of each public-use  
 25                   airport to—

1           “(A) conduct airport planning that assesses  
2           the airport’s—

3                   “(i) current and future electrical power  
4                   demand, including but not limited to—

5                           “(I) heating and cooling;

6                           “(II) on-road airport vehicles, in-  
7                           cluding ground support equipment;

8                           “(III) gate electrification; and

9                           “(IV) electric aircraft charging;

10                   and

11                           “(ii) existing electrical infrastructure  
12                           condition, location, and capacity to meet  
13                           the current and future electrical power de-  
14                           mand as identified in clause (i); and

15                   “(B) conduct on-airport development to in-  
16                   crease energy efficiency or meet future electrical  
17                   power demands as identified in subparagraph  
18                   (A)(i).

19                   “(2) Reimburse the sponsor of each public-use  
20                   airport that conducts an assessment under paragraph  
21                   (1)(A) for the costs incurred in conducting the assess-  
22                   ment to the extent those costs are not otherwise cov-  
23                   ered under this subtitle.

1       “(b) *GRANTS.*—*The Secretary may make grants from*  
 2 *amounts made available under section 48103 to assist spon-*  
 3 *sors of public-use airports with respect to conducting—*

4               “(1) *an assessment described in subsection*  
 5 *(a)(1)(A); and*

6               “(2) *an airport development project described in*  
 7 *subsection (a)(1)(B) following the completion of an*  
 8 *assessment described in subsection (a)(1)(A) or an-*  
 9 *other assessment acceptable to the Secretary.”.*

10               “(2) *CONFORMING AMENDMENT.*—*The analysis for*  
 11 *subchapter I of chapter 471 of title 49, United States*  
 12 *Code, is amended by striking the item relating to sec-*  
 13 *tion 47140 and inserting the following:*

*“47140. Meeting current and future electrical power demand.”.*

14 **SEC. 637. STUDY ON COMPETITION AND AIRPORT ACCESS.**

15       *Not later than 180 days after the date of enactment*  
 16 *of this section, the Secretary shall report to the appropriate*  
 17 *committees of Congress—*

18               “(1) *specific actions the Secretary and the Admin-*  
 19 *istrator, using existing legal authority, can take to ex-*  
 20 *pend access for lower cost passenger air carriers to*  
 21 *capacity constrained airports in the United States,*  
 22 *including, but not limited to, New York John F. Ken-*  
 23 *nedly International Airport (JFK) and New York/*  
 24 *Newark Liberty International Airport (EWR); and*



1           (2) *any additional legal authority the Secretary*  
2           *and the Administrator require in order to make addi-*  
3           *tional slots at JFK and runway timings at EWR*  
4           *available to lower cost passenger air carriers.*

5 **SEC. 638. REGIONAL AIRPORT CAPACITY STUDY.**

6           (a) *IN GENERAL.*—*Not later than 90 days after the*  
7           *date of enactment of this section, the Administrator shall*  
8           *initiate a study on the following:*

9                   (1) *Existing FAA policy and guidance that gov-*  
10            *ern the siting of new airports or the transition of gen-*  
11            *eral aviation airports to commercial service.*

12                   (2) *Ways that existing regulations and policies*  
13            *could be streamlined to facilitate the development of*  
14            *new airport capacity, particularly in high-demand*  
15            *air travel regions looking to invest in new airport ca-*  
16            *capacity.*

17                   (3) *Whether Federal funding sources (existing as*  
18            *of the date of enactment of this section) that are au-*  
19            *thorized by the Secretary could be used for such pur-*  
20            *poses.*

21                   (4) *Whether such Federal funding sources meet*  
22            *the needs of the national airspace system for adding*  
23            *new airport capacity outside of the commercial serv-*  
24            *ice airports in operation as of the date of enactment*  
25            *of this section.*



1       (b) *REPORT.*—Not later than 2 years after the date  
2 of enactment of this section, the Administrator shall submit  
3 to the appropriate committees of Congress a report detailing  
4 the results of the study conducted under subsection (a), to-  
5 gether with recommendations for such legislation and ad-  
6 ministrative action as the Administrator determines appro-  
7 priate.

8 **SEC. 640. SPECIAL RULE FOR RECLASSIFICATION OF CER-**  
9 **TAIN UNCLASSIFIED AIRPORTS.**

10       (a) *REQUEST FOR RECLASSIFICATION.*—

11           (1) *IN GENERAL.*—Not later than September 30,  
12 2024, a privately owned reliever airport (as defined  
13 in section 47102 of title 49, United States Code) that  
14 is identified as unclassified in the National Plan of  
15 Integrated Airport Systems, 2023–2027 (as published  
16 under section 47103 of title 49, United States Code)  
17 may submit to the Secretary a request to reclassify  
18 the airport according to the criteria used to classify  
19 a public airport.

20           (2) *REQUIRED INFORMATION.*—In submitting a  
21 request under paragraph (1), the privately owned re-  
22 liever airport shall include the following information:

23           (A) A sworn statement and accompanying  
24 documentation that demonstrates how the airport  
25 would satisfy the requirements of FAA Order

1           5090.5, titled “*Formulation of the NPIAS and*  
2           *ACIP*”, (or any successor guidance) to be classi-  
3           fied as “*Local*” or “*Basic*” if the airport was  
4           publicly owned.

5           (B) A report that—

6                   (i) identifies the role of the airport to  
7                   the aviation system; and

8                   (ii) describes the long-term fiscal via-  
9                   bility of the airport based on demonstrated  
10                  aeronautical activity and associated reve-  
11                  nues relative to ongoing operating and  
12                  maintenance costs.

13          (b) *ELIGIBILITY REVIEW*.—

14           (1) *IN GENERAL*.—Not later than 60 days after  
15           receiving a request from a privately owned reliever  
16           airport under subsection (a), the Secretary shall per-  
17           form an eligibility review with respect to the airport,  
18           including an assessment of the airport’s safety, secu-  
19           rity, capacity, access, compliance with Federal grant  
20           assurances, and protection of natural resources and  
21           the quality of the environment, as prescribed by the  
22           Secretary.

23           (2) *PUBLIC SPONSOR*.—In performing the eligi-  
24           bility review under paragraph (1), the Secretary—

1           (A) may require the airport requesting re-  
2           classification to provide information regarding  
3           the outlook (whether positive or negative) for  
4           transferring the airport to a public sponsor; and

5           (B) may not require the airport to obtain  
6           a public sponsor.

7           (c) RECLASSIFICATION BY THE SECRETARY.—

8           (1) IN GENERAL.—Not later than 60 days after  
9           receiving a request from a privately owned reliever  
10          airport under subsection (a)(1), the Secretary shall  
11          grant such request if the following criteria are met:

12          (A) The request includes the required infor-  
13          mation under subsection (a)(2).

14          (B) The privately owned reliever airport, to  
15          the satisfaction of the Secretary, passes the eligi-  
16          bility review performed under subsection (b).

17          (2) CORRECTIVE ACTION PLAN.—

18          (A) IN GENERAL.—With respect to a pri-  
19          vately owned reliever airport that does not, to  
20          the satisfaction of the Secretary, pass the eligi-  
21          bility review performed under subsection (b), the  
22          Secretary shall provide notice of disapproval to  
23          such airport not later than 60 days after receiv-  
24          ing the request under subsection (a)(1), and such  
25          airport may resubmit to the Secretary a reclassi-

1           *fication request along with a corrective action*  
2           *plan that—*

3                     *(i) resolves any shortcomings identified*  
4                     *in such eligibility review; and*

5                     *(ii) proves that any necessary correc-*  
6                     *tive action has been completed by the air-*  
7                     *port.*

8           *(B) EVALUATION.—Not later than 60 days*  
9           *after receiving a corrective action plan under*  
10           *subparagraph (A), the Secretary shall grant the*  
11           *reclassification request of any privately owned*  
12           *reliever airport if such airport submits such cor-*  
13           *rective action plan to the satisfaction of the Sec-*  
14           *retary.*

15           *(d) EFFECTIVE DATE.—The reclassification of any*  
16           *privately owned reliever airport under this section shall*  
17           *take effect not later than—*

18                     *(1) fiscal year 2025 for any request granted*  
19                     *under subsection (c)(1); and*

20                     *(2) fiscal year 2026 for any request granted after*  
21                     *the submission of a corrective action plan under sub-*  
22                     *section (c)(2).*

1 **SEC. 641. GENERAL AVIATION AIRPORT RUNWAY EXTEN-**  
2 **SION PILOT PROGRAM.**

3 (a) *IN GENERAL.*—Subchapter I of chapter 471 of title  
4 49, United States Code, as amended by section 611(a), is  
5 amended by adding at the end the following new section:

6 **“§47147. General aviation program runway extension**  
7 **pilot program.**

8 “(a) *ESTABLISHMENT.*—Not later than 120 days after  
9 the date of enactment of this section, the Secretary of Trans-  
10 portation shall establish a pilot program to provide grants  
11 to general aviation airports to increase the usable runway  
12 length capability at such airports in order to—

13 “(1) *expand access to such airports for larger*  
14 *aircraft; and*

15 “(2) *support the development and economic via-*  
16 *bility of such airports.*

17 “(b) *GRANTS.*—

18 “(1) *IN GENERAL.*—For the purpose of carrying  
19 out the pilot program established in subsection (a),  
20 the Secretary shall make grants to not more than 2  
21 sponsors of general aviation airports per fiscal year.

22 “(2) *USE OF FUNDS.*—A sponsor of a general  
23 aviation airport shall use a grant awarded under this  
24 section to plan, design, or construct a project to ex-  
25 tend an existing primary runway by not greater than  
26 1,000 feet to a sufficient length to accommodate large

1       *turboprop or turbojet aircraft that cannot be accom-*  
2       *modated with the existing runway length.*

3               “(3) *ELIGIBILITY.*—*To be eligible to receive a*  
4       *grant under this section, a sponsor of a general avia-*  
5       *tion airport shall submit an application to the Sec-*  
6       *retary at such time, in such form, and containing*  
7       *such information as the Secretary may require.*

8               “(4) *SELECTION.*—*In selecting an applicant for*  
9       *a grant under this section, the Secretary shall*  
10       *prioritize projects that demonstrate that the existing*  
11       *runway length at the airport is—*

12               “(A) *inadequate to support the near-term*  
13       *operations of 1 or more business entities oper-*  
14       *ating at the airport as of the date of submission*  
15       *of such application;*

16               “(B) *a direct aircraft operational impedi-*  
17       *ment to airport economic viability, job creation*  
18       *or retention, or local economic development; and*

19               “(C) *not located within 20 miles of another*  
20       *National Plan of Integrated Airport Systems*  
21       *airport with comparable runway length.*

22               “(c) *PROJECT JUSTIFICATION.*—*A project that dem-*  
23       *onstrates the criteria described in subsection (b) shall be*  
24       *considered a justified cost with respect to the pilot program,*  
25       *notwithstanding—*



1           “(1) any benefit-cost analysis required under sec-  
2           tion 47115(d) of title 49, United States Code; or

3           “(2) a project justification determination de-  
4           scribed in section 3 of chapter 3 of FAA Order  
5           5100.38D, Airport Improvement Program Handbook  
6           (dated September 30, 2014).

7           “(d) FEDERAL SHARE.—The Government’s share of al-  
8           lowable project costs for a project carried out with a grant  
9           under this section shall be the Government’s share of allow-  
10          able project costs specified under section 47109.

11          “(e) REPORT TO CONGRESS.—Not later than 5 years  
12          after the establishment of the pilot program under sub-  
13          section (a), the Secretary shall submit to the Committee on  
14          Commerce, Science, and Transportation of the Senate and  
15          the Committee on Transportation and Infrastructure of the  
16          House of Representatives a report that evaluates the pilot  
17          program, including—

18                 “(1) information regarding the level of applicant  
19                 interest in grants for increasing runway length;

20                 “(2) the number of large aircraft that accessed  
21                 each general aviation airport that received a grant  
22                 under the pilot program in comparison to the number  
23                 of such aircraft that accessed the airport prior to the  
24                 date of enactment of this Act, based on data provided  
25                 by the airport sponsor to the Secretary not later than

1       6 months prior to the due date of such report to Con-  
2       gress; and

3               “(3) a description, provided by the airport spon-  
4       sor to the Secretary not later than 6 months prior to  
5       the due date of such report to Congress, of the eco-  
6       nomic development opportunities supported by in-  
7       creasing the runway length at general aviation air-  
8       ports.

9               “(f) *FUNDING.*—For each of fiscal years 2024 through  
10      2028, the Secretary may use funds made available under  
11      section 48103 to carry out this section.”.

12              (b) *CLERICAL AMENDMENT.*—The analysis for sub-  
13      chapter I of chapter 471 of such title, as amended by section  
14      611(b), is amended by inserting after the item relating to  
15      section 47146 the following:

                  “47147. General aviation airport runway extension pilot program.”.

16      **SEC. 642. APPLICABILITY OF SCREENING REQUIREMENTS.**

17              Section 44901 of title 49, United States Code, is  
18      amended by adding at the end the following new subsection:

19              “(m) *APPLICABILITY OF SCREENING REQUIRE-*  
20      *MENTS.*—

21                      “(1) *DEFINITIONS.*—In this subsection:

22                              “(A) *ADMINISTRATION.*—The term ‘Admin-  
23                              istration’ means the Transportation Security  
24                              Administration.

1           “(B) *ADMINISTRATOR*.—The term ‘Adminis-  
2           trator’ means the Administrator of the Transpor-  
3           tation Security Administration.

4           “(C) *APPLICABLE FEDERAL PROTECTIVE*  
5           *AGENCY*.—The term ‘applicable Federal protec-  
6           tive agency’ means—

7                   “(i) in the case of a Cabinet Member,  
8                   the executive agency assigned to provide  
9                   protection to the Cabinet Member;

10                   “(ii) in the case of a Member of Con-  
11                   gress, the United States Capitol Police; and

12                   “(iii) in the case of a Federal judge,  
13                   the United States Marshals Service.

14           “(D) *CABINET MEMBER*.—The term ‘Cabi-  
15           net Member’ means an individual who is the  
16           head (including an acting head) of the Depart-  
17           ment of Agriculture, Department of Commerce,  
18           Department of Defense, Department of Edu-  
19           cation, Department of Energy, Department of  
20           Health and Human Services, Department of  
21           Homeland Security, Department of Housing and  
22           Urban Development, Department of the Interior,  
23           Department of Justice, Department of Labor,  
24           Department of State, Department of Transpor-  
25           tation, Department of the Treasury, Department

1           *of Veterans Affairs, or any other individual who*  
2           *occupies a position designated by the President*  
3           *as a Cabinet-level position.*

4           “(E) *COMMERCIAL SERVICE AIRPORT.*—*The*  
5           *term ‘commercial service airport’—*

6                     *“(i) has the meaning given that term*  
7                     *in section 47102; and*

8                     *“(ii) includes any airport at which the*  
9                     *Administration provides or contracts to*  
10                    *provide screening.*

11           “(F) *COVERED PERSON.*—*The term ‘covered*  
12           *person’ means a Federal judge, a Member of*  
13           *Congress, or a Cabinet Member who, as deter-*  
14           *mined by an applicable Federal protective agen-*  
15           *cy, currently is or previously has been the subject*  
16           *of a threat, as determined by such applicable*  
17           *Federal protective agency.*

18           “(G) *FAMILY MEMBERS.*—*The term ‘family*  
19           *members’ means a covered person’s spouse and*  
20           *children.*

21           “(H) *FEDERAL JUDGE.*—*The term ‘Federal*  
22           *judge’ means a justice of the United States or a*  
23           *judge of the United States, as those terms are de-*  
24           *finied in section 451 of title 28.*

1           “(I) *MEMBER OF CONGRESS.*—*The term*  
2           *‘Member of Congress’ means a member of the*  
3           *Senate or the House of Representatives, a Dele-*  
4           *gate to Congress, or the Resident Commissioner*  
5           *from Puerto Rico.*

6           “(J) *PROHIBITED ITEM.*—*The term ‘prohib-*  
7           *ited item’ means an item prohibited under sec-*  
8           *tion 1540.111 of title 49, Code of Federal Regu-*  
9           *lations.*

10          “(K) *STAFF MEMBERS.*—*The term ‘staff*  
11          *members’ means up to 2 individuals who work*  
12          *for a covered person.*

13          “(L) *STERILE AREA.*—*The term ‘sterile*  
14          *area’ has the meaning given that term in section*  
15          *1540.5 of title 49, Code of Federal Regulations,*  
16          *or any successor regulation.*

17          “(2) *APPLICATION OF PASSENGER AND BAGGAGE*  
18          *SCREENING REQUIREMENTS.*—*Except as provided in*  
19          *paragraph (3), Members of Congress, including the*  
20          *congressional leadership, the heads of Federal agencies*  
21          *and commissions, including the Secretary of Home-*  
22          *land Security, the Deputy Secretary, the Under Sec-*  
23          *retaries, and the Assistant Secretaries of the Depart-*  
24          *ment of Homeland Security, the Attorney General, the*  
25          *Deputy Attorney General, the Assistant Attorneys*

1       *General, and the United States Attorneys, and senior*  
2       *members of the Executive Office of the President, in-*  
3       *cluding the Director of the Office of Management and*  
4       *Budget, shall not be exempt from Federal passenger*  
5       *and baggage screening requirements at airports.*

6               “(3) *SAFE AIRPORT TRAVEL SPECIALIZED*  
7       *SCREENING PROCESS.—*

8               “(A) *REQUEST.—A covered person who is*  
9       *or will be traveling through a commercial service*  
10       *airport, or the covered person’s designee, may re-*  
11       *quest that the applicable Federal protective agen-*  
12       *cy make the notification described in subpara-*  
13       *graph (B). If a covered person or the covered*  
14       *person’s designee makes a request described in*  
15       *this paragraph, the applicable Federal protective*  
16       *agency shall make the notification described in*  
17       *subparagraph (B) within 48 hours prior to trav-*  
18       *el or as soon as practicable after the covered per-*  
19       *son or the covered person’s designee makes the re-*  
20       *quest, provided that the requirements of this sub-*  
21       *section shall apply regardless of the timing of*  
22       *such notification.*

23               “(B) *NOTIFICATION.—The notification de-*  
24       *scribed in this paragraph is a notice to the Ad-*  
25       *ministrator that a covered person is or will be*

1           *traveling through a commercial service airport.*  
2           *If a covered person's family members, staff mem-*  
3           *bers, or both will be traveling with the covered*  
4           *person, the notice shall include that information.*  
5           *The Administrator shall notify the appropriate*  
6           *personnel at the commercial service airport. If*  
7           *necessary, the applicable Federal protective agen-*  
8           *cy shall notify personnel at the appropriate air*  
9           *carrier.*

10           “(C) *SECURITY ESCORT.—Except as pro-*  
11           *vided in subparagraph (D)(ii), when the Admin-*  
12           *istrator receives a notification described in sub-*  
13           *paragraph (B), the Administrator shall provide,*  
14           *or shall arrange for the provision of, a security*  
15           *escort at a commercial service airport for a cov-*  
16           *ered person, and if applicable, any family mem-*  
17           *bers and staff members of the covered person*  
18           *traveling with the covered person, for the entirety*  
19           *of the time that the covered person and any such*  
20           *family members and staff members are at a com-*  
21           *mmercial service airport. The covered person and*  
22           *any family members and staff traveling with the*  
23           *covered person shall be required to possess ac-*  
24           *ceptable forms of identification for identity*  
25           *verification, and shall refrain from possessing*

1           *prohibited items in carry-on luggage or in the*  
2           *sterile areas of the airport. The Administrator*  
3           *may require the commercial service airport to*  
4           *provide the security escort required by this para-*  
5           *graph. The escort required by this paragraph*  
6           *shall be an individual authorized by the Admin-*  
7           *istrator to escort an individual eligible for the*  
8           *specialized screening procedures under this sub-*  
9           *section.*

10           “(D) REQUIREMENTS.—

11           “(i) IN GENERAL.—*The security escort*  
12           *required by subparagraph (C) shall escort*  
13           *the covered person and, if applicable, any*  
14           *family members and staff members of the*  
15           *covered person traveling with the covered*  
16           *person, through a commercial service air-*  
17           *port without the imposition of costs or other*  
18           *fees on the covered person, or on any family*  
19           *members and staff members traveling with*  
20           *the covered person. The covered person and,*  
21           *if applicable, any family members and staff*  
22           *members of the covered person traveling*  
23           *with the covered person, shall travel through*  
24           *the commercial service airport with the se-*  
25           *curity escort in accordance with the special-*



1            *ized screening procedures for an individual*  
2            *under protective escort, in effect as of Janu-*  
3            *ary, 1, 2024, in lieu of the screening proce-*  
4            *dures described in this section, and the air-*  
5            *port security program described under part*  
6            *1542 of title 49, Code of Federal Regula-*  
7            *tions.*

8            *“(ii) LIMITED EXCEPTION.—If a cov-*  
9            *ered person has a security escort that is au-*  
10           *thorized by the Administrator to escort the*  
11           *covered person and, if applicable, any fam-*  
12           *ily members and staff members of the cov-*  
13           *ered person traveling with the covered per-*  
14           *son, through the commercial service airport*  
15           *with the security escort in accordance with*  
16           *the specialized screening procedures for an*  
17           *individual under protective escort, in effect*  
18           *as of January 1, 2024, in lieu of the screen-*  
19           *ing procedures described in this section, and*  
20           *the airport security program described*  
21           *under part 1542 of title 49, Code of Federal*  
22           *Regulations, the Administrator shall not be*  
23           *required to provide, or arrange for the pro-*  
24           *vision of, a security escort under subpara-*  
25           *graph (C) for the covered person and, if ap-*

1            *plicable, any family members and staff*  
2            *members of the covered person traveling*  
3            *with the covered person, through the com-*  
4            *mercial service airport.*

5            *“(E) IMPLEMENTATION.—Not later than 60*  
6            *days after the date of enactment of this sub-*  
7            *section, the Administrator shall conduct an as-*  
8            *essment on the impacts to the transportation se-*  
9            *curity system, including the staffing and re-*  
10           *source needs, and update or issue such guidance*  
11           *or advisory circulars as are necessary to carry*  
12           *out this subsection.*

13           *“(4) AUTHORIZATION OF APPROPRIATIONS.—*  
14           *There are authorized to be appropriated for each fis-*  
15           *cal year such sums as may be necessary to carry out*  
16           *the provisions of paragraph (3), including for reim-*  
17           *bursements to owners or operators of commercial serv-*  
18           *ice airports, local law enforcement, or other law en-*  
19           *forcement officers for the provision of security escorts.*

20           *“(5) BRIEFINGS.—The Administrator, in coordi-*  
21           *nation with the head of each applicable Federal pro-*  
22           *tection agency and the Administrator of the Federal*  
23           *Aviation Administration, shall provide to the appro-*  
24           *priate committees of Congress a briefing on the imple-*  
25           *mentation and ongoing use of the provisions of para-*

1 *graph (3), including staffing and resource needs, and*  
2 *the procedures of the Administration for processing*  
3 *individuals under protective escort upon the request of*  
4 *any such committee.*

5 “(6) *COORDINATION.*—*The Administrator of the*  
6 *Federal Aviation Administration shall coordinate*  
7 *with the Administrator and the heads of the applica-*  
8 *ble Federal protective agencies to implement the re-*  
9 *quirements of this subsection, as appropriate.*

10 “(7) *EXEMPTION REVOCATION.*—*If prohibited*  
11 *items are discovered on the property of, or on a cov-*  
12 *ered person, or the covered person’s family members*  
13 *or staff members traveling with the covered person,*  
14 *the Administrator may deny the covered person and*  
15 *any family members and staff members of the covered*  
16 *person traveling with the covered person specialized*  
17 *screening under subsection (c).*

18 “(8) *ADDITIONAL SCREENING.*—*A covered per-*  
19 *son, and the covered person’s family members and*  
20 *staff members traveling with the covered person, may*  
21 *be subject to a random screening protocol or be re-*  
22 *quired to undergo screening at a commercial service*  
23 *airport if the Federal Security Director designated for*  
24 *that airport under section 44933 believes that there is*

1       *a risk to the aviation system associated with the*  
2       *screening exemption of such individual.*

3               “(9) *CERTIFICATION FROM COVERED PERSONS.—*

4       *A covered person shall certify to the Administration*  
5       *or the applicable Federal protective agency that the*  
6       *covered person and the family members and staff*  
7       *members traveling with the covered person do not pos-*  
8       *sess any prohibited items.”.*

9       **SEC. 643. ADDITIONAL PERMITTED USES OF PASSENGER**  
10               **FACILITY CHARGE REVENUE.**

11       *Section 40117(a)(3) of title 49, United States Code,*  
12       *as amended by section 631, is amended by adding at the*  
13       *end the following new subparagraph:*

14               “(I) *A project for costs incurred in connec-*  
15       *tion with the relocation of a Federal agency on*  
16       *airport grounds due to a terminal development*  
17       *or renovation project at such airport, but such*  
18       *costs shall be limited to the replacement of exist-*  
19       *ing work space elements (including any associ-*  
20       *ated in-kind facility or equipment within or im-*  
21       *mediately adjacent to such terminal development*  
22       *or renovation project at such airport) for which*  
23       *development costs are eligible costs under this*  
24       *section.”.*

1 **SEC. 644. AIRPORT INFRASTRUCTURE RESILIENCE PILOT**  
2 **PROGRAM.**

3 (a) *ESTABLISHMENT.*—

4 (1) *ESTABLISHMENT.*—

5 (A) *IN GENERAL.*—Not later than 1 year  
6 after the date of enactment of this section, the  
7 Secretary shall establish a pilot program to pro-  
8 vide competitive grants to eligible airport spon-  
9 sors for the planning, design, and construction of  
10 projects that meet the requirements described in  
11 subparagraph (B).

12 (B) *PROJECT REQUIREMENTS DE-*  
13 *SCRIBED.*—The requirements described in this  
14 subparagraph, with respect to a project, are the  
15 following:

16 (i) *The project is on airport property*  
17 *or other property owned exclusively by the*  
18 *eligible airport sponsor with good title and*  
19 *without encumbrance, as described on an*  
20 *Airport Layout Plan or included in the air-*  
21 *port land inventory in the case of properties*  
22 *remote from the airport.*

23 (ii) *The project is for the exclusive ben-*  
24 *efit of and use by the airport.*

1                   (iii) *The project will reduce the vulner-*  
2                   *ability of airport infrastructure to any of*  
3                   *the following:*

4                   (I) *Long-term risks to the land*  
5                   *surface, subsurface, and atmosphere*  
6                   *due to changing conditions, such as in-*  
7                   *undation caused by—*

8                               (aa) *sea level rise;*

9                               (bb) *permafrost thaw;*

10                              (cc) *aridification; or*

11                              (dd) *higher air temperatures.*

12                   (II) *Weather events and natural*  
13                   *disasters, such as severe storms, flood-*  
14                   *ing, high winds, drought, wildfire,*  
15                   *rockslides, mudslides, and other slope*  
16                   *instabilities, sinkholes, tsunami, earth-*  
17                   *quakes, and extreme weather, including*  
18                   *extreme temperature and precipitation.*

19                   (C) *ELIGIBLE AIRPORT SPONSOR.—In this*  
20                   *section, the term “eligible airport sponsor”*  
21                   *means a sponsor of an airport that is included*  
22                   *in the national plan of integrated airport sys-*  
23                   *tems described in section 47103 of title 49,*  
24                   *United States Code.*

1           (D) *CLARIFICATION.*—*Projects funded under*  
2           *the pilot program under this section may be for*  
3           *new projects as well as for making improvements*  
4           *to existing infrastructure and may include the*  
5           *purchasing of monitoring equipment or moni-*  
6           *toring services.*

7           (2) *CONSULTATION.*—*In establishing the pilot*  
8           *program under paragraph (1), the Secretary shall—*

9                   (A) *engage in a public comment period; and*

10                   (B) *consult with—*

11                           (i) *the Administrator;*

12                           (ii) *the Administrator of the Federal*  
13                           *Emergency Management Agency;*

14                           (iii) *The Administrator of the National*  
15                           *Oceanic and Atmospheric Administration;*

16                           *and*

17                           (iv) *the Administrator of the National*  
18                           *Aeronautics and Space Administration.*

19           (3) *REQUIREMENTS.*—*In awarding grants to eli-*  
20           *gible airport sponsors under the pilot program under*  
21           *this section, the Secretary shall only award a grant*  
22           *for a project that meets each of the following require-*  
23           *ments, as determined by the Secretary:*

1           (A) *The project will reduce airport vulner-*  
2           *ability to changing conditions and extreme*  
3           *weather events.*

4           (B) *The project meets applicable engineer-*  
5           *ing standards, as defined by the Secretary.*

6           (C) *The anticipated benefits of the project*  
7           *are supported by the best available scientific re-*  
8           *search and analysis.*

9           (D) *The project meets other requirements*  
10          *determined appropriate by the Secretary.*

11          (4) *CONSIDERATIONS.—In awarding grants to*  
12          *eligible airport sponsors under the pilot program*  
13          *under this section, the Secretary shall consider—*

14               (A) *whether the project includes natural in-*  
15               *frastructure, as defined in section 101 of title 23,*  
16               *United States Code; and*

17               (B) *the potential for the project to mitigate*  
18               *the airport's impact on the environment.*

19          (5) *APPLICATION.—To be eligible to receive a*  
20          *grant under the pilot program under this section, an*  
21          *eligible airport sponsor shall submit an application to*  
22          *the Secretary at such time, in such form, and con-*  
23          *taining such information as the Secretary may re-*  
24          *quire. Such information shall include a preliminary*  
25          *description of how the proposed project is projected to*



1       *benefit and potentially impact both the airport and*  
2       *the surrounding communities with regard to changing*  
3       *conditions, weather events, and natural disasters.*

4           (6) *REPORTS TO SECRETARY.*—*An eligible air-*  
5       *port sponsor that is awarded a grant under the pilot*  
6       *program under this section shall submit to the Sec-*  
7       *retary periodic reports on the use of the funds. Such*  
8       *reports shall be submitted at such time, in such form,*  
9       *and containing such information as the Secretary*  
10       *may require.*

11          (b) *DISTRIBUTION TO SMALLER AIRPORTS.*—*In con-*  
12       *ducting the pilot program under this section, the Secretary*  
13       *shall ensure that not less than 25 percent of the funds made*  
14       *available under subsection (f) are used to award grants to*  
15       *eligible airport sponsors of small hub airports, nonhub air-*  
16       *ports, airports that are not a primary airport, and reliever*  
17       *airports, as such terms are defined in section 47102 of title*  
18       *49, United States Code.*

19          (c) *FEDERAL SHARE.*—*The United States Govern-*  
20       *ment's share of allowable project costs for a project carried*  
21       *out with a grant under the pilot program shall be the*  
22       *United States Government's share of allowable project costs*  
23       *specified under section 47109 of title 49, United States*  
24       *Code.*

1       (d) *REQUIREMENTS.*—*Projects carried out, in whole or*  
2 *in part, with grants under the pilot program under this*  
3 *section shall be subject to the requirements under section*  
4 *47112 of title 49, United States Code.*

5       (e) *REPORT TO CONGRESS.*—

6           (1) *IN GENERAL.*—*Not later than 6 months after*  
7 *the Secretary first awards a grant under the pilot*  
8 *program under this section, and annually thereafter*  
9 *for as long as the Secretary is conducting the pilot*  
10 *program under this section, the Secretary shall sub-*  
11 *mit to the Committee on Commerce, Science, and*  
12 *Transportation and the Committee on Environment*  
13 *and Public Works of the Senate and the Committee on*  
14 *Transportation and Infrastructure of the House of*  
15 *Representatives a report that evaluates the pilot pro-*  
16 *gram established under this section. Each such report*  
17 *shall include—*

18           (A) *a description of each project funded*  
19 *under the pilot program, including the*  
20 *vulnerabilities it addresses;*

21           (B) *a description of the applications under*  
22 *the pilot program;*

23           (C) *recommendations to improve the ad-*  
24 *ministration of the pilot program, including*  
25 *whether consultation with additional or fewer*



1 *I of chapter 471 of title 49, United States Code, may not*  
2 *be used to enter into a contract described in subsection (b)*  
3 *with any entity on the list required by subsection (c).*

4       **(b) CONTRACT DESCRIBED.**—*A contract described in*  
5 *this subsection is a contract or other agreement for the pro-*  
6 *curement of infrastructure or equipment for a passenger*  
7 *boarding bridge at an airport.*

8       **(c) LIST REQUIRED.**—

9           **(1) IN GENERAL.**—*Not later than 30 days after*  
10 *the date of enactment of this Act, and thereafter as re-*  
11 *quired by paragraph (2), the United States Trade*  
12 *Representative, the Attorney General, and the Admin-*  
13 *istrator shall make available to the Administrator a*  
14 *publicly-available list of entities manufacturing air-*  
15 *port passenger boarding infrastructure or equipment*  
16 *that—*

17                   **(A)** *are owned, directed by, or subsidized in*  
18 *whole or in part by the People’s Republic of*  
19 *China;*

20                   **(B)** *have been determined by a Federal*  
21 *court to have misappropriated intellectual prop-*  
22 *erty or trade secrets from an entity organized*  
23 *under the laws of the United States or any juris-*  
24 *isdiction within the United States;*

1           (C) own or control, are owned or controlled  
2 by, are under common ownership or control  
3 with, or are successors to, an entity described in  
4 subparagraph (A);

5           (D) own or control, are under common own-  
6 ership or control with, or are successors to, an  
7 entity described in subparagraph (A); or

8           (E) have entered into an agreement with or  
9 accepted funding from, whether in the form of  
10 minority investment interest or debt, have en-  
11 tered into a partnership with, or have entered  
12 into another contractual or other written ar-  
13 rangement with, an entity described in subpara-  
14 graph (A).

15           (2) *UPDATES TO LIST.*—The United States  
16 Trade Representative shall update the list required by  
17 paragraph (1), based on information provided by the  
18 Attorney General and the Administrator—

19           (A) not less frequently than every 90 days  
20 during the 180-day period following the initial  
21 publication of the list under paragraph (1); and

22           (B) not less frequently than annually there-  
23 after.

24           (d) *DEFINITIONS.*—In this section, the definitions in  
25 section 47102 of title 49, United States Code, shall apply.

1 **SEC. 646. ENSURING THAT CERTAIN PROJECTS RELATED**  
2 **TO NATURAL HAZARDS AND EMERGENCY**  
3 **MANAGEMENT ARE ELIGIBLE FOR FUNDING**  
4 **UNDER THE FEDERAL AVIATION ADMINIS-**  
5 **TRATION'S AIRPORT IMPROVEMENT PRO-**  
6 **GRAM.**

7 *(a) INTERMODAL PLANNING.—Section 47101(g) of title*  
8 *49, United States Code, is amended—*

9 *(1) in paragraph (1), in the second sentence, by*  
10 *inserting “(including long-term resilience from the*  
11 *impact of natural hazards and severe weather*  
12 *events)” after “environmental”; and*

13 *(2) in paragraph (2)—*

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

16 *(B) in subparagraph (D), by striking the*  
17 *period at the end and inserting “; and”; and*

18 *(C) by adding at the end the following new*  
19 *subparagraph:*

20 *“(E) consider the impact of hazardous*  
21 *weather events on long-term operational resil-*  
22 *ience.”.*

23 *(b) DEFINITION OF AIRPORT DEVELOPMENT.—Section*  
24 *47102(3) of title 49, United States Code, as amended by*  
25 *section 601, is amended by adding at the end the following*  
26 *new subparagraphs:*

1           “(W) improvements, supported by planning  
2           or resiliency studies, or planning for improve-  
3           ments, of primary runways, taxiways, and  
4           aprons necessary at an airport to increase oper-  
5           ational resilience to prepare the airport for re-  
6           suming or maintaining flight operations in the  
7           event of an earthquake, flooding, high water, sea  
8           level rise, a hurricane, a tropical storm, a cy-  
9           clone, storm surge, a tidal wave, a tornado, a  
10          tsunami, wind driven water, wildfire, land in-  
11          stability, or a winter storm.

12           “(X)(i) in the case of an airport that meets  
13          each of the requirements described in clause  
14          (ii)—

15                   “(I) planning for disaster preparedness  
16                   associated with maintaining airport oper-  
17                   ations during a natural disaster;

18                   “(II) acquiring airport communication  
19                   equipment and fixed emergency generators  
20                   that are not eligible for funding under pro-  
21                   grams funded under the Department of  
22                   Homeland Security; and

23                   “(III) constructing, expanding, or im-  
24                   proving airfield infrastructure to include  
25                   aprons and terminal buildings the Sec-

1           retary of Transportation determines will fa-  
2           cilitate disaster response at the airport.

3           “(i) The requirements described in this  
4           clause are the following:

5                   “(I) The airport and the facilities and  
6                   fixed-based operators on, or connected with,  
7                   the airport are operated and maintained in  
8                   a manner the Secretary of Transportation  
9                   considers suitable for disaster relief. An air-  
10                  port shall not be considered as failing to  
11                  meet the requirement under the preceding  
12                  sentence if a runway is unusable because  
13                  the runway is under scheduled maintenance  
14                  or is in need of necessary repairs.

15                   “(II) The airport has developed an  
16                   emergency natural disaster management  
17                   plan in coordination with State and local  
18                   officials.”.

19   **SEC. 647. VISUAL WEATHER OBSERVATION SYSTEMS.**

20           (a) *IN GENERAL.*—Not later than 5 years after the  
21           date of enactment of this section, the Administrator shall  
22           finalize research of VWOS and develop standard operation  
23           specifications for operator use.

24           (b) *DEPLOYMENT.*—Not later than 180 days after com-  
25           pleting the tasks required by subsection (a), the Adminis-



1 *trator shall begin deployment of VWOS at locations in the*  
2 *non-contiguous States with instrument flight rules oper-*  
3 *ations where AWOS or ASOS do not exist.*

4 *(c) MODIFICATIONS.—Upon the request of an aircraft*  
5 *operator, the Administrator shall issue or modify the stand-*  
6 *ard operation specifications for VWOS developed under sub-*  
7 *section (a) to allow VWOS to be used to satisfy the require-*  
8 *ments for supplemental noncertified local weather observa-*  
9 *tions under section 322 of the FAA Reauthorization Act of*  
10 *2018 (49 U.S.C. 44720 note).*

11 *(d) REPORT.—Not later than September 30, 2028, the*  
12 *Administrator shall submit to the appropriate committees*  
13 *of Congress a report on the implementation of this section.*

14 *(e) DEFINITIONS.—In this section:*

15 *(1) ASOS.—The term “ASOS” means an Auto-*  
16 *mated Surface Observing System.*

17 *(2) AWOS.—The term “AWOS” means an Auto-*  
18 *mated Weather Observation System.*

19 *(3) VWOS.—The term “VWOS” means a Visual*  
20 *Weather Observation System.*

21 **SEC. 648. TRANSFERS OF AIR TRAFFIC SYSTEMS ACQUIRED**  
22 **WITH AIP FUNDING.**

23 *Section 44502(e) of title 49, United States Code, is*  
24 *amended—*

1           (1) in paragraph (1), by striking “An airport”  
2           and inserting “Subject to paragraph (4), an airport  
3           in a non-contiguous State”;

4           (2) in paragraph (3)—

5                 (A) in subparagraph (B) by striking “or”  
6                 at the end;

7                 (B) in subparagraph (C) by striking the pe-  
8                 riod at the end and inserting “; or”; and

9                 (C) by adding at the end the following new  
10                 subparagraph:

11                     “(D) a Medium Intensity Approach Light-  
12                     ing System with Runway Alignment Indicator  
13                     Lights.”; and

14           (3) by adding at the end the following new para-  
15           graph:

16                     “(4) EXCEPTION.—The requirement under para-  
17                     graph (1) that an eligible air traffic system or equip-  
18                     ment be purchased in part using a Government air-  
19                     port aid program, airport development aid program,  
20                     or airport improvement project grant shall not apply  
21                     if the air traffic system or equipment is installed at  
22                     an airport that is categorized as a basic or local gen-  
23                     eral aviation airport under the most recently pub-  
24                     lished national plan of integrated airport systems  
25                     under section 47103.”.

1 **SEC. 649. CONSIDERATION OF SMALL HUB CONTROL TOW-**  
2 **ERS.**

3 *In selecting projects for the replacement of Federally-*  
4 *owned air traffic control towers from funds made available*  
5 *pursuant to title VIII of division J of the Infrastructure*  
6 *Investment and Jobs Act (Public Law 117–58) under the*  
7 *heading “Federal Aviation Administration—Facilities and*  
8 *Equipment”, the Administrator shall consider selecting*  
9 *projects at small hub commercial service airports with con-*  
10 *trol towers that are at least 50 years old.*

11 **SEC. 650. CODIFICATION OF FAA NOTICE OF POLICY RELAT-**  
12 **ING TO ADDRESSING DISPUTED CHANGES OF**  
13 **SPONSORSHIP AT FEDERALLY OBLIGATED,**  
14 **PUBLICLY OWNED AIRPORTS.**

15 *The notice of policy of the FAA entitled “Notice of Pol-*  
16 *icy on Evaluating Disputed Changes of Sponsorship at*  
17 *Federally Obligated Airports” (81 Fed. Reg. 36144 (June*  
18 *6, 2016)) is enacted into law.*

19 **SEC. 651. ELIGIBLE REVENUE-PRODUCING FACILITIES AT**  
20 **RURAL PUBLIC-USE GENERAL AVIATION AIR-**  
21 **PORTS.**

22 *The Administrator shall not restrict funding for eligi-*  
23 *ble revenue-producing facilities at rural public use general*  
24 *aviation airports. Any such facilities shall be identified in*  
25 *the airport’s master plan.*

1 **SEC. 652. INCREASING THE ENERGY EFFICIENCY OF AIR-**  
2 **PORT POWER SOURCES.**

3 (a) *IN GENERAL.*—Section 47140 of title 49, United  
4 States Code, is amended—

5 (1) in subsection (a), by inserting after the first  
6 sentence the following new sentence: “To the max-  
7 imum extent practicable, the Secretary shall provide  
8 technical assistance to the sponsor of each public-use  
9 airport to consider the ability of electrochromic glass  
10 to maximize energy efficiency and peak load sav-  
11 ings.”; and

12 (2) in subsection (b)(1), by striking “that will  
13 increase energy efficiency at the airport” and insert-  
14 ing “that will maximize increases in energy efficiency  
15 and peak load savings at the airport”.

16 (b) *AIRPORT DEVELOPMENT DEFINITION.*—Section  
17 47102(3)(P) of title 49, United States Code, is amended by  
18 inserting “, electrochromic glass (as defined in section 1009  
19 of the Energy Policy Act of 2020 (Public Law 116–260;  
20 134 Stat. 2438)),” after “electrical generators”.

1                   **TITLE VII—AIR SERVICE**  
2                   **IMPROVEMENTS**  
3                   **Subtitle A—Consumer**  
4                   **Enhancements**

5   **SEC. 701. ADVISORY COMMITTEE FOR AVIATION CONSUMER**  
6                   **PROTECTION.**

7           (a) *EXTENSION.*—Section 411(h) of the *FAA Mod-*  
8 *ernization and Reform Act of 2012* (49 U.S.C. 42301 *prec.*  
9 *note*) is amended by striking “March 8, 2024” and insert-  
10 *ing* “September 30, 2028”.

11          (b) *ADDITIONAL MEMBERS.*—Section 411(b) of the  
12 *FAA Modernization and Reform Act of 2012* (49 U.S.C.  
13 *42301 prec. note*) is amended—

14               (1) in paragraph (3), by striking “and” at the  
15 *end*;

16               (2) in paragraph (4), by striking the period at  
17 *the end and inserting a semicolon; and*

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

19                       “(5) foreign air carriers;

20                       “(6) nonprofit public interest groups with exper-  
21 *tise in disability and accessibility matters; and*

22                       “(7) ticket agents.”.

1 **SEC. 702. REFUNDS.**

2 (a) *IN GENERAL.*—Chapter 423 of title 49, United  
3 States Code, is amended by inserting after section 42304  
4 the following:

5 **“§42305. Refunds for cancelled or significantly de-**  
6 **layed or changed flights**

7 “(a) *IN GENERAL.*—In the case of a passenger that  
8 holds a nonrefundable ticket on a scheduled flight to, from,  
9 or within the United States, an air carrier or a foreign  
10 air carrier shall, upon request of the passenger, promptly  
11 provide a full refund, including any taxes and ancillary  
12 fees, for the fare such carrier collected for any cancelled  
13 flight or significantly delayed or changed flight where the  
14 passenger chooses not to—

15 “(1) fly on the significantly delayed or changed  
16 flight or accept rebooking on an alternative flight; or  
17 “(2) accept any voucher, credit, or other form of  
18 compensation offered by the air carrier or foreign air  
19 carrier pursuant to subsection (c).

20 “(b) *TIMING OF REFUND.*—Any refund required under  
21 subsection (a) shall be issued by the air carrier or foreign  
22 air carrier—

23 “(1) in the case of a ticket purchased with a  
24 credit card, not later than 7 business days after the  
25 request for the refund; or

1           “(2) *in the case of a ticket purchased with cash*  
2           *or another form of payment, not later than 20 days*  
3           *after the request for the refund.*

4           “(c) *ALTERNATIVE TO REFUND.—An air carrier and*  
5           *a foreign air carrier may offer a voucher, credit, or other*  
6           *form of compensation as an alternative to providing a re-*  
7           *fund required by subsection (a) but only if—*

8                   “(1) *the offer includes a clear and conspicuous*  
9           *notice of—*

10                           “(A) *the terms of the offer; and*

11                           “(B) *the passenger’s right to a full refund*  
12                   *under this section; and*

13                   “(2) *the voucher, credit, or other form of com-*  
14           *penetration remains valid and redeemable by the con-*  
15           *sumer for a period of at least 5 years from the date*  
16           *on which the voucher, credit, or other form of com-*  
17           *penetration is issued.*

18           “(d) *SIGNIFICANTLY DELAYED OR CHANGED*  
19           *FLIGHT.—In defining ‘significantly delayed or changed*  
20           *flight’ for purposes of this section, the Secretary shall ensure*  
21           *that such term includes, at a minimum, a flight where the*  
22           *passenger arrives at a destination airport—*

23                   “(1) *in the case of a domestic flight, 3 or more*  
24           *hours after the original scheduled arrival time; and*

1           “(2) *in the case of an international flight, 6 or*  
2           *more hours after the original scheduled arrival time.*

3           “(e) *APPLICATION TO TICKET AGENTS.—Not later*  
4           *than 1 year after the date of enactment of this section, the*  
5           *Secretary of Transportation shall issue a final rule to apply*  
6           *refund requirements to ticket agents in the case of cancelled*  
7           *flights and significantly delayed or changed flights.*

8           “**§ 42306. Refund portal**

9           “(a) *IN GENERAL.—Not later than the date that is 270*  
10           *days after the date of enactment of this section, the Sec-*  
11           *retary of Transportation shall require covered entities to*  
12           *prominently display at the top of the homepage of the cov-*  
13           *ered entity’s public internet website a link that passengers*  
14           *eligible for a refund may use to request a refund.*

15           “(b) *COVERED ENTITY DEFINED.—In this subsection,*  
16           *the term ‘covered entity’ means—*

17                   “(1) *an air carrier or foreign air carrier that*  
18                   *provides scheduled passenger air transportation by*  
19                   *operating an aircraft that as originally designed has*  
20                   *a passenger capacity of 30 or more seats; and*

21                   “(2) *a ticket agent that sells scheduled passenger*  
22                   *service on an aircraft that as originally designed has*  
23                   *a passenger capacity of 30 or more seats.”.*



1           (b) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
 2 *423 of title 49, United States Code, is amended by inserting*  
 3 *after the item relating to section 42304 the following:*

*“42305. Refunds for cancelled or significantly delayed or changed flights.*  
*“42306. Refund Portal.”.*

4 **SEC. 703. AIRLINE PASSENGER RIGHTS TRANSPARENCY**  
 5 **ACT.**

6           (a) *FINDINGS.*—*Congress finds the following:*

7                   (1) *Air travel is an essential part of modern life,*  
 8 *and passengers have certain rights and protections*  
 9 *under the law.*

10                   (2) *Passengers are often not aware of such rights*  
 11 *and protections under the law.*

12                   (3) *To address this problem, airports, air car-*  
 13 *riers, and foreign air carriers must provide clear and*  
 14 *concise information regarding passenger rights in a*  
 15 *manner that is easily accessible and understandable*  
 16 *to all passengers.*

17           (b) *TRANSPARENCY REQUIREMENTS.*—

18                   (1) *CONSUMER COMPLAINTS.*—*Section 42302 of*  
 19 *title 49, United States Code, is amended by adding*  
 20 *at the end the following new subsection:*

21           “*(f) NOTICE TO PASSENGERS ON ELECTRONIC FLIGHT*  
 22 *ITINERARY TICKET CONFIRMATION.*—*Each air carrier and*  
 23 *foreign air carrier shall provide on any electronic flight*  
 24 *itinerary ticket confirmation issued by the carrier a link*

1 *to the Aviation Consumer Protection website and the Air*  
 2 *Travel Service Complaint or Comment Form website of the*  
 3 *Department of Transportation.”.*

4 (2) *KNOW YOUR RIGHTS POSTERS.—*

5 (A) *IN GENERAL.—Chapter 423 of title 49,*  
 6 *United States Code, as amended by section*  
 7 *703(a), is amended by inserting after section*  
 8 *42306 the following:*

9 **“§ 42307. Know your rights posters**

10 “(a) *IN GENERAL.—Each large hub airport, medium*  
 11 *hub airport, and small hub airport (as such terms are de-*  
 12 *fin ed in section 40102) with scheduled passenger service*  
 13 *shall prominently display posters that clearly and concisely*  
 14 *outline the rights of airline passengers under Federal law*  
 15 *with respect to, at a minimum—*

16 “(1) *flight delays and cancellations;*

17 “(2) *refunds;*

18 “(3) *bumping of passengers from flights and the*  
 19 *oversale of flights; and*

20 “(4) *lost, delayed, or damaged baggage.*

21 “(b) *LOCATION.—Such posters shall be displayed in*  
 22 *conspicuous locations throughout the airport, including*  
 23 *ticket counters, security checkpoints, and boarding gates.*

24 “(c) *ACCESSIBILITY ASSISTANCE.—Each large hub*  
 25 *airport, medium hub airport, and small hub airport (as*

1 *such terms are defined in section 40102) with scheduled*  
 2 *passenger service shall ensure that passengers with a dis-*  
 3 *ability (as defined in section 382.3 of title 14, Code of Fed-*  
 4 *eral Regulations) who identify themselves as such are noti-*  
 5 *fied of the availability of accessibility assistance and shall*  
 6 *assist such passengers in connecting to the appropriate enti-*  
 7 *ties to obtain the same information required in this section*  
 8 *that is provided to other passengers.”.*

9 (B) *CLERICAL AMENDMENT.—The analysis*  
 10 *for chapter 423 of title 49, United States Code,*  
 11 *as amended by section 703(b), is amended by in-*  
 12 *serting after the item relating to section 42306*  
 13 *the following:*

*“42307. Know your rights posters.”.*

14 (3) *EFFECTIVE DATE.—The amendments made*  
 15 *by this subsection shall take effect on the date that is*  
 16 *1 year after the date of enactment of this section.*

17 **SEC. 704. DISCLOSURE OF ANCILLARY FEES.**

18 (a) *FLEXIBILITY.—*

19 (1) *IN GENERAL.—In determining whether a*  
 20 *practice is an unfair or deceptive practice under sec-*  
 21 *tion 41712 of title 49, United States Code, with re-*  
 22 *spect to the disclosure of ancillary fees, the Secretary,*  
 23 *shall provide air carriers, foreign air carriers, and*  
 24 *ticket agents with the flexibility to develop the man-*  
 25 *ner in which such information is transmitted to con-*

1 *sumers as long as such information (consistent with*  
2 *the objective of assuring that consumers are provided*  
3 *with usable, current, and accurate information on*  
4 *critical ancillary fees in a format that the consumer*  
5 *can easily compare multiple flight options) is—*

6 *(A) presented to the consumer in a reason-*  
7 *able and transparent manner prior to booking;*  
8 *and*

9 *(B) displayed in a format that assists the*  
10 *consumer in making more informed decisions.*

11 *(2) CRITICAL ANCILLARY FEES DEFINED.—For*  
12 *purposes of paragraph (1), the term “critical ancil-*  
13 *lary fees” means—*

14 *(A) fees for—*

15 *(i) the first and second checked bag of*  
16 *an airline passenger;*

17 *(ii) one carry-on bag of an airline pas-*  
18 *senger;*

19 *(iii) changing or canceling a reserva-*  
20 *tion; and*

21 *(iv) adjacent seating when traveling*  
22 *with a child that is 13 years of age or*  
23 *younger; and*

24 *(B) any other fees for ancillary services that*  
25 *are identified by the Secretary in the rule final-*



1       *ber, with a customer service representative of an air*  
 2       *carrier.*

3               *(3) While many air carriers have robust online*  
 4       *and smart phone application chat resources, many*  
 5       *customers may not have access to those resources, and*  
 6       *customers often have time-sensitive questions that*  
 7       *cannot be answered through an automated service or*  
 8       *website.*

9               *(4) Not all customers of air carriers are able to*  
 10       *easily use online and chat resources.*

11               *(5) Customers should be able to access real-time*  
 12       *assistance from customer service agents of air carriers*  
 13       *without an excessive wait time, particularly during*  
 14       *times of mass disruptions.*

15       ***(b) TRANSPARENCY REQUIREMENTS.—***

16               ***(1) REQUIREMENT TO MAINTAIN A LIVE CUS-***  
 17       ***TOMER CHAT OR MONITORED TEXT MESSAGING NUM-***  
 18       ***BER.—Chapter 423 of title 49, United States Code, as***  
 19       ***amended by section 704(b), is amended by inserting***  
 20       ***after section 42307 the following:***

21       ***“§42308. Requirement to maintain a live customer***  
 22       ***chat or monitored text messaging number***

23       ***“(a) REQUIREMENT.—***

24               ***“(1) IN GENERAL.—A covered air carrier that***  
 25       ***operates a domestic or international flight to, from, or***

1       *within the United States shall, in addition to main-*  
2       *taining a toll-free customer service telephone line,*  
3       *maintain a live customer chat or monitored text mes-*  
4       *saging number that enables customers to speak to a*  
5       *live agent directly.*

6               “(2) *PROVISION OF SERVICES.*—*The services re-*  
7       *quired under subsection (a) shall be provided to cus-*  
8       *tomers without charge for the use of such services, and*  
9       *shall be available in real time and on a 24 hour/7*  
10       *days a week basis.*

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 provides scheduled passenger air transportation by op-*  
17       *erating an aircraft that as originally designed has a pas-*  
18       *senger 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 (b) 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, as*  
 3           *amended by section 704(b), is amended by inserting*  
 4           *after the item relating to section 42307 the following:*

          “42308. *Requirement to maintain a live customer chat or monitored text mes-*  
           *saging number.*”.

5   **SEC. 706. FREQUENT FLYER PROGRAMS AND VOUCHERS.**

6           (a) *IN GENERAL.*—*Chapter 423 of title 49, United*  
 7           *States Code, as amended by section 706(b), is amended by*  
 8           *inserting after section 42308 the following new section:*

9   **“§ 42309. Frequent flyer programs**

10          “(a) *REDUCTION IN BENEFITS.*—*An air carrier may*  
 11          *not reduce or devalue the benefits, rewards, points, or other*  
 12          *accrued value of an existing account holder of a frequent*  
 13          *flyer program unless the air carrier provides such account*  
 14          *holder not less than 90 days notice of such reduction or*  
 15          *devaluation.*

16          “(b) *EXPIRATION OF BENEFITS.*—

17                 “(1) *INITIAL NOTIFICATION.*—*Upon the issuance*  
 18                 *of any flight voucher or flight credit, an air carrier*  
 19                 *or ticket agent, where applicable, shall notify the re-*  
 20                 *recipient of such voucher or credit of the expiration*  
 21                 *date of the voucher or credit. The air carrier or ticket*  
 22                 *agent, where applicable and upon request by an indi-*  
 23                 *vidual who self-identifies as having a disability (as*  
 24                 *defined in section 382.3 of title 14, Code of Federal*



1       *Regulations), shall provide such notification in an*  
 2       *electronic format that is accessible to the recipient.*

3               “(2) *SUBSEQUENT NOTIFICATION.*—*Not less than*  
 4       *30 days before the expiration date of any flight vouch-*  
 5       *er or flight credit issued by an air carrier or ticket*  
 6       *agent, the air carrier or ticket agent shall make a rea-*  
 7       *sonable attempt to notify the recipient of such voucher*  
 8       *or credit of the expiration date of the voucher or cred-*  
 9       *it.*

10              “(c) *DEFINITION OF FREQUENT FLYER PROGRAM.*—  
 11       *In this section, the term ‘frequent flyer program’ means a*  
 12       *program in which an air carrier promises or offers benefits,*  
 13       *rewards, points, or other accrued value for tickets purchased*  
 14       *from the air carrier.”.*

15              (b) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
 16       *423 of such title, as amended by section 706(b), is amended*  
 17       *by inserting after the item relating to section 42308 the fol-*  
 18       *lowing:*

      “42309. *Frequent flyer programs.*”.

19       **SEC. 707. AIRLINE CUSTOMER SERVICE DASHBOARDS.**

20              (a) *DASHBOARDS.*—

21                      (1) *IN GENERAL.*—*Chapter 423 of title 49,*  
 22       *United States Code, as amended by section 707(a), is*  
 23       *amended by inserting after section 42309 the fol-*  
 24       *lowing:*

1 **“§ 42310. DOT airline customer service dashboards**

2       “(a) *REQUIREMENT TO ESTABLISH AND MAINTAIN*  
 3 *PUBLICLY AVAILABLE DASHBOARDS.*—*The Secretary of*  
 4 *Transportation (in this section referred to as the ‘Sec-*  
 5 *retary’)* shall establish, maintain, and make publicly avail-  
 6 able, the following online dashboards for purposes of keeping  
 7 aviation consumers informed with respect to certain poli-  
 8 cies of, and services provided by, large air carriers (as de-  
 9 fined by the Secretary) to the extent that such policies or  
 10 services exceed what is required by Federal law:

11               “(1) *DELAY AND CANCELLATION DASHBOARD.*—  
 12       *A dashboard that displays information regarding the*  
 13       *services and compensation provided by each large air*  
 14       *carrier to mitigate any passenger inconvenience*  
 15       *caused by a delay or cancellation due to cir-*  
 16       *cumstances in the control of such carrier. The website*  
 17       *on which such dashboard is displayed shall explain*  
 18       *the circumstances under which a delay or cancellation*  
 19       *is not due to circumstances in the control of the large*  
 20       *air carrier (such as a delay or cancellation due to a*  
 21       *weather event or an instruction from the Federal*  
 22       *Aviation Administration Air Traffic Control System*  
 23       *Command Center).*

24               “(2) *FAMILY SEATING DASHBOARD.*—*A dash-*  
 25       *board that displays information regarding which*  
 26       *large air carriers guarantee that each child shall be*

1        *seated adjacent to an adult accompanying the child*  
2        *without charging any additional fees.*

3            *“(3) SEAT SIZE DASHBOARD.—A dashboard that*  
4        *displays information regarding aircraft seat size for*  
5        *each large air carrier, including the pitch, width, and*  
6        *length of a seat in economy class for the aircraft mod-*  
7        *els and configurations most commonly flown by such*  
8        *carrier.*

9            *“(b) ACCESSIBILITY REQUIREMENT.—In developing*  
10       *the dashboards required in subsection (a), the Secretary*  
11       *shall, in order to ensure the dashboards are accessible and*  
12       *contain pertinent information for passengers with disabili-*  
13       *ties, consult with the Air Carrier Access Act Advisory Com-*  
14       *mittee, the Architectural and Transportation Barriers*  
15       *Compliance Board, and any other relevant department or*  
16       *agency to determine appropriate accessibility standards, as*  
17       *well as with disability advocacy entities, including non-*  
18       *profit organizations focused on ensuring that individuals*  
19       *with disabilities (as defined in section 382.3, title 14, Code*  
20       *of Federal Regulations) are able to live and participate in*  
21       *their communities.*

22            *“(c) BUREAU OF TRANSPORTATION STATISTICS.—*

23            *“(1) ATCSCC DELAYS.—Not later than 30 days*  
24       *after the date of enactment of this section, the Direc-*  
25       *tor of the Bureau of Transportation Statistics shall*

1 *update the reporting framework of the Bureau to cre-*  
2 *ate a new ‘cause of delay’ category that identifies and*  
3 *tracks information on delays and cancellations of air*  
4 *carriers (as defined in section 40102) that are due to*  
5 *instructions from the Federal Aviation Administra-*  
6 *tion Air Traffic Control System Command Center.*

7 “(2) *FAMILY SEATING COMPLAINTS.*—Not later  
8 *than 30 days after the date of enactment of this sec-*  
9 *tion, the Director of the Bureau of Transportation*  
10 *Statistics shall update the reporting framework of the*  
11 *Bureau to create a new category to identify and track*  
12 *information on complaints related to family seating.*

13 “(d) *AIR TRAVEL CONSUMER REPORT.*—

14 “(1) *ATCSCC DELAYS.*—Not later than 30 days  
15 *after the date on which the Director of the Bureau of*  
16 *Transportation Statistics updates the reporting*  
17 *framework under subsection (c)(1), the Secretary shall*  
18 *include information on delays and cancellations that*  
19 *are due to instructions from the Federal Aviation Ad-*  
20 *ministration Air Traffic Control System Command*  
21 *Center in the Air Travel Consumer Report issued by*  
22 *the Office of Aviation Consumer Protection of the De-*  
23 *partment of Transportation.*

24 “(2) *FAMILY SEATING COMPLAINTS.*—Not later  
25 *than 30 days after the date on which the Director of*

1        *the Bureau of Transportation Statistics updates the*  
2        *reporting framework under subsection (c)(2), the Sec-*  
3        *retary shall include information on complaints re-*  
4        *lated to family seating in the Air Travel Consumer*  
5        *Report issued by the Office of Aviation Consumer*  
6        *Protection of the Department of Transportation and*  
7        *on the family seating dashboard required by sub-*  
8        *section (a)(2).*

9        *“(e) PROVISION OF INFORMATION.—Each large air*  
10       *carrier shall provide to the Secretary such information as*  
11       *the Secretary requires to carry out this section.”.*

12                *(2) ESTABLISHMENT.—The Secretary shall estab-*  
13        *lish each of the online dashboards required by section*  
14        *42310(a) of title 49, United States Code, not later*  
15        *than 30 days after the date of enactment of this sec-*  
16        *tion.*

17                *(b) CLERICAL AMENDMENT.—The analysis for chapter*  
18        *423 of title 49, United States Code, as amended by section*  
19        *707(b), is amended by inserting after the item relating to*  
20        *section 42309 the following:*

*“42310. DOT airline customer service dashboards.”.*

1 **SEC. 708. ANNUAL BRIEFINGS ON DISRUPTIONS OF PAS-**  
2 **SENGER AIR TRANSPORTATION AND PERIODS**  
3 **OF MASS CANCELLATIONS OF SCHEDULED**  
4 **FLIGHTS.**

5 *Section 106(g) of title 49, United States Code, is*  
6 *amended by adding at the end the following new paragraph:*

7 *“(3) Annually, (and more frequently as needed)*  
8 *brief the Committee on Transportation and Infra-*  
9 *structure of the House of Representatives and the*  
10 *Committee on Commerce, Science, and Transpor-*  
11 *tation of the Senate on the following:*

12 *“(A) The efforts, activities, objectives, and*  
13 *plans of the Administration in continuing to ad-*  
14 *dress ongoing concerns about passenger protec-*  
15 *tions during operational meltdowns of air car-*  
16 *riers and foreign air carriers.*

17 *“(B) The efforts of the Administration to*  
18 *engage with Congress and the public on issues*  
19 *related to operational meltdowns of air carriers*  
20 *and foreign air carriers.”.*

21 **SEC. 709. ENHANCING CHILD SAFETY.**

22 *(a) IN GENERAL.—Not later than 2 years after the*  
23 *date of enactment of this section, the Administrator shall*  
24 *issue new or revised guidance that provides testing stand-*  
25 *ards to allow for the use of a child restraint system on a*  
26 *covered aircraft that meets such testing standards, without*

1 regard to whether such child restraint system also meets the  
 2 standards set forth in section 571.213 of title 49, Code of  
 3 Federal Regulations.

4 (b) *COVERED AIRCRAFT DEFINED.*—In this section,  
 5 the term “covered aircraft” means an aircraft that, as origi-  
 6 nally designed, has a passenger capacity of 30 or more  
 7 seats.

8 **SEC. 710. CODIFICATION OF CONSUMER PROTECTION PRO-**  
 9 **VISIONS.**

10 (a) *SECTION 429 OF THE FAA REAUTHORIZATION*  
 11 *ACT OF 2018.*—

12 (1) *IN GENERAL.*—Section 429 of the *FAA Reau-*  
 13 *thorization Act of 2018 (49 U.S.C. 42301 note prec.)*  
 14 *is amended—*

15 (A) *by transferring such section to appear*  
 16 *after section 41726 of title 49, United States*  
 17 *Code;*

18 (B) *by redesignating such section as section*  
 19 *41727 of such title 49; and*

20 (C) *by amending the section heading of such*  
 21 *section to read as follows:*

22 **“§41727. Passenger Rights”.**

23 (2) *TECHNICAL AMENDMENT.*—Section 41727 of  
 24 *title 49, United States Code, as transferred and reded-*  
 25 *ignated by paragraph (1), is amended, in subsection*

1       (a), by striking “Not later than 90 days after the date  
2       of enactment of this Act, the Secretary” and inserting  
3       “*The Secretary*”.

4       (b) *SECTION 434 OF THE FAA REAUTHORIZATION ACT*  
5 *OF 2018.*—

6           (1) *IN GENERAL.*—Section 434 of the *FAA Reau-*  
7 *thorization Act of 2018 (49 U.S.C. 41705 note)* is  
8 *amended*—

9                   (A) by transferring such section to appear  
10                   after section 41727 of title 49, United States  
11                   Code, as transferred and redesignated by sub-  
12                   section (a)(1);

13                   (B) by redesignating such section 434 as  
14                   section 41728 of such title 49; and

15                   (C) by amending the section heading of such  
16                   section 41728 to read as follows:

17       “**§41728. Airline passengers with disabilities bill of**  
18                   **rights**”.

19           (2) *TECHNICAL AMENDMENT.*—Section 41728 of  
20 *title 49, United States Code, as transferred and redес-*  
21 *ignated by paragraph (1), is amended*—

22                   (A) in subsection (a), by striking “the sec-  
23                   tion 41705” and inserting “section 41705”;

24                   (B) in subsection (c), by striking “the date  
25                   of enactment of this Act” and inserting “the date



1           *of enactment of the FAA Reauthorization Act of*  
 2           *2018”;* and

3                   *(C) in subsection (f), by striking “ensure*  
 4                   *employees” and inserting “ensure that employ-*  
 5                   *ees”.*

6           *(c) CLERICAL AMENDMENT.—The analysis for chapter*  
 7           *417 of title 49, United States Code, is amended by adding*  
 8           *at the end the following:*

*“41727. Passenger rights.*

*“41728. Airline passengers with disabilities bill of rights.”.*

9           **SEC. 711. GAO STUDY ON COMPETITION AND CONSOLIDA-**  
 10                   **TION IN THE AIR CARRIER INDUSTRY.**

11           *(a) STUDY.—The Comptroller General shall conduct a*  
 12           *study assessing competition and consolidation in the*  
 13           *United States air carrier industry. Such study shall include*  
 14           *an assessment of—*

15                   *(1) the history of mergers in the United States*  
 16                   *air carrier industry, including whether any claimed*  
 17                   *efficiencies have been realized;*

18                   *(2) the effect of consolidation in the United*  
 19                   *States air carrier industry, if any, on consumers;*

20                   *(3) the effect of consolidation in the United*  
 21                   *States air carrier industry, if any, on air transpor-*  
 22                   *tation service in small and rural markets; and*

1           (4) *the current state of competition in the United*  
2           *States air carrier industry as of the date of enact-*  
3           *ment of this section.*

4           (b) *REPORT.—Not later than 1 year after the date of*  
5           *enactment of this section, the Comptroller General shall sub-*  
6           *mit to the appropriate committees of Congress a report con-*  
7           *taining the results of the study conducted under subsection*  
8           *(a), together with recommendations for such legislation and*  
9           *administrative action as the Comptroller General deter-*  
10          *mines appropriate.*

11   **SEC. 712. GAO STUDY AND REPORT ON THE OPERATIONAL**  
12                            **PREPAREDNESS OF AIR CARRIERS FOR PRE-**  
13                            **PARING FOR CHANGING WEATHER AND**  
14                            **OTHER EVENTS RELATED TO CHANGING CON-**  
15                            **DITIONS AND NATURAL HAZARDS.**

16          (a) *STUDY.—*

17           (1) *IN GENERAL.—The Comptroller General shall*  
18           *study and assess the operational preparedness of air*  
19           *carriers for preparing for changing weather and other*  
20           *events related to changing conditions and natural*  
21           *hazards, including flooding, extreme heat, changes in*  
22           *precipitation, storms, including winter storms, coast-*  
23           *al storms, tropical storms, and hurricanes, and fire*  
24           *conditions.*

1           (2) *REQUIREMENTS.*—As part of the study re-  
2           quired by paragraph (1), the Comptroller General  
3           shall assess the following:

4                   (A) *The extent to which air carriers are*  
5                   *preparing for weather events and natural disas-*  
6                   *ters, as well as changing conditions and natural*  
7                   *hazards, that may impact air carriers' oper-*  
8                   *ational investments, staffing levels and safety*  
9                   *policies, mitigation strategies, and other resil-*  
10                  *ience planning.*

11                  (B) *How the FAA oversees air carriers'*  
12                  *operational resilience to storms and natural dis-*  
13                  *asters, as well as changing conditions.*

14                  (C) *Steps the Federal Government and air*  
15                  *carriers can take to improve their operational re-*  
16                  *silience to storms and natural disasters, as well*  
17                  *as changing conditions.*

18           (b) *BRIEFING AND REPORT.*—

19                  (1) *BRIEFING.*—Not later than 1 year after the  
20                  date of enactment of this section, the Comptroller  
21                  General shall brief the appropriate committees of  
22                  Congress on the study required by subsection (a), to-  
23                  gether with recommendations for such legislation and  
24                  administrative action as the Comptroller General de-  
25                  termines appropriate.

1           (2) *REPORT.*—Not later than 6 months after the  
2           briefing required by paragraph (1) is provided, the  
3           Comptroller General shall submit a report to the ap-  
4           propriate committees of Congress on the study re-  
5           quired by subsection (a), together with recommenda-  
6           tions for such legislation and administrative action  
7           as the Comptroller General determines appropriate.

8           (c) *DEFINITION OF AIR CARRIER.*—In this section, the  
9           term “air carrier” has the meaning given that term in sec-  
10          tion 40102 of title 49, United States Code.

11       **SEC. 713. INCREASE IN CIVIL PENALTIES.**

12          (a) *IN GENERAL.*—Section 46301(a)(1) of title 49,  
13          United States Code, is amended, in the matter preceding  
14          subparagraph (A), by striking “\$25,000” and inserting  
15          “\$75,000”.

16          (b) *EFFECTIVE DATE.*—The amendment made by sub-  
17          section (a) shall apply to violations occurring on or after  
18          the date of enactment.

19          (c) *CONFORMING REGULATIONS.*—The Secretary shall  
20          revise such regulations as necessary to conform to the  
21          amendment made by subsection (a).

22       **SEC. 714. FAMILY SEATING.**

23          (a) *IN GENERAL.*—Not later than 180 days after the  
24          date of enactment of this section, the Secretary shall issue  
25          a notice of proposed rulemaking to establish a policy direct-

1 *ing air carriers that assign seats, or allow individuals to*  
2 *select seats in advance of the date of departure of a flight,*  
3 *to seat each young child adjacent to an accompanying*  
4 *adult, to the greatest extent practicable, if adjacent seat as-*  
5 *signments are available at any time after the ticket is issued*  
6 *for each young child and before the first passenger boards*  
7 *the flight.*

8       **(b) PROHIBITION ON FEES.**—*The notice of proposed*  
9 *rulemaking described in subsection (a) shall include a pro-*  
10 *vision that prohibits an air carrier from charging a fee,*  
11 *or imposing an additional cost beyond the ticket price of*  
12 *the additional seat, to seat each young child adjacent to*  
13 *an accompanying adult within the same class of service.*

14       **(c) RULE OF CONSTRUCTION.**—*Notwithstanding the*  
15 *requirement in subsection (a), nothing in this section may*  
16 *be construed to allow the Secretary to impose a change in*  
17 *the overall seating or boarding policy of an air carrier that*  
18 *has an open or flexible seating policy in place that generally*  
19 *allows adjacent family seating as described under this sec-*  
20 *tion.*

21       **(d) YOUNG CHILD.**—*In this section, the term “young*  
22 *child” means an individual who has not attained 14 years*  
23 *of age.*

1 **SEC. 715. ESTABLISHMENT OF OFFICE OF AVIATION CON-**  
2 **SUMER PROTECTION.**

3 *Section 102 of title 49, United States Code, is amend-*  
4 *ed—*

5 *(1) in subsection (e)(1)—*

6 *(A) in the matter preceding subparagraph*  
7 *(A), by striking “7” and inserting “8”; and*

8 *(B) in subparagraph (A), by striking “and*  
9 *an Assistant Secretary for Transportation Pol-*  
10 *icy” and inserting “an Assistant Secretary for*  
11 *Transportation Policy, and an Assistant Sec-*  
12 *retary for Aviation Consumer Protection”; and*

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

14 *“(j) OFFICE OF AVIATION CONSUMER PROTECTION.—*

15 *“(1) ESTABLISHMENT.—There is established in*  
16 *the Department an Office of Aviation Consumer Pro-*  
17 *tection (referred to in this subsection as the ‘Office’)*  
18 *to administer and enforce the aviation consumer pro-*  
19 *tection and civil rights authorities provided to the De-*  
20 *partment by statute, including those under section*  
21 *41712—*

22 *“(A) to assist, educate, and protect pas-*  
23 *sengers; and*

24 *“(B) to monitor compliance with, conduct*  
25 *investigations relating to, and enforce, including*  
26 *by taking appropriate action to address viola-*

1           *tions of, aviation consumer protection, civil*  
2           *rights, and aviation economic requirements.*

3           “(2) *LEADERSHIP.*—*The Office shall be headed*  
4           *by the Assistant Secretary for Aviation Consumer*  
5           *Protection (referred to in this subsection as the ‘As-*  
6           *stant Secretary’).*

7           “(3) *TRANSITION.*—*Not later than 180 days after*  
8           *the date of enactment of this subsection, the Office of*  
9           *Aviation Consumer Protection that is a unit within*  
10          *the Office of the General Counsel of the Department*  
11          *which is headed by the Assistant General Counsel for*  
12          *Aviation Consumer Protection, shall cease to exist.*  
13          *The Department shall determine which employees are*  
14          *necessary to fulfill the responsibilities of the new Of-*  
15          *fice of Aviation Consumer Protection and those em-*  
16          *ployees shall be transferred from the Office of the Gen-*  
17          *eral Counsel as appropriate to the newly established*  
18          *Office of Aviation Consumer Protection. To the extent*  
19          *the Office of the General Counsel retains any attorney*  
20          *or hires any new attorney to advise the newly estab-*  
21          *lished Office of Aviation Consumer Protection, those*  
22          *attorneys will be located in the remaining offices*  
23          *within the Office of the General Counsel.*

24          “(4) *COORDINATION.*—*The Assistant Secretary*  
25          *shall coordinate with the General Counsel appointed*

1       *under subsection (e)(1)(E), in accordance with section*  
2       *1.26 of title 49, Code of Federal Regulations (or a*  
3       *successor regulation), on all legal matters relating*  
4       *to—*

5               *“(A) aviation consumer protection; and*

6               *“(B) the duties and activities of the Office*  
7               *described in subparagraphs (A) through (C) of*  
8               *paragraph (1).*

9               *“(5) ANNUAL REPORT.—The Assistant Secretary*  
10              *shall submit to the Secretary, who shall submit to*  
11              *Congress and make publicly available on the website*  
12              *of the Department, an annual report that, with re-*  
13              *spect to matters under the jurisdiction of the Depart-*  
14              *ment, or otherwise within the statutory authority of*  
15              *the Department—*

16              *“(A) analyzes trends in aviation consumer*  
17              *protection, civil rights, and licensing;*

18              *“(B) identifies major challenges facing pas-*  
19              *sengers; and*

20              *“(C) addresses any other relevant issues, as*  
21              *the Assistant Secretary determines to be appro-*  
22              *priate.*

23              *“(6) FUNDING.—There is authorized to be appro-*  
24              *priated \$12,000,000 for fiscal year 2024, \$13,000,000*  
25              *for fiscal year 2025, \$14,000,000 for fiscal year 2026,*



1       \$15,000,000 for fiscal year 2027, and \$16,000,000 for  
2       fiscal year 2028.”.

3       **SEC. 716. EXTENSION OF AVIATION CONSUMER ADVOCATE**  
4                                   **REPORTING REQUIREMENT.**

5       Section 424(e) of the FAA Reauthorization Act of 2018  
6       (49 U.S.C. 42302 note) is amended by striking “2023” and  
7       inserting “2028”.

8       **SEC. 717. ADDITIONAL WITHIN AND BEYOND PERIMETER**  
9                                   **SLOT EXEMPTIONS AT RONALD REAGAN**  
10                                  **WASHINGTON NATIONAL AIRPORT.**

11       (a) INCREASE IN NUMBER OF SLOT EXEMPTIONS.—  
12       Section 41718 of title 49, United States Code, is amended  
13       by adding at the end the following new subsection:

14       “(i) ADDITIONAL SLOT EXEMPTIONS.—

15               “(1) INCREASE IN SLOT EXEMPTIONS.—Not later  
16       than 60 days after the date of enactment of the FAA  
17       Reauthorization Act of 2024, the Secretary shall  
18       grant, by order, 10 exemptions from—

19                       “(A) the application of sections  
20                       49104(a)(5), 49109, and 41714 to air carriers to  
21                       operate limited frequencies and aircraft on  
22                       routes between Ronald Reagan Washington Na-  
23                       tional Airport and domestic airports located  
24                       within or beyond the perimeter described in sec-  
25                       tion 49109; and

1                   “(B) the requirements of subparts K, S, and  
2                   T of part 93, of title 14, Code of Federal Regula-  
3                   tions.

4                   “(2) *NON-LIMITED INCUMBENTS*.—Of the slot ex-  
5                   emptions made available under paragraph (1), the  
6                   Secretary shall make 8 available to incumbent air  
7                   carriers qualifying for status as a non-limited incum-  
8                   bent carrier at Ronald Reagan Washington National  
9                   Airport as of the date of enactment of the FAA Reau-  
10                  thorization Act of 2024.

11                  “(3) *LIMITED INCUMBENTS*.—Of the slot exemp-  
12                  tions made available under paragraph (1), the Sec-  
13                  retary shall make 2 available to incumbent air car-  
14                  riers qualifying for status as a limited incumbent  
15                  carrier at Ronald Reagan Washington National Air-  
16                  port as of the date of enactment of the FAA Reautho-  
17                  rization Act of 2024.

18                  “(4) *ALLOCATION PROCEDURES*.—The Secretary  
19                  shall allocate the 10 slot exemptions provided under  
20                  paragraph (1) pursuant to the application process es-  
21                  tablished by the Secretary under subsection (d), sub-  
22                  ject to the following:

23                         “(A) *LIMITATIONS*.—Each air carrier that  
24                         is eligible under paragraph (2) and paragraph  
25                         (3) shall be eligible to operate no more and no

1           *less than 2 of the newly authorized slot exemp-*  
2           *tions.*

3           “(B) *CRITERIA.*—*The Secretary shall con-*  
4           *sider the extent to which the exemptions will—*

5                   “(i) *enhance options for nonstop travel*  
6                   *to beyond-perimeter airports that do not*  
7                   *have nonstop service from Ronald Reagan*  
8                   *Washington National Airport as of the date*  
9                   *of enactment of the FAA Reauthorization*  
10                  *Act of 2024; or*

11                   “(ii) *have a positive impact on the*  
12                   *overall level of competition in the markets*  
13                   *that will be served as a result of those ex-*  
14                   *emptions.*

15           “(5) *PROHIBITION.*—

16                   “(A) *IN GENERAL.*—*The Metropolitan*  
17                   *Washington Airports Authority may not assess*  
18                   *any penalty or similar levy against an indi-*  
19                   *vidual air carrier solely for obtaining and oper-*  
20                   *ating a slot exemption authorized under this sub-*  
21                   *section.*

22                   “(B) *RULE OF CONSTRUCTION.*—*Subpara-*  
23                   *graph (A) shall not be construed as prohibiting*  
24                   *the Metropolitan Washington Airports Authority*  
25                   *from assessing and collecting any penalty, fine,*

1            *or other levy, such as a handling fee or landing*  
 2            *fee, that is—*

3                    *“(i) authorized by the Metropolitan*  
 4                    *Washington Airports Regulations;*

5                    *“(ii) agreed to in writing by the air*  
 6                    *carrier; or*

7                    *“(iii) charged in the ordinary course of*  
 8                    *business to an air carrier operating at Ron-*  
 9                    *ald Reagan Washington National Airport*  
 10                   *regardless of whether or not the air carrier*  
 11                   *obtained a slot exemption authorized under*  
 12                   *this subsection.”.*

13            (b)            *CONFORMING            AMENDMENTS.—Section*  
 14            *41718(c)(2)(A) of title 49, United States Code, is amend-*  
 15            *ed—*

16                    (1) *in clause (i), by striking “and (b)” and in-*  
 17                    *serting “; (b), and (i)”;* and

18                    (2) *in clause (ii), by striking “and (g)” and in-*  
 19                    *serting “(g), and (i)”.*

20            (c) *PRESERVATION OF EXISTING WITHIN PERIMETER*  
 21            *SERVICE.—Nothing in this section, or the amendments*  
 22            *made by this section, shall be construed as authorizing the*  
 23            *conversion of a within-perimeter exemption or slot at Ron-*  
 24            *ald Reagan Washington National Airport that is in effect*  
 25            *on the date of enactment of the FAA Reauthorization Act*

1 of 2024 to serve an airport located beyond the perimeter  
 2 described in section 49109 of title 49, United States Code.

3 **Subtitle B—Accessibility**

4 **SEC. 731. EXTENSION OF THE ADVISORY COMMITTEE ON**  
 5 **THE AIR TRAVEL NEEDS OF PASSENGERS**  
 6 **WITH DISABILITIES.**

7 *Section 439(g) of the FAA Reauthorization Act of 2018*  
 8 *(49 U.S.C. 41705 note) is amended by striking “March 8,*  
 9 *2024” and inserting “September 30, 2028”.*

10 **SEC. 732. MODERNIZATION AND IMPROVEMENTS TO AIR-**  
 11 **CRAFT EVACUATION.**

12 *(a) STUDY.—*

13 *(1) IN GENERAL.—Not later than 1 year after*  
 14 *the date of enactment of this section, the Adminis-*  
 15 *trator shall conduct a study on improvements to the*  
 16 *safety and efficiency of evacuation standards for*  
 17 *manufacturers and carriers of transport category air-*  
 18 *planes, as described in parts 25 and 121 of title 14,*  
 19 *Code of Federal Regulations.*

20 *(2) CONTENTS.—*

21 *(A) REQUIREMENTS.—The study required*  
 22 *by paragraph (1) shall include—*

23 *(i) a prospective risk analysis, as well*  
 24 *as an evaluation of relevant past incidents*

1           *with respect to evacuation safety and evacu-*  
2           *ation standards;*

3           *(ii) an assessment of the evacuation*  
4           *testing procedures described in section*  
5           *25.803 of such title 14, as well as rec-*  
6           *ommendations for how to revise such testing*  
7           *procedures to ensure that the testing proce-*  
8           *dures assess, in a safe manner, the ability*  
9           *of passengers with disabilities, including*  
10          *those who use wheelchairs or other mobility*  
11          *assistive devices, to safely and efficiently*  
12          *evacuate an aircraft;*

13          *(iii) an assessment of the evacuation*  
14          *demonstration procedures described in such*  
15          *part 121, as well as recommendations for*  
16          *how to improve such demonstration proce-*  
17          *dures to ensure that the demonstration pro-*  
18          *cedures assess, in a safe manner, the ability*  
19          *of passengers with disabilities, including*  
20          *those who use wheelchairs or other mobility*  
21          *assistive devices, to safely and efficiently*  
22          *evacuate an aircraft;*

23          *(iv) the research proposed in National*  
24          *Transportation Safety Board Safety Rec-*  
25          *ommendation A-18-009; and*

1                   (v) any other analysis determined ap-  
2                   propriate by the Administrator.

3                   (B) CONSIDERATIONS.—In conducting the  
4                   study under paragraph (1), the Administrator  
5                   shall assess the following:

6                   (i) The ability of passengers of dif-  
7                   ferent ages (including infants, children, and  
8                   senior citizens) to safely and efficiently  
9                   evacuate a transport category airplane.

10                  (ii) The ability of passengers of dif-  
11                  ferent heights and weights to safely and effi-  
12                  ciently evacuate a transport category air-  
13                  plane.

14                  (iii) The ability of passengers with dis-  
15                  abilities to safely and efficiently evacuate a  
16                  transport category airplane.

17                  (iv) The ability of passengers who can-  
18                  not speak, have difficulty speaking, use syn-  
19                  thetic speech, or are non-vocal or non-verbal  
20                  to safely and efficiently evacuate a trans-  
21                  port category airplane.

22                  (v) The ability of passengers who do  
23                  not speak English to safely and efficiently  
24                  evacuate a transport category airplane.

1           (vi) *The impact of the presence of*  
2           *carry-on luggage and personal items (such*  
3           *as a purse, briefcase, laptop, or backpack)*  
4           *on the ability of passengers to safely and ef-*  
5           *ficiently evacuate a transport category air-*  
6           *plane.*

7           (vii) *The impact of seat size and pas-*  
8           *senger seating space and pitch on the abil-*  
9           *ity of passengers to safely and efficiently*  
10          *evacuate a transport category airplane.*

11          (viii) *The impact of seats and other ob-*  
12          *stacles in the pathway to the exit opening*  
13          *from the nearest aisle on the ability of pas-*  
14          *sengers to safely and efficiently evacuate a*  
15          *transport category airplane.*

16          (ix) *With respect to aircraft with par-*  
17          *allel longitudinal aisles, the impact of seat*  
18          *pods or other seating configurations that*  
19          *block access between such aisles within a*  
20          *cabin on the ability of passengers to safely*  
21          *and efficiently evacuate a transport cat-*  
22          *egory airplane.*

23          (x) *The impact of passenger load (the*  
24          *number of passengers relative to the number*  
25          *of seats onboard the aircraft) on the ability*



1           of passengers to safely and efficiently evac-  
2           uate a transport category airplane.

3           (xi) *The impact of service animals on*  
4           *the ability of passengers (including such*  
5           *service animals and their handlers) to safe-*  
6           *ly and efficiently evacuate a transport cat-*  
7           *egory airplane.*

8           (xii) *Whether an applicant for a type*  
9           *certificate (as defined in section 44704(e)(7)*  
10           *of title 49, United States Code) should be*  
11           *required to demonstrate compliance with*  
12           *FAA emergency evacuation regulations (as*  
13           *described in section 25.803 and Appendix J*  
14           *of part 25 of title 14, Code of Federal Regu-*  
15           *lations) through live testing when the Ad-*  
16           *ministrator determines that the new air-*  
17           *craft design is significant.*

18           (xiii) *Any other factor determined ap-*  
19           *propriate by the Administrator.*

20           (C) *PASSENGERS WITH DISABILITIES DE-*  
21           *FINED.—For purposes of this paragraph, the*  
22           *term “passengers with disabilities” means any*  
23           *qualified individual with a disability, as defined*  
24           *in section 382.3 of title 14, Code of Federal Reg-*  
25           *ulations.*

1       (b) *AVIATION RULEMAKING COMMITTEE FOR EVACU-*  
2 *ATION STANDARDS.—*

3           (1) *IN GENERAL.—Not later than 180 days after*  
4 *the completion of the study under subsection (a), the*  
5 *Administrator shall establish an Aviation Rule-*  
6 *making Committee (in this section referred to as the*  
7 *“Committee”) to review the findings of the study and*  
8 *develop and submit to the Administrator rec-*  
9 *ommendations regarding improvements to the evacu-*  
10 *ation standards described in parts 25 and 121 of title*  
11 *14, Code of Federal Regulations.*

12           (2) *COMPOSITION.—The Committee shall consist*  
13 *of members appointed by the Administrator, includ-*  
14 *ing the following:*

15                   (A) *Representatives of industry.*

16                   (B) *Representatives of aviation labor orga-*  
17 *nizations.*

18                   (C) *Aviation safety experts with specific*  
19 *knowledge of the evacuation standards and re-*  
20 *quirements under such parts 25 and 121.*

21                   (D) *Representatives of the disability com-*  
22 *munity with specific knowledge of accessibility*  
23 *standards regarding evacuations in emergency*  
24 *circumstances.*

1           (E) *Representatives of the senior citizen*  
2           *community.*

3           (F) *Representatives of pediatricians.*

4           (3) *CONSIDERATIONS.—In reviewing the findings*  
5           *of the study under subsection (a) and developing rec-*  
6           *ommendations regarding the improvement of the evac-*  
7           *uation standards, the Committee shall consider the*  
8           *following:*

9                   (A) *The recommendations made by any*  
10                   *prior Aviation Rulemaking Committee regarding*  
11                   *the evacuation standards described in such parts*  
12                   *25 and 121.*

13                   (B) *Scientific data derived from the study*  
14                   *under subsection (a).*

15                   (C) *Any data gathered from aviation safety*  
16                   *reporting programs.*

17                   (D) *The cost-benefit analysis and risk anal-*  
18                   *ysis of any recommended standards.*

19                   (E) *Any other item determined appropriate*  
20                   *by the Committee.*

21           (c) *REPORT TO CONGRESS.—Not later than 180 days*  
22           *after the date on which the Committee submits rec-*  
23           *ommendations under subsection (b), the Administrator shall*  
24           *submit to the appropriate committees of Congress a report*  
25           *on—*

1           (1) *the findings of the study conducted under*  
2           *subsection (a);*

3           (2) *the recommendations of the Committee under*  
4           *subsection (b); and*

5           (3) *the Administrator's plan, if any, to imple-*  
6           *ment such recommendations.*

7           (d) *RULEMAKING.—Not later than 90 days after sub-*  
8           *mitting the report to Congress under subsection (c), the Ad-*  
9           *ministrator shall issue a notice of proposed rulemaking to*  
10          *implement the recommendations of the Committee that the*  
11          *Administrator deems appropriate.*

12          **SEC. 733. IMPROVED TRAINING STANDARDS FOR ASSISTING**  
13                                    **PASSENGERS WHO USE WHEELCHAIRS.**

14          (a) *RULEMAKING.—The Secretary shall conduct a*  
15          *rulemaking to develop requirements for minimum training*  
16          *standards for airline personnel or contractors who assist*  
17          *wheelchair users who must board or deplane using an aisle*  
18          *chair or other boarding device.*

19          (b) *REQUIREMENTS.—The training standards devel-*  
20          *oped under subsection (a) shall require, at a minimum, that*  
21          *airline personnel or contractors—*

22                (1) *complete refresher training every 6 months*  
23                *and be recertified yearly on the job by a superior in*  
24                *order to remain qualified for providing aisle chair as-*  
25                *sistance; and*

1           (2) *be able to successfully demonstrate each of the*  
2 *following skills in hands-on training sessions before*  
3 *being allowed to board or deplane a passenger using*  
4 *an aisle chair or other boarding device:*

5           (A) *How to safely use the aisle chair, or*  
6 *other boarding device, including the use of all*  
7 *straps, brakes, and other safety features.*

8           (B) *How to assist in the transfer of pas-*  
9 *sengers to and from their wheelchair, the aisle*  
10 *chair, and the aircraft's passenger seat, either by*  
11 *physically lifting the passenger or deploying a*  
12 *mechanical device for the lift or transfer.*

13           (C) *How to effectively communicate with,*  
14 *and take instruction from, the passenger.*

15       (c) *CONSIDERATIONS.—In conducting the rulemaking*  
16 *under subsection (a), the Secretary shall consider, at a min-*  
17 *imum—*

18           (1) *whether to require air carriers and foreign*  
19 *air carriers to partner with national disability orga-*  
20 *nizations and disabled veterans organizations rep-*  
21 *resenting individuals with disabilities who use wheel-*  
22 *chairs and scooters in administering and auditing*  
23 *training;*

24           (2) *whether to require air carriers and foreign*  
25 *air carriers to use a lift device, instead of an aisle*

1       *chair, to board and deplane passengers with mobility*  
2       *disabilities;*

3           (3) *whether air carriers and foreign air carriers*  
4       *should be required to use their own personnel instead*  
5       *of contractors for boarding passengers with limited or*  
6       *no mobility; and*

7           (4) *whether individuals able to provide boarding*  
8       *and deplaning assistance for passengers with limited*  
9       *or no mobility should receive training from medical*  
10       *professionals on how to properly lift these passengers.*

11       (d) *FINAL RULE.*—*Not later than 12 months after the*  
12       *date of enactment of this section, the Secretary shall issue*  
13       *a final rule pursuant to the rulemaking conducted under*  
14       *this section.*

15       (e) *PENALTIES.*—*The Secretary may assess a civil*  
16       *penalty in accordance with section 46301 of title 49, United*  
17       *States Code, to any air carrier or foreign air carrier who*  
18       *fails to meet the requirements established under the final*  
19       *rule under subsection (d).*

20       **SEC. 734. TRAINING STANDARDS FOR STOWAGE OF WHEEL-**  
21                               **CHAIRS AND SCOOTERS.**

22       (a) *RULEMAKING.*—*The Secretary shall conduct a*  
23       *rulemaking to develop minimum training standards related*  
24       *to stowage of wheelchairs and scooters on aircraft.*

1       (b) *REQUIREMENTS.*—*The training standards devel-*  
2 *oped under subsection (a) shall require, at a minimum, that*  
3 *airline personnel or contractors—*

4           (1) *complete refresher training every 6 months*  
5 *and be recertified yearly on the job by a superior in*  
6 *order to remain qualified for handling and stowing*  
7 *wheelchairs and scooters; and*

8           (2) *be able to successfully demonstrate each of the*  
9 *following skills in hands-on training sessions before*  
10 *being allowed to handle or stow a wheelchair or scoot-*  
11 *er:*

12           (A) *How to properly handle and configure,*  
13 *at a minimum, the most commonly used power*  
14 *and manual wheelchairs and scooters for stowage*  
15 *on each aircraft type operated by the air carrier*  
16 *or foreign air carrier.*

17           (B) *How to properly review any wheelchair*  
18 *or scooter information provided by the passenger*  
19 *or the assistive device manufacturer.*

20           (C) *How to properly load, secure, and un-*  
21 *load wheelchairs and scooters, including how to*  
22 *use any specialized equipment for loading or un-*  
23 *loading, on each aircraft type operated by the*  
24 *air carrier or foreign air carrier.*

1           (c) *CONSIDERATIONS.*—*In conducting the rulemaking*  
2 *under subsection (a), the Secretary shall consider, at a min-*  
3 *imum—*

4           (1) *whether to require air carriers and foreign*  
5 *air carriers to partner with wheelchair manufactur-*  
6 *ers, national disability and disabled veterans organi-*  
7 *zations representing individuals who use wheelchairs*  
8 *and scooters, and aircraft manufacturers, in admin-*  
9 *istering and auditing training; and*

10           (2) *whether air carriers and foreign air carriers*  
11 *should require personnel or contractors to use special-*  
12 *ized equipment in loading and unloading wheelchairs*  
13 *and scooters.*

14           (d) *FINAL RULE.*—*Not later than 12 months after the*  
15 *date of enactment of this section, the Secretary shall issue*  
16 *a final rule pursuant to the rulemaking conducted under*  
17 *this section.*

18           (e) *PENALTIES.*—*The Secretary may assess a civil*  
19 *penalty in accordance with section 46301 of title 49, United*  
20 *States Code, to any air carrier or foreign air carrier who*  
21 *fails to meet the requirements established under the final*  
22 *rule under subsection (d).*



1 **SEC. 735. MOBILITY AIDS ON BOARD IMPROVE LIVES AND**  
2 **EMPOWER ALL.**

3 (a) *PUBLICATION OF INFORMATION RELATED TO POW-*  
4 *ERED WHEELCHAIRS.—*

5 (1) *ADVISORY CIRCULAR.—Not later than 1 year*  
6 *after the date of enactment of this section, the Sec-*  
7 *retary shall issue an advisory circular that provides*  
8 *guidance to air carriers and foreign air carriers (as*  
9 *defined in section 40102 of title 49, United States*  
10 *Code) on publishing information related to powered*  
11 *wheelchairs on the website of such carrier, includ-*  
12 *ing—*

13 (A) *information describing the dimensions*  
14 *of the cargo holds of all aircraft types in the air*  
15 *carrier's fleet, including the dimensions of the*  
16 *cargo hold entry; and*

17 (B) *in the case of a qualified individual*  
18 *with a disability (as defined in section 382.3 of*  
19 *title 14, Code of Federal Regulations) traveling*  
20 *with a wheelchair (including a power wheel-*  
21 *chair, manual wheelchair, or scooter) who has*  
22 *purchased a ticket for a flight from the air car-*  
23 *rier but who cannot fly on the existing aircraft*  
24 *because the wheelchair of such qualified indi-*  
25 *vidual cannot fit in the cargo hold, information*  
26 *regarding the process for such qualified indi-*

1           *vidual to get a refund of any previously paid*  
2           *fares, fees, and taxes applicable to such flight.*

3           (2) *REQUIREMENT.*—*Not later than 18 months*  
4           *after the date of enactment of this section, each air*  
5           *carrier and foreign air carrier shall be required to*  
6           *publish, in a prominent and easily accessible place on*  
7           *the website of the carrier, the information described in*  
8           *the advisory circular issued under paragraph (1).*

9           (b) *EVALUATION OF DATA REGARDING MISHANDLED*  
10          *WHEELCHAIRS.*—*Not later than 6 months after the date of*  
11          *enactment of this section, and annually thereafter, the Sec-*  
12          *retary shall—*

13                 (1) *evaluate data (which shall be delineated by*  
14                 *type of wheelchair being mishandled, such as power*  
15                 *wheelchairs, manual wheelchairs, and scooters, and by*  
16                 *type of mishandling, such as damage (including the*  
17                 *type of damage, such as broken drive wheels or cast-*  
18                 *ers, bent or broken frames, damage to electrical con-*  
19                 *nectors or wires, control input devices, joysticks, up-*  
20                 *holstery, or other components, and any other type of*  
21                 *damage deemed appropriate by the Secretary), delay,*  
22                 *or loss) regarding the frequency of mishandling of*  
23                 *wheelchairs (as defined in section 37.3 of title 49,*  
24                 *Code of Federal Regulations) occurring on aircraft;*

1           (2) *determine whether there are issues with re-*  
2           *spect to such frequency and type of mishandling; and*

3           (3) *review and report any claims for which an*  
4           *air carrier has conclusive evidence of fraud.*

5           (c) *REPORT ON MISHANDLED WHEELCHAIRS.—Not*  
6           *later than 6 months after the date of enactment of this sec-*  
7           *tion, the Secretary shall submit to the appropriate commit-*  
8           *tees of Congress a report (which shall be made publicly*  
9           *available on the website of the Department of Transpor-*  
10           *tation) regarding the results of each such evaluation and*  
11           *determination under subsection (b), including how the Sec-*  
12           *retary plans to address such results through consultation*  
13           *with air carriers, wheelchair manufacturers, national dis-*  
14           *ability and disabled veterans organizations, and other rel-*  
15           *evant stakeholders.*

16           (d) *FEASIBILITY OF IN-CABIN WHEELCHAIR RE-*  
17           *STRAINT SYSTEMS.—*

18           (1) *ROADMAP.—Not later than 1 year after the*  
19           *date of enactment of this section, the Secretary shall*  
20           *submit to the appropriate committees of Congress a*  
21           *publicly available strategic roadmap that describes*  
22           *how the Department of Transportation and the*  
23           *United States Access Board, respectively, shall, in ac-*  
24           *cordance with the recommendations from the National*

1 *Academies of Sciences, Engineering, and Mathematics*  
2 *Transportation Research Board Special Report 341—*

3 *(A) establish a program of research, in col-*  
4 *laboration with the Rehabilitation Engineering*  
5 *and Assistive Technology Society of North Amer-*  
6 *ica (RESNA), the assistive technology industry,*  
7 *air carriers, original equipment manufacturers,*  
8 *national disability and disabled veterans organi-*  
9 *zations, and any other relevant stakeholders, to*  
10 *test and evaluate an appropriate selection of*  
11 *WC19-compliant wheelchairs and accessories in*  
12 *accordance with applicable FAA crashworthiness*  
13 *and safety performance criteria, including the*  
14 *issues and considerations set forth in Special Re-*  
15 *port 341; and*

16 *(B) sponsor studies that assess issues and*  
17 *considerations, including those set forth in Spe-*  
18 *cial Report 341, such as—*

19 *(i) the likely demand for air travel by*  
20 *individuals who are nonambulatory if such*  
21 *individuals could remain seated in their*  
22 *personal wheelchairs in flight; and*

23 *(ii) the feasibility of implementing*  
24 *seating arrangements that would accommo-*

1                    *date passengers in wheelchairs in the main*  
2                    *cabin in flight.*

3                    (2) *STUDY.*—*If determined to be technically fea-*  
4                    *sible by the Secretary, not later than 2 years after*  
5                    *making such determination, the Secretary shall com-*  
6                    *mence a study to assess the economic and financial*  
7                    *feasibility of air carriers and foreign air carriers im-*  
8                    *plementing seating arrangements that accommodate*  
9                    *passengers with wheelchairs (including power wheel-*  
10                    *chairs, manual wheelchairs, and scooters) in the main*  
11                    *cabin during flight. Such study shall include an as-*  
12                    *essment of—*

13                    (A) *the cost of such seating arrangements,*  
14                    *equipment, and installation;*

15                    (B) *the demand for such seating arrange-*  
16                    *ments;*

17                    (C) *the impact of such seating arrange-*  
18                    *ments on passenger seating and safety on air-*  
19                    *craft;*

20                    (D) *the impact of such seating arrange-*  
21                    *ments on the cost of operations and airfare; and*

22                    (E) *any other information determined ap-*  
23                    *propriate by the Secretary.*

24                    (3) *REPORT.*—*Not later than 1 year after the*  
25                    *date on which the study under paragraph (2) is com-*

1        *pleted, the Secretary shall submit to the appropriate*  
2        *committees of Congress a publicly available report de-*  
3        *scribing the results of the study conducted under*  
4        *paragraph (2), together with any recommendations*  
5        *the Secretary determines appropriate.*

6    **SEC. 736. PRIORITIZING ACCOUNTABILITY AND ACCESSI-**  
7                                    **BILITY FOR AVIATION CONSUMERS.**

8        *(a) ANNUAL REPORT.—Not later than 1 year after the*  
9        *date of enactment of this section, and annually thereafter,*  
10       *the Secretary shall submit a report on aviation consumer*  
11       *complaints related to passengers with a disability filed with*  
12       *the Department of Transportation to the appropriate com-*  
13       *mittees of Congress, and shall make each annual report pub-*  
14       *licly available.*

15       *(b) REPORT.—Each annual report submitted under*  
16       *subsection (a) shall include, but not be limited to, the fol-*  
17       *lowing:*

18                    *(1) The number of aviation consumer complaints*  
19                    *reported to the Secretary related to passengers with a*  
20                    *disability filed with the Department of Transpor-*  
21                    *tation during the 5 most recent calendar years.*

22                    *(2) The nature of such complaints, such as re-*  
23                    *ported issues with—*

24                                    *(A) an air carrier, including an air car-*  
25                                    *rier’s staff training or lack thereof;*

1           (B) mishandling of passengers with a dis-  
2           ability or their accessibility equipment;

3           (C) the condition or lack of accessibility  
4           equipment or materials;

5           (D) the accessibility of in-flight services, in-  
6           cluding accessing and utilizing on-board lava-  
7           tories, for passengers with a disability;

8           (E) difficulties experienced by passengers  
9           with a disability in communicating with an air  
10          carrier or staff of an air carrier;

11          (F) difficulties experienced by passengers  
12          with a disability in being moved, handled, or  
13          having their schedule changed without consent;

14          (G) issues experienced by passengers with a  
15          disability traveling with a service animal; and

16          (H) such other issues as the Secretary deems  
17          appropriate.

18          (3) An overview of the review process for such  
19          complaints received during such period.

20          (4) The median length of time for how quickly  
21          review of such complaints were initiated.

22          (5) The median length of time for how quickly  
23          such complaints were resolved or otherwise addressed.

24          (6) Of the complaints that were found to violate  
25          section 41705 of title 49, United States Code, (com-

1 *monly known as the “Air Carrier Access Act of*  
2 *1986”*—

3 *(A) the number of such complaints for*  
4 *which a formal enforcement order was issued;*  
5 *and*

6 *(B) the number of such complaints for*  
7 *which a formal enforcement order was not*  
8 *issued.*

9 *(7) How many aviation consumer complaints re-*  
10 *lated to passengers with a disability were referred to*  
11 *the Department of Justice for an enforcement action*  
12 *under—*

13 *(A) section 504 of the Rehabilitation Act of*  
14 *1973 (29 U.S.C. 794);*

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

17 *(C) any other provision of law.*

18 *(8) How many aviation consumer complaints re-*  
19 *lated to passengers with a disability filed with the*  
20 *Department of Transportation that involved airport*  
21 *staff, or other matters under the jurisdiction of the*  
22 *Federal Aviation Administration, were referred to the*  
23 *Federal Aviation Administration.*

24 *(c) DEFINITIONS.—*





1       *ability” has the meaning given that term in section*  
2       *382.3 of title 14, Code of Federal Regulations.*

3           (4) *SERVICE ANIMAL.*—*The term “service ani-*  
4       *mal” has the meaning given that term in section*  
5       *382.3 of title 14, Code of Federal Regulations.*

6       (c) *SEATING ACCOMMODATIONS FOR QUALIFIED INDI-*  
7       *VIDUALS WITH DISABILITIES.*—

8           (1) *IN GENERAL.*—

9           (A) *ADVANCED NOTICE OF PROPOSED RULE-*  
10        *MAKING.*—*Not later than 180 days after the date*  
11        *of enactment of this section, the Secretary shall*  
12        *issue an advanced notice of proposed rulemaking*  
13        *regarding seating accommodations for any quali-*  
14        *fied individual with a disability.*

15          (B) *NOTICE OF PROPOSED RULEMAKING.*—

16        *Not later than 1 year after the date on which the*  
17        *advanced notice of proposed rulemaking under*  
18        *subparagraph (A) is completed, the Secretary*  
19        *shall issue a notice of proposed rulemaking re-*  
20        *garding seating accommodations for any quali-*  
21        *fied individual with a disability.*

22          (C) *FINAL RULE.*—*Not later than 1 year*  
23        *after the date on which the notice of proposed*  
24        *rulemaking under subparagraph (B) is com-*  
25        *pleted, the Secretary shall issue a final rule re-*

1           *garding seating accommodations for any quali-*  
2           *fied individual with a disability.*

3           (2) *REQUIREMENTS.*—*In carrying out any rule-*  
4           *making under paragraph (1), the Secretary shall con-*  
5           *sider the following:*

6                   (A) *The scope and anticipated number of*  
7                   *qualified individuals with a disability who—*

8                           (i) *may need to be seated with a com-*  
9                           *panion to receive assistance during a flight;*

10                           *or*

11                           (ii) *should be afforded bulkhead seats*  
12                           *or other seating considerations.*

13                   (B) *The types of disabilities that may need*  
14                   *seating accommodations.*

15                   (C) *Whether such qualified individuals with*  
16                   *a disability are unable to obtain, or have dif-*  
17                   *ficulty obtaining, such a seat.*

18                   (D) *The scope and anticipated number of*  
19                   *individuals assisting a qualified individual with*  
20                   *a disability who should be afforded an adjoining*  
21                   *seat pursuant to section 382.81 of title 14, Code*  
22                   *of Federal Regulations.*

23                   (E) *Any notification given to qualified in-*  
24                   *dividuals with a disability regarding available*  
25                   *seating accommodations.*

1                   (F) Any method that is adequate to identify  
2                   fraudulent claims for seating accommodations.

3                   (G) Any other information determined ap-  
4                   propriate by the Secretary.

5           (d) *KNOWN SERVICE ANIMAL USER TRAVEL PILOT*  
6 *PROGRAM.*—

7                   (1) *PILOT PROGRAM.*—

8                           (A) *ESTABLISHMENT.*—

9                                   (i) *IN GENERAL.*—The Secretary shall  
10                                   establish a pilot program to allow approved  
11                                   program participants as known service ani-  
12                                   mal users for the purpose of exemption from  
13                                   the documentation requirements under part  
14                                   382 of title 14, Code of Federal Regulations,  
15                                   with respect to air travel with a service ani-  
16                                   mal.

17                                   (ii) *REQUIREMENTS.*—The pilot pro-  
18                                   gram established under clause (i) shall—

19   (I) be optional;

20   (II) provide to applicants assist-  
21   ance, including over-the-phone assist-  
22   ance, throughout the application proc-  
23   ess for the program;

24   (III) with respect to any web-  
25   based components of the pilot program,

1           *meet or exceed the standards described*  
2           *in section 508 of the Rehabilitation Act*  
3           *of 1973 (29 U.S.C. 794d) and the regu-*  
4           *lations implementing that Act as set*  
5           *forth in part 1194 of title 36, Code of*  
6           *Federal Regulations; and*

7                   *(IV) exempt participants of the*  
8           *pilot program from any documentation*  
9           *requirements under part 382 of title*  
10           *14, Code of Federal Regulations.*

11           *(B) CONSULTATION.—In establishing the*  
12           *pilot program under subparagraph (A), the Sec-*  
13           *retary shall consult with—*

14                   *(i) disability advocacy entities, includ-*  
15           *ing nonprofit organizations focused on en-*  
16           *sureing that individuals with disabilities are*  
17           *able to live and participate in their commu-*  
18           *nities;*

19                   *(ii) air carriers and foreign air car-*  
20           *riers;*

21                   *(iii) accredited service animal training*  
22           *programs and authorized registrars, such as*  
23           *the International Guide Dog Federation,*  
24           *Assistance Dogs International, and other*  
25           *similar organizations and foreign and do-*

1                    *mestic governmental registrars of service*  
2                    *animals;*

3                    *(iv) other relevant departments or*  
4                    *agencies of the Federal Government; and*

5                    *(v) other entities determined to be ap-*  
6                    *propriate by the Secretary.*

7                    *(C) ELIGIBILITY.—To be eligible to partici-*  
8                    *pate in the pilot program under this paragraph,*  
9                    *an individual shall—*

10                    *(i) be a qualified individual with a*  
11                    *disability;*

12                    *(ii) require the use of a service animal*  
13                    *because of a disability; and*

14                    *(iii) submit an application to the Sec-*  
15                    *retary at such time, in such manner, and*  
16                    *containing such information as the Sec-*  
17                    *retary may require.*

18                    *(D) CLARIFICATION.—The Secretary may*  
19                    *award a grant or enter into a contract or coop-*  
20                    *erative agreement in order to carry out this*  
21                    *paragraph.*

22                    *(E) NOMINAL FEE.—The Secretary may re-*  
23                    *quire an applicant to pay a nominal fee (not to*  
24                    *exceed \$25) to participate in the pilot program.*

25                    *(F) REPORTS TO CONGRESS.—*

1                   (i) *PLANNING REPORT.*—Not later than  
2                   1 year after the date of enactment of this  
3                   section, the Secretary shall submit to the  
4                   appropriate committees of Congress a pub-  
5                   licly available report describing the imple-  
6                   mentation plan for the pilot program under  
7                   this paragraph.

8                   (ii) *ANNUAL REPORT.*—Not later than  
9                   1 year after the establishment of the pilot  
10                  program under this paragraph, and annu-  
11                  ally thereafter until the date described in  
12                  subparagraph (G), the Secretary shall sub-  
13                  mit to the appropriate committees of Con-  
14                  gress a publicly available report on the  
15                  progress of the pilot program.

16                  (iii) *FINAL REPORT.*—Not later than 5  
17                  years after the date of enactment of this sec-  
18                  tion, the Secretary shall submit to the ap-  
19                  propriate committees of Congress a publicly  
20                  available final report that includes rec-  
21                  ommendations for the establishment and  
22                  implementation of a permanent known serv-  
23                  ice animal user travel program for the Fed-  
24                  eral Government.

1           (G) *SUNSET.*—*The pilot program shall terminate on the date that is 5 years after the date of enactment of this section.*

2  
3  
4           (2) *ACCREDITED SERVICE ANIMAL TRAINING PROGRAMS AND AUTHORIZED REGISTRARS.*—*Not later than 6 months after the date of enactment of this section, the Secretary shall publish on the website of the Department of Transportation and maintain a list of—*

5  
6  
7  
8  
9  
10           (A) *accredited programs that train service animals; and*

11  
12           (B) *authorized registrars that evaluate service animals.*

13  
14           (3) *REPORT TO CONGRESS ON SERVICE ANIMAL REQUESTS.*—*Not later than 1 year after the date of enactment of this section, and annually thereafter, the Secretary shall submit to the appropriate committees of Congress a report on requests for air travel with service animals, including—*

15  
16  
17  
18  
19  
20           (A) *during the reporting period, how many requests to board an aircraft with a service animal were made; and*

21  
22  
23           (B) *the number and percentage of such requests, categorized by type of request, that were*

24



1           *reported by air carriers or foreign air carriers*  
2           *as—*

- 3                     *(i) granted;*  
4                     *(ii) denied; or*  
5                     *(iii) fraudulent.*

6           (4) *TRAINING.—*

7                     (A) *IN GENERAL.—Not later than 180 days*  
8                     *after the date of enactment of this section, the*  
9                     *Secretary shall, in consultation with the Air*  
10                    *Carrier Access Act Advisory Committee, issue*  
11                    *guidance regarding improvements to training for*  
12                    *airline personnel (including contractors) in rec-*  
13                    *ognizing when a qualified individual with a dis-*  
14                    *ability is traveling with a service animal.*

15                    (B) *REQUIREMENTS.—The guidance issued*  
16                    *under paragraph (1) shall—*

17                             *(i) take into account respectful engage-*  
18                             *ment with and assistance for individuals*  
19                             *with a wide range of visible and non-visible*  
20                             *disabilities;*

21                             *(ii) provide information on—*

22                                     (I) *service animal behavior and*  
23                                     *whether the service animal is appro-*  
24                                     *priately harnessed, leashed, or other-*  
25                                     *wise tethered; and*

1                   (II) *the various types of service*  
2                   *animals, such as guide dogs, hearing*  
3                   *or signal dogs, psychiatric service dogs,*  
4                   *sensory or social signal dogs, and sei-*  
5                   *zure response dogs; and*

6                   (iii) *outline the rights and responsibil-*  
7                   *ities of the handler of the service animal.*

8 **SEC. 738. EQUAL ACCESSIBILITY TO PASSENGER PORTALS.**

9           (a) *APPLICATIONS AND INFORMATION COMMUNICATION*  
10 *TECHNOLOGIES.—*

11           (1) *RULEMAKING.—Not later than 6 months*  
12 *after the date of enactment of this section, the Sec-*  
13 *retary shall issue a notice of proposed rulemaking to*  
14 *ensure that customer-focused websites, applications,*  
15 *and information communication technologies (includ-*  
16 *ing those used to notify any individual with a dis-*  
17 *ability of changes to flight information (such as*  
18 *delays, gate changes, or boarding announcements),*  
19 *passenger safety information, or in-flight services and*  
20 *updates) of an air carrier, foreign air carrier, or air-*  
21 *port are accessible.*

22           (2) *FINAL RULE.—Not later than 1 year after*  
23 *the date of enactment of this section, the Secretary*  
24 *shall promulgate a final rule for the purposes de-*  
25 *scribed in paragraph (1).*

1           (3) *CONSIDERATIONS.*—*In any rulemaking*  
2 *under this subsection, the Secretary—*

3           *(A) shall consider—*

4                   *(i) the standards described in section*  
5 *508 of the Rehabilitation Act of 1973 (29*  
6 *U.S.C. 794d); and*

7                   *(ii) the regulations implementing that*  
8 *Act as set forth in part 1194 of title 36,*  
9 *Code of Federal Regulations; and*

10          *(B) may consider—*

11                   *(i) additional standards, including*  
12 *those provided in the Web Content Accessi-*  
13 *bility Guidelines 2.1 Level AA of the Web*  
14 *Accessibility Initiative of the World Wide*  
15 *Web Consortium (or subsequent versions);*  
16 *and*

17                   *(ii) the technical capabilities of the in-*  
18 *formation communication technology.*

19          (4) *CONSULTATION.*—*For purposes of this sec-*  
20 *tion, the Secretary may consult with the Architectural*  
21 *and Transportation Barriers Compliance Board and*  
22 *any other relevant department or agency to determine*  
23 *appropriate accessibility standards.*

24          (5) *REVIEW.*—*Not later than 5 years after pro-*  
25 *mulgating the final rule under paragraph (2), and*

1 every 5 years thereafter, the Secretary shall review the  
2 rules issued under this subsection and update such  
3 rules as necessary.

4 (b) *AUDIT.*—

5 (1) *INITIAL AUDIT.*—

6 (A) *REQUIREMENT.*—Not later than 1 year  
7 after the date on which the Secretary promul-  
8 gates the final rule under subsection (a)(2), and  
9 subsequently thereafter as described in para-  
10 graph (3), the Secretary shall commence an  
11 audit of each customer-focused website, applica-  
12 tion, or information communication technology  
13 of an air carrier, foreign air carrier, or airport  
14 for the purpose of informing improvements that  
15 ensure any individual with a disability has  
16 equal access to travel, in accordance with such  
17 final rule. Such audit shall be limited to a re-  
18 view of the following:

19 (i) *The accessibility of any customer-*  
20 *focused website or application of an air car-*  
21 *rier, foreign air carrier, or airport.*

22 (ii) *The accessibility of the information*  
23 *communication technology an air carrier,*  
24 *foreign air carrier, or airport uses to—*

1           (I) notify any individual with a  
2           disability of changes to flight informa-  
3           tion (such as delays, gate changes, or  
4           boarding announcements); or

5           (II) provide services to such indi-  
6           vidual, such as checking in, printing a  
7           boarding pass, or printing a luggage  
8           tag.

9           (iii) Other relevant information, as de-  
10          termined by the Secretary in consultation  
11          with stakeholders from the disability com-  
12          munity, air carriers, foreign air carriers,  
13          airports, and other relevant stakeholders.

14          (B) NOTICE.—Not later than 9 months be-  
15          fore commencing any audit under subparagraph  
16          (A), the Secretary shall notify any entity being  
17          audited and publish in a prominent place on the  
18          website of the Department of Transportation and  
19          in an accessible manner, information regarding  
20          such audit, including—

21               (i) a notice of the audit;

22               (ii) the standards that the customer-fo-  
23               cused website, application, or information  
24               communication technology of an air carrier,

1           *foreign air carrier, or airport must meet;*

2           *and*

3                   *(iii) the potential civil penalties that*

4                   *may be assessed for noncompliance with*

5                   *such standards.*

6           (2) *CLARIFICATION.—The Secretary may—*

7                   (A) *award a grant or enter into a contract*

8                   *or cooperative agreement in order to carry out*

9                   *the audits required under paragraph (1); and*

10                   (B) *require any air carrier, foreign air car-*

11                   *rier, or airport audited under this section to pro-*

12                   *vide to the Secretary such information as the*

13                   *Secretary requires to carry out any such audit.*

14           (3) *SUBSEQUENT AUDITS.—*

15                   (A) *LARGE AIR CARRIERS, LARGE HUB AIR-*

16                   *PORTS, AND MEDIUM HUB AIRPORTS.—For pur-*

17                   *poses of paragraph (1), after the initial audit de-*

18                   *scribed in such paragraph, the Secretary shall*

19                   *conduct subsequent audits every 3 years there-*

20                   *after with respect to large air carriers, large hub*

21                   *airports, and medium hub airports.*

22                   (B) *SMALL AIR CARRIERS.—For purposes of*

23                   *paragraph (1), after the initial audit described*

24                   *in such paragraph, the Secretary shall conduct*

1           *subsequent audits every 5 years thereafter with*  
2           *respect to small air carriers.*

3           (c) *REPORT.*—*Not later than 1 year after commencing*  
4 *any audit under subsection (b), the Secretary shall submit*  
5 *to the appropriate committees of Congress a publicly-avail-*  
6 *able report containing the following:*

7           (1) *The number of air carriers, foreign air car-*  
8 *riers, and airports audited during the reporting pe-*  
9 *riod.*

10          (2) *The number of violations per type of operator*  
11 *(air carrier, foreign air carrier, and airport) during*  
12 *the reporting period.*

13          (3) *An analysis of the number and type of viola-*  
14 *tions (such as lack of captions, audio descriptions,*  
15 *image descriptions), with such types being at the dis-*  
16 *cretion of the Secretary.*

17          (4) *Recommendations for such legislation and*  
18 *administrative action as the Secretary determines ap-*  
19 *propriate.*

20          (d) *PENALTIES.*—*Upon completing an audit con-*  
21 *ducted under subsection (b), the Secretary may assess a*  
22 *civil penalty in accordance with section 46301 of title 49,*  
23 *United States Code, to any air carrier, foreign air carrier,*  
24 *or airport that utilizes a customer-focused website, applica-*

1 *tion, or information communication technology that is not*  
2 *accessible, as determined by the Secretary.*

3 *(e) DEFINITIONS.—In this section:*

4 *(1) AIR CARRIER.—The term “air carrier” has*  
5 *the meaning given that term in section 40102 of title*  
6 *49, United States Code.*

7 *(2) AIRPORT.—The term “airport” has the*  
8 *meaning given that term in section 40102 of title 49,*  
9 *United States Code.*

10 *(3) APPLICATION.—The term “application”*  
11 *means software that is designed to run on a device,*  
12 *including a smartphone, tablet, self-service kiosk,*  
13 *wearable technology item, or laptop or desktop com-*  
14 *puter, or another device, including a device developed*  
15 *after the date of enactment of this section, and that*  
16 *is designed to perform, or to help the user perform,*  
17 *a specific task.*

18 *(4) FOREIGN AIR CARRIER.—The term “foreign*  
19 *air carrier” has the meaning given that term in sec-*  
20 *tion 40102 of title 49, United States Code.*

21 *(5) INDIVIDUAL WITH A DISABILITY.—The term*  
22 *“individual with a disability” has the meaning given*  
23 *that term in section 382.3 of title 14, Code of Federal*  
24 *Regulations.*



1           (6) *INFORMATION COMMUNICATION TECH-*  
2 *NOLOGY.*—*The term “information communication*  
3 *technology”*—

4           (A) *means any equipment, system, tech-*  
5 *nology, or process for which the principal func-*  
6 *tion is the creation, manipulation, storage, dis-*  
7 *play, receipt, or transmission of relevant elec-*  
8 *tronic data and information, as well as any as-*  
9 *sociated content; and*

10          (B) *includes a computer and peripheral*  
11 *equipment, an information kiosk or transaction*  
12 *machine, telecommunications equipment, cus-*  
13 *tomers premises equipment, a multifunction office*  
14 *machine, software, a video, or an electronic docu-*  
15 *ment.*

16          (7) *LARGE AIR CARRIER.*—*The term “large air*  
17 *carrier” means an air carrier or foreign air carrier*  
18 *operating under part 121 of title 14, Code of Federal*  
19 *Regulations, that operates an aircraft with 125 pas-*  
20 *senger seats or more.*

21          (8) *LARGE HUB AIRPORT.*—*The term “large hub*  
22 *airport” has the meaning given that term in section*  
23 *40102 of title 49, United States Code.*

1           (9) *MEDIUM HUB AIRPORT.*—*The term “medium*  
 2 *hub airport” has the meaning given that term in sec-*  
 3 *tion 40102 of title 49, United States Code.*

4           (10) *SMALL AIR CARRIER.*—*The term “small air*  
 5 *carrier” means an air carrier or foreign air carrier*  
 6 *operating under part 121 of title 14, Code of Federal*  
 7 *Regulations, that operates an aircraft with less than*  
 8 *125 passenger seats.*

9 **SEC. 739. STORE ON-BOARD WHEELCHAIRS IN CABIN.**

10 (a) *REQUIREMENTS.*—

11           (1) *IN GENERAL.*—*In the case of an aircraft that*  
 12 *is required to be equipped with an on-board wheel-*  
 13 *chair in accordance with section 382.65 of title 14,*  
 14 *Code of Federal Regulations, an air carrier and a for-*  
 15 *foreign air carrier shall provide in a prominent place*  
 16 *on a publicly available internet website of the carrier,*  
 17 *and in any place where a passenger can make a res-*  
 18 *ervation, information regarding the rights and re-*  
 19 *sponsibilities of both passengers on such aircraft and*  
 20 *the air carrier or foreign air carrier, including—*

21           (A) *that an air carrier or foreign air car-*  
 22 *rier is required to equip aircraft that have more*  
 23 *than 60 passenger seats and that have an acces-*  
 24 *sible lavatory (whether or not having such a lav-*  
 25 *atory is required by section 382.63 of such title*

1           14) with an on-board wheelchair unless an ex-  
2           ception described in such section 382.65 applies;

3           (B) that a qualified individual with a dis-  
4           ability may request an on-board wheelchair on  
5           aircraft with more than 60 passenger seats even  
6           if the lavatory is not accessible and that the  
7           basis of such request must be that the individual  
8           can use an inaccessible lavatory but cannot  
9           reach it from a seat without using an on-board  
10          wheelchair;

11          (C) that the air carrier or foreign air car-  
12          rier may require the qualified individual with a  
13          disability to provide the advance notice specified  
14          in section 382.27 of such title 14 in order for the  
15          individual to be provided with the on-board  
16          wheelchair; and

17          (D) if the air carrier or foreign air carrier  
18          requires the advance notice described in subpara-  
19          graph (C), information on how a qualified indi-  
20          vidual with a disability can make such a re-  
21          quest.

22          (2) ANNUAL TRAINING.—An air carrier and a  
23          foreign air carrier shall require that all personnel  
24          who regularly interact with the traveling public, in-  
25          cluding contractors, complete annual training regard-

1 *ing assisting a qualified individual with a disability,*  
2 *including regarding the availability of accessible lav-*  
3 *atories and on-board wheelchairs and such individ-*  
4 *ual's right to request an on-board wheelchair.*

5 (3) *PUBLIC AWARENESS CAMPAIGN.*—*The Sec-*  
6 *retary shall conduct a public awareness campaign on*  
7 *the rights of qualified individuals with a disability,*  
8 *including with respect to accessible lavatories and*  
9 *such individual's right to request an on-board wheel-*  
10 *chair in accordance with section 382.65 of title 14,*  
11 *Code of Federal Regulations.*

12 (4) *QUALIFIED INDIVIDUAL WITH A DISABILITY*  
13 *DEFINED.*—*In this subsection, the term “qualified in-*  
14 *dividual with a disability” has the meaning given*  
15 *such term in section 382.3 of title 14, Code of Federal*  
16 *Regulations.*

17 (5) *PENALTIES.*—*The Secretary may assess a*  
18 *civil penalty in accordance with section 46301 of title*  
19 *49, United States Code, to any air carrier or foreign*  
20 *air carrier that fails to meet the requirements under*  
21 *paragraph (1) or (2).*

22 (b) *INCREASED CIVIL PENALTIES.*—

23 (1) *IN GENERAL.*—*Section 46301(a)(7) of title*  
24 *49, United States Code, is amended—*

1           (A) in the paragraph heading, by striking  
2           “TO HARM”; and

3           (B) in subparagraph (A)—

4                 (i) in the heading, by striking “BODILY  
5                 HARM OR DAMAGE TO WHEELCHAIR OR  
6                 OTHER MOBILITY AID” and inserting “DAM-  
7                 AGE TO WHEELCHAIR OR OTHER MOBILITY  
8                 AID, BODILY HARM, OR FAILURE TO EQUIP  
9                 AIRCRAFT WITH A WHEELCHAIR”; and

10                (ii) by striking “or injury to a pas-  
11                senger with a disability” and inserting “,  
12                injury to a passenger with a disability, or  
13                a failure to equip an aircraft with an on-  
14                board wheelchair pursuant to section 382.65  
15                of title 14, Code of Federal Regulations (or  
16                a successor regulation)”.

17                (2) *EFFECTIVE DATE.*—The amendments made  
18                by paragraph (1) shall apply to flights occurring on  
19                or after the effective date of the revision described in  
20                subsection (a).

21 **SEC. 740. 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           *the enactment of this section, the Secretary shall*  
2           *issue an advanced notice of proposed rulemaking*  
3           *regarding standards to ensure that the aircraft*  
4           *boarding and deplaning process is accessible, in*  
5           *terms of design for and transportation of, and*  
6           *communication with, individuals with disabili-*  
7           *ties, 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 AIRCRAFT, 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 priority*  
24          *cabin stowage for manual assistive devices pur-*

1           *suant to section 382.67 of title 14 of the 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 in subsection (a), the Secretary shall consult*  
7           *with the Access Board and any other relevant depart-*  
8           *ment or agency to determine appropriate accessibility*  
9           *standards.*

10          *(b) IN-FLIGHT ENTERTAINMENT RULEMAKING.—Not*  
11         *later than 1 year after the date of the enactment of this*  
12         *section, the Secretary shall issue a notice of proposed rule-*  
13         *making in accordance with the November 22, 2016 Resolu-*  
14         *tion of the U.S. Department of Transportation ACCESS*  
15         *Committee’s and the consensus recommendation set forth in*  
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                         *735(d)(3), and if that report finds economic and*  
25                         *financial feasibility of air carriers and foreign*

1           *air carriers implementing seating arrangements*  
2           *that accommodate passengers with wheelchairs*  
3           *(including power wheelchairs, manual wheel-*  
4           *chairs, and scooters) in the main cabin during*  
5           *flight, the Secretary shall conduct a negotiated*  
6           *rulemaking on new type certificated aircraft*  
7           *standards for seating arrangements that accom-*  
8           *modate passengers with wheelchairs (including*  
9           *power wheelchairs, manual wheelchairs, and*  
10           *scooters) in the main cabin during flight or an*  
11           *accessible route to a minimum of 2 aircraft pas-*  
12           *senger seats for passengers to access from their*  
13           *personal assistive devices.*

14                   *(B) REQUIREMENT.—The negotiated rule-*  
15                   *making shall include participation of representa-*  
16                   *tives of—*

17                           *(i) air carriers;*

18                           *(ii) aircraft manufacturers;*

19                           *(iii) national disability organizations;*

20                           *(iv) aviation safety experts; and*

21                           *(v) mobility aid manufacturers.*

22                   *(2) NOTICE OF PROPOSED RULEMAKING.—Not*  
23           *later than 1 year after the completion of the nego-*  
24           *tiated rulemaking required by paragraph (1), the Sec-*



1        *retary shall issue a notice of proposed rulemaking re-*  
2        *garding the standards in paragraph (1).*

3            (3) *FINAL RULE.*—*Not later than 1 year after*  
4        *the date on which the notice of proposed rulemaking*  
5        *under paragraph (2) is completed, the Secretary shall*  
6        *issue a final rule regarding the standards in para-*  
7        *graph (1).*

8            (4) *CONSIDERATIONS.*—*In the negotiated rule-*  
9        *making and rulemaking required under this sub-*  
10       *section, the Secretary shall consider—*

11            (A) *a reasonable period for the design, cer-*  
12        *tification, and construction of aircraft that meet*  
13        *the requirements;*

14            (B) *the safety of all persons on-board the*  
15        *aircraft, including necessary wheelchair stand-*  
16        *ards and wheelchair compliance with FAA*  
17        *crashworthiness and safety performance criteria;*  
18        *and*

19            (C) *the costs of design, installation, equi-*  
20        *page, and aircraft capacity impacts, including*  
21        *partial fleet equipage and fare impacts.*

22            (d) *VISUAL AND TACTILELY ACCESSIBLE ANNOUNCE-*  
23        *MENTS.*—*The Advisory Committee established under section*  
24        *439(g) of the FAA Reauthorization Act of 2018 (49 U.S.C.*  
25        *41705 note) (as amended by section 731) shall examine*

1 *technical solutions and the feasibility of visually and*  
2 *tactilely accessible announcements on-board aircraft.*

3       (e) *AIRPORT FACILITIES.*—*Not later than 2 years after*  
4 *the date of enactment of this Act, the Secretary shall, in*  
5 *direct consultation with the Access Board, prescribe regula-*  
6 *tions setting forth minimum standards under section 41705*  
7 *of title 49, United States Code (commonly known as the*  
8 *“Air Carrier Access Act”), that ensure all gates (including*  
9 *counters), ticketing areas, and customer service desks cov-*  
10 *ered under such section at airports are accessible to and*  
11 *usable by all individuals with disabilities, including*  
12 *through the provision of visually and tactilely accessible an-*  
13 *nouncements and full and equal access to aural communica-*  
14 *tions.*

15       (f) *DEFINITIONS.*—*In this section:*

16           (1) *ACCESS BOARD.*—*The term “Access Board”*  
17 *means the Architectural and Transportation Barriers*  
18 *Compliance Board.*

19           (2) *AIR CARRIER.*—*The term “air carrier” has*  
20 *the meaning given that term in section 40102 of title*  
21 *49, United States Code.*

22           (3) *INDIVIDUAL WITH A DISABILITY.*—*The term*  
23 *“individual with a disability” has the meaning given*  
24 *that term in section 382.3 of title 14, Code of Federal*  
25 *Regulations.*

1           (4) *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 **SEC. 741. INVESTIGATION OF COMPLAINTS.**

5           *Section 41705(c) of title 49, United States Code, is*  
6           *amended by striking paragraph (1), and inserting the fol-*  
7           *lowing:*

8           “(1) *IN GENERAL.*—*The Secretary shall—*

9                   “(A) *not later than 120 days after the re-*  
10                  *ceipt of any complaint of a violation of this sec-*  
11                  *tion or a regulation prescribed under this sec-*  
12                  *tion, investigate such complaint; and*

13                   “(B) *provide, in writing, to the individual*  
14                  *that filed the complaint and the air carrier or*  
15                  *foreign air carrier alleged to have violated this*  
16                  *section or a regulation prescribed under this sec-*  
17                  *tion, the determination of the Secretary with re-*  
18                  *spect to—*

19                           “(i) *the facts underlying the complaint;*

20                           *and*

21                           “(ii) *any action the Secretary is tak-*  
22                           *ing in response to the complaint.”.*

1                   **Subtitle C—Air Service**  
2                   **Development**

3 **SEC. 751. ESSENTIAL AIR SERVICE.**

4           (a) *DEFINITIONS.*—Section 41731 of title 49, United  
5 States Code, is amended—

6                   (1) *by striking subsection (a) and inserting the*  
7 *following:*

8           “(a) *ELIGIBLE PLACE DEFINED.*—*In this subchapter,*  
9 *the term ‘eligible place’ means a place in the United States*  
10 *that—*

11                   “(1) *is at least 75 miles from the nearest me-*  
12 *dium or large hub airport, if within the 48 contig-*  
13 *uous states, which shall not be waived;*

14                   “(2) *had an average of 10 enplanements per*  
15 *service day or more, as determined by the Secretary,*  
16 *during the most recent fiscal year;*

17                   “(3) *during the most recent fiscal year had an*  
18 *average subsidy per passenger, as determined by the*  
19 *Secretary, of—*

20                           “(A) *less than \$500 for locations that are*  
21 *less than 175 driving miles from the nearest*  
22 *large or medium hub airport; and*

23                           “(B) *less than \$1,000 for all locations, re-*  
24 *gardless of driving distance to a hub; and*

1           “(4) is a community that, at any time during  
2           the period between September 30, 2010, and Sep-  
3           tember 30, 2011, inclusive—

4           “(A) received essential air service for which  
5           compensation was provided to an air carrier  
6           under this subchapter; or

7           “(B) received notice of intent to terminate  
8           essential air service and the Secretary required  
9           the air carrier to continue to provide such serv-  
10          ice to the community.”;

11          (2) in subsection (b), by striking “subsection  
12          (a)(1) of this section” and inserting “subsection (a)”;

13          (3) in subsection (c), by striking “Subpara-  
14          graphs (B), (C), and (D) of subsection (a)(1)” and in-  
15          serting “Paragraphs (2), (3), and (4) of subsection  
16          (a)”;

17          (4) in subsection (d), by striking “Subsection  
18          (a)(1)(B)” and inserting “Subsection (a)(2)”;

19          (5) by striking subsection (e) and inserting the  
20          following:

21          “(e) *WAIVERS.*—The Secretary may waive, on an an-  
22          nual basis, subsection (a)(2) or subsection (a)(3)(A) with  
23          respect to a location if the location demonstrates to the Sec-  
24          retary’s satisfaction that the reason the location averages  
25          fewer than 10 enplanements per day or has a subsidy higher

1 *than \$500 per passenger is due to a temporary decline in*  
 2 *demand; provided, that the Secretary may not provide more*  
 3 *than 2 consecutive waivers of subsection (a)(2) or subsection*  
 4 *(a)(3)(A) to any location.”; and*

5 *(6) in subsection (f), by striking “subsection*  
 6 *(a)(1)(B)” and inserting “subsection (a)(2)”.*

7 *(b) IMPROVEMENTS TO BASIC ESSENTIAL AIR SERV-*  
 8 *ICE.—*

9 *(1) IN GENERAL.—Section 41732 of title 49,*  
 10 *United States Code, is amended—*

11 *(A) in subsection (a)—*

12 *(i) in paragraph (1), by striking “hub*  
 13 *airport” and all that follows through “be-*  
 14 *yond that airport” and inserting “medium*  
 15 *or large hub airport”; and*

16 *(ii) in paragraph (2), by inserting*  
 17 *“medium or large” after “nearest”; and*

18 *(B) in subsection (b)—*

19 *(i) in paragraph (2), by striking “and*  
 20 *at prices” and all that follows through the*  
 21 *period; and*

22 *(ii) by striking paragraphs (3) through*  
 23 *(6).*

24 *(c) LEVEL OF BASIC ESSENTIAL AIR SERVICE.—Sec-*  
 25 *tion 41733 of title 49, United States Code, is amended—*

1           (1) *in subsection (c)(1)—*

2                   (A) *by striking subparagraph (B) and in-*  
3                   *serting the following:*

4                           “(B) *the contractual, marketing, code-share,*  
5                           *or interline arrangements the applicant has*  
6                           *made with a larger air carrier serving the hub*  
7                           *airport;”;*

8                           (B) *by striking subparagraph (C) and re-*  
9                           *designating subparagraphs (D) through (F) as*  
10                           *subparagraphs (C) through (E), respectively;*

11                           (C) *in subparagraph (D), as so redesign-*  
12                           *ated, by striking “and” after the semicolon;*

13                           (D) *in subparagraph (E), as so redesign-*  
14                           *ated, by striking the period at the end and in-*  
15                           *serting “; and”; and*

16                           (E) *by adding at the end the following:*

17                                   “(F) *service provided in aircraft with at*  
18                                   *least 2 engines and using 2 pilots.”; and*

19                   (2) *in subsection (h), by striking “by section 332*  
20                   *of the Department of Transportation and Related*  
21                   *Agencies Appropriations Act, 2000 (Public Law 106-*  
22                   *69; 113 Stat. 1022)” and inserting “under section*  
23                   *41731(a)(3)”.*

1       (d) *ENDING, SUSPENDING, AND REDUCING BASIC ES-*  
 2 *SENTIAL AIR SERVICE.*—Section 41734 of title 49, United  
 3 *States Code, is amended—*

4           (1) *in subsection (a)—*

5               (A) *by striking “An air carrier” and insert-*  
 6 *ing “Subject to subsection (d), an air carrier”;*  
 7 *and*

8               (B) *by striking “90” and inserting “180”;*

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

11       “(d) *CONTINUATION OF COMPENSATION AFTER NO-*  
 12 *TICE PERIOD.*—

13           “(1) *IN GENERAL.*—*If an air carrier receiving*  
 14 *compensation under section 41733 of this title for*  
 15 *providing basic essential air service to an eligible*  
 16 *place is required to continue to provide service to the*  
 17 *place under this section after the 180-day notice pe-*  
 18 *riod under subsection (a) of this section, the Sec-*  
 19 *retary—*

20               “(A) *shall provide the carrier with com-*  
 21 *pen- sation sufficient to pay to the carrier the*  
 22 *amount required by the then existing contract for*  
 23 *performing the basic essential air service that*  
 24 *was being provided when the 180-day notice was*  
 25 *given under subsection (a) of this section;*



1           “(B) may pay an additional amount that  
2           represents a reasonable return on investment;  
3           and

4           “(C) may pay an additional return that  
5           recognizes the demonstrated additional lost prof-  
6           its from opportunities foregone and the likelihood  
7           that those lost profits increase as the period dur-  
8           ing which the carrier or provider is required to  
9           provide the service continues.

10          “(2) *AUTHORITY.*—The Secretary may impose  
11          contract termination penalties or conditions on com-  
12          pensation that take effect in the event an air carrier  
13          provides notice that it is ending, suspending, or re-  
14          ducing basic essential air service.”;

15          (3) in subsection (e), by striking “providing that  
16          service after the 90-day notice period” and all that  
17          follows through the period at the end of paragraph (2)  
18          and inserting “providing that service after the 180-  
19          day notice period required by subsection (a), the Sec-  
20          retary may provide the air carrier with compensation  
21          after the end of the 180-day notice period to pay for  
22          the fully allocated actual cost to the air carrier of per-  
23          forming the basic essential air service that was being  
24          provided when the 180-day notice was given under

1        *subsection (a) plus a reasonable return on investment*  
2        *that is at least 5 percent of operating costs.”; and*

3            *(4) in subsection (f), by inserting “air” after*  
4        *“find another”.*

5        *(e) ENHANCED ESSENTIAL AIR SERVICE.—Section*  
6        *41735 of title 49, United States Code, and the item relating*  
7        *to such section in the analysis for subchapter II of chapter*  
8        *417 of such title, are repealed.*

9        *(f) AIR TRANSPORTATION TO NONELIGIBLE PLACES.—*  
10        *Section 41736 of title 49, United States Code, and the item*  
11        *relating to such section in the analysis for subchapter II*  
12        *of chapter 417 of such title, are repealed.*

13        *(g) COMPENSATION GUIDELINES, LIMITATIONS, AND*  
14        *CLAIMS.—Section 41737(d) of title 49, United States Code,*  
15        *is amended—*

16            *(1) by striking “(1)” before “The Secretary*  
17        *may”; and*

18            *(2) by striking paragraph (2).*

19        *(h) JOINT PROPOSALS.—Section 41740 of title 49,*  
20        *United States Code, and the item relating to such section*  
21        *in the analysis for subchapter II of chapter 417 of such title,*  
22        *are repealed.*

23        *(i) ESSENTIAL AIR SERVICE AUTHORIZATION.—*

24            *(1) IN GENERAL.—Section 41742(a) of title 49,*  
25        *United States Code, is amended—*

1           (A) in paragraph (1), by striking  
2           “\$50,000,000” and inserting “\$154,400,000”;

3           (B) in paragraph (2), by striking  
4           “\$155,000,000 for fiscal year 2018,” and all that  
5           follows through “March 8, 2024” and inserting  
6           “\$335,000,000 for fiscal year 2024, \$340,000,000  
7           for fiscal year 2025, \$342,000,000 for fiscal year  
8           2026, \$342,000,000 for fiscal year 2027, and  
9           \$350,000,000 for fiscal year 2028”; and

10           (C) by striking paragraph (3).

11           (2) *EFFECTIVE DATE.*—The amendments made  
12           by paragraph (1) shall take effect on October 1, 2023.

13           (j) *PRESERVATION OF BASIC ESSENTIAL AIR SERVICE*  
14           *AT SINGLE CARRIER DOMINATED HUB AIRPORTS.*—Section  
15           41744 of title 49, United States Code, and the item relating  
16           to such section in the analysis for subchapter II of chapter  
17           417 of such title, are repealed.

18           (k) *COMMUNITY AND REGIONAL CHOICE PROGRAMS.*—  
19           Section 41745 of title 49, United States Code, is amended—

20           (1) in subsection (a)(3), by striking subpara-  
21           graph (E) and redesignating subparagraph (F) as  
22           subparagraph (E);

23           (2) by striking subsections (b) and (c); and

24           (3) by redesignating subsections (d) through (g)  
25           as subsections (b) through (e), respectively.

1       *(l) MARKETING PROGRAM.—Section 41748 of title 49,*  
2 *United States Code, and the item relating to such section*  
3 *in the analysis for subchapter II of chapter 417 of such title,*  
4 *are repealed.*

5 **SEC. 752. SMALL COMMUNITY AIR SERVICE DEVELOPMENT**  
6 **GRANTS.**

7       *Section 41743 of title 49, United States Code, is*  
8 *amended—*

9           *(1) in subsection (c)—*

10               *(A) in paragraph (4)(B), by striking “10-*  
11 *year” and inserting “5-year”; and*

12               *(B) in paragraph (5)(E), by inserting “or*  
13 *substantially reduced (as measured by*  
14 *enplanements, capacity (seats), schedule, connec-*  
15 *tions, or routes)” after “terminated”;*

16           *(2) in subsection (d)—*

17               *(A) in paragraph (1), by inserting “, which*  
18 *shall begin with each new grant, including same-*  
19 *project new grants, and which shall be calculated*  
20 *on a non-consecutive basis for air carriers that*  
21 *provide air service that is seasonal” after “3*  
22 *years”;*

23               *(B) in paragraph (2), by striking “and”*  
24 *after the semicolon;*

1           (C) in paragraph (3), by striking the period  
2           and inserting “; and”; and

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

4           “(4) to provide assistance to an airport where  
5           air service has been terminated or substantially re-  
6           duced.”;

7           (3) in subsection (e)—

8           (A) in paragraph (1), by inserting “or the  
9           community’s current air service needs” after “the  
10          project”;

11          (B) in paragraph (2), by striking  
12          “\$10,000,000 for each of fiscal years 2018  
13          through 2023” and all that follows through  
14          “March 8, 2024” and inserting “\$20,000,000 for  
15          each of fiscal years 2024 through 2028”;

16          (4) in subsection (g)(4), by striking “and the cre-  
17          ation of aviation development zones”; and

18          (5) by striking subsections (f) and (h) and redес-  
19          ignating subsection (g) (as amended by paragraph  
20          (4)) as subsection (f).

21 **SEC. 753. GAO STUDY AND REPORT ON THE ALTERNATE ES-**  
22 **SENTIAL AIR SERVICE PROGRAM.**

23          (a) *STUDY.*—The Comptroller General shall study the  
24          effectiveness of the Alternate Essential Air Service program  
25          (in this section referred to as the “Alternate EAS pro-

1 gram”), including challenges if any that have impeded ro-  
2 bust community participation in the Alternate EAS pro-  
3 gram. The study shall include an assessment of potential  
4 changes to the Alternate EAS program and the basic Essen-  
5 tial Air Service programs under section 41731 of title 49,  
6 United States Code, wherein Governors of Essential Air  
7 Service eligible States and Puerto Rico are given block  
8 grants to distribute Essential Air Service funds to Essential  
9 Air Service eligible communities in their States and Puerto  
10 Rico.

11 (b) *BRIEFING.*—Not later than 1 year after the date  
12 of enactment of this section, the Comptroller General shall  
13 brief the appropriate committees of Congress on the study  
14 required by subsection (a), together with recommendations  
15 for such legislation and administrative action as the Comp-  
16 troller General determines appropriate.

17 **SEC. 754. ESSENTIAL AIR SERVICE IN PARTS OF ALASKA.**

18 Not later than September 1, 2024, the Secretary, in  
19 consultation with the appropriate State authority of Alas-  
20 ka, shall review all domestic points in the State of Alaska  
21 that were deleted from carrier certificates between July 1,  
22 1968, and October 24, 1978, and that were not subsequently  
23 determined to be an eligible place prior to January 1, 1982,  
24 as a result of being unpopulated at that time due to destruc-  
25 tion during the 1964 earthquake and its resultant tidal

1 *wave, to determine whether such points have been resettled*  
 2 *or relocated and should be designated as an eligible place*  
 3 *entitled to receive a determination of the level of essential*  
 4 *air service supported, if necessary, with Federal funds.*

5 **SEC. 755. ESSENTIAL AIR SERVICE COMMUNITY PETITION**  
 6 **FOR REVIEW.**

7 (a) *IN GENERAL.*—Section 41733 of title 49, United  
 8 States Code, is amended by adding at the end the following  
 9 new subsection:

10 “(i) *COMMUNITY PETITION FOR REVIEW.*—

11 “(1) *PETITION.*—An appropriate representative  
 12 of the community in which an eligible place is located  
 13 may submit to the Secretary a petition expressing no  
 14 confidence in the air carrier providing basic essential  
 15 air service under this section and requesting a review  
 16 by the Secretary. A petition submitted under this sub-  
 17 section shall demonstrate that the air carrier—

18 “(A) *is unwilling or unable to meet the*  
 19 *operational specifications outlined in the order*  
 20 *issued by the Secretary specifying the terms of*  
 21 *basic essential air service to the community;*

22 “(B) *is experiencing reliability challenges*  
 23 *with the potential to adversely affect air service*  
 24 *to the community; or*

1           “(C) is no longer able to provide service to  
2           the community at the rate of compensation speci-  
3           fied by the Secretary.

4           “(2) REVIEW.—Not later than 2 months after the  
5           date on which the Secretary receives a petition under  
6           paragraph (1), the Secretary shall review the oper-  
7           ational performance of the air carrier providing basic  
8           essential air service to the community that submitted  
9           the petition and determine whether the air carrier is  
10          fully complying with the obligations specified in the  
11          order issued by the Secretary specifying the terms of  
12          basic essential air service to the community.

13          “(3) TERMINATION.—If based on a review under  
14          paragraph (2), the Secretary determines noncompli-  
15          ance by an air carrier with an order specifying the  
16          terms for basic essential air service to the community,  
17          the Secretary may—

18                 “(A) terminate the order issued to that air  
19                 carrier; and

20                 “(B) issue a notice under subsection (c) that  
21                 an air carrier may apply to provide basic essen-  
22                 tial air service to the community for compensa-  
23                 tion under this section and select an applicant  
24                 under that subsection.



1           “(4) *CONTINUATION OF SERVICE.*—If the Sec-  
 2           retary makes a determination under paragraph (3) to  
 3           terminate an order issued to an air carrier under this  
 4           section, the Secretary shall ensure continuity in air  
 5           service to the affected community.”.

6           ***TITLE VIII—NEW ENTRANTS***  
 7           ***Subtitle A—Unmanned Aircraft***  
 8           ***Systems***

9           ***SEC. 801. OFFICE OF ADVANCED AVIATION TECHNOLOGY***  
 10           ***AND INNOVATION.***

11           *Section 106 of title 49, United States Code, is amended*  
 12           *by adding at the end the following new subsection:*

13           “(u) *OFFICE OF THE ASSOCIATE ADMINISTRATOR FOR*  
 14           *ADVANCED AVIATION TECHNOLOGY AND INNOVATION.*—

15           “(1) *ESTABLISHMENT.*—*There is established in*  
 16           *the Federal Aviation Administration the Office of Ad-*  
 17           *vanced Aviation Technology and Innovation (in this*  
 18           *subsection referred to as the ‘Office’).*

19           “(2) *ASSOCIATE ADMINISTRATOR.*—*The Office*  
 20           *shall be headed by an Associate Administrator, who*  
 21           *shall—*

22                     “(A) *be appointed by the Administrator;*

23                     *and*

24                     “(B) *report directly to the Administrator.*

1           “(3) *PURPOSES.*—*The purposes of the Office are*  
2           *to—*

3                   “(A) *serve as an entry point for stake-*  
4                   *holders to share information with the Federal*  
5                   *Aviation Administration on advanced aviation*  
6                   *technologies;*

7                   “(B) *examine the potential impact of ad-*  
8                   *vanced aviation technologies on the national air-*  
9                   *space system, and methods to safely integrate*  
10                   *such technologies into the national airspace sys-*  
11                   *tem;*

12                   “(C) *work collaboratively with subject mat-*  
13                   *ter experts from all lines of business and staff of-*  
14                   *ices to examine advanced aviation technologies*  
15                   *and concepts for integration into the national*  
16                   *airspace system in an expeditious manner that*  
17                   *takes into account acceptable levels of risk;*

18                   “(D) *lead cross-U.S. Government collabo-*  
19                   *rative efforts to develop integrated approaches for*  
20                   *the acceleration and deployment of Advanced*  
21                   *Technologies;*

22                   “(E) *provide leadership with regard to in-*  
23                   *ternal collaboration, industry engagement, and*  
24                   *collaboration with international partners;*

1           “(F) lead cross-FAA integration, planning,  
2           coordination, and collaboration in support of the  
3           integration of advanced aviation technologies;

4           “(G) support the development of safety cases  
5           for advanced aviation technologies in coordina-  
6           tion with the operational approval office; and

7           “(H) coordinate and review approval of ad-  
8           vanced aviation technologies, including support  
9           to and approval of any required rulemakings,  
10          exemptions, waivers, or other types of authoriza-  
11          tions, as appropriate.

12          “(4) DUTIES.—The Associate Administrator  
13          shall—

14               “(A) establish, manage, and oversee the Of-  
15               fice of Advanced Aviation Technology and Inno-  
16               vation;

17               “(B) develop and maintain a comprehensive  
18               strategy and action plan for fully integrating  
19               advanced aviation technologies into the national  
20               aviation ecosystem and providing full authoriza-  
21               tion for operations at scale for each of these tech-  
22               nologies;

23               “(C) collaborate with Federal Aviation Ad-  
24               ministration organizations to identify and de-  
25               velop specific recommendations to address skills

1           *gaps in the existing engineer and inspector work-*  
2           *force involved in the certification and oper-*  
3           *ational approval of safety technology;*

4           “(D) coordinate and review, as appropriate,  
5           rulemaking activities related to advanced avia-  
6           tion technologies, including by scoping complex  
7           regulatory issues, evaluating internal processes,  
8           and positioning the Federal Aviation Adminis-  
9           tration to support aerospace innovation;

10          “(E) coordinate and review, as appropriate,  
11          applications for type, production, or airworthi-  
12          ness certificates, or alternatives to airworthiness  
13          certificates, operating and pilot certification,  
14          and airspace authorizations, among others, re-  
15          lated to advanced aviation technologies;

16          “(F) coordinate and review, as appropriate,  
17          applications for waivers, exemptions and other  
18          operational authorizations;

19          “(G) coordinate and review the implementa-  
20          tion of the process required by section 2209 of the  
21          FAA Extension, Safety, and Security Act of  
22          2016 (as amended) (49 U.S.C. 40101 note);

23          “(H) coordinate with the Chief Operating  
24          Officer of the Air Traffic Organization and other  
25          agency leaders to develop policies to address air-

1           *space integration issues at all levels of uncon-*  
2           *trolled and controlled airspace;*

3           “(I) *implement the BEYOND program and*  
4           *the UAS Test Site Program, among others, and*  
5           *develop other pilot programs in partnership with*  
6           *industry stakeholders and State, local, and Trib-*  
7           *al Governments to enable highly automated and*  
8           *autonomous operations of Advanced Technologies*  
9           *unmanned aircraft systems, AAM, and other in-*  
10          *novative aviation technologies at scale by pro-*  
11          *viding the data necessary to support rulemakings*  
12          *and other approval processes;*

13          “(J) *serve as the designated Federal officer*  
14          *to the Advanced Aviation Technology and Inno-*  
15          *vation Steering Committee;*

16          “(K) *serve as the Federal Aviation Admin-*  
17          *istration lead for the Drone Safety Team; and*

18          “(L) *use the Federal Aviation Administra-*  
19          *tion’s clearinghouse website for publicly available*  
20          *data (commonly referred to as ‘Data.FAA.gov’)*  
21          *to ensure the establishment and implementation*  
22          *of a secure, single-sign on for all FAA-related*  
23          *services (including pending certifications, appli-*  
24          *cations, IACRA, CAPS, DroneZone, MedXpress,*  
25          *CARES, and any other service deemed appro-*

1            *priate by the Administrator) with multifactor*  
2            *authentication-protected online capability that*  
3            *allows stakeholders with a new or pending cer-*  
4            *tification or approval application to review the*  
5            *status of such application, receive notice of dead-*  
6            *lines and major certification milestones, identify*  
7            *the Administration office that is reviewing such*  
8            *application, and submit inquiries or requests for*  
9            *guidance.*

10            *“(5) CONGRESSIONAL BRIEFINGS.—Not later*  
11            *than 60 days after establishing the position in para-*  
12            *graph (1), and on a quarterly basis thereafter, the*  
13            *Administrator shall brief the appropriate committees*  
14            *of Congress on the status of—*

15            *“(A) implementing the comprehensive strat-*  
16            *egy and action plan for fully integrating ad-*  
17            *vanced aviation technologies into the national*  
18            *aviation ecosystem and providing full authoriza-*  
19            *tion for operations at scale for each of these tech-*  
20            *nologies;*

21            *“(B) rulemakings, major guidance docu-*  
22            *ments, and other agency pilot programs or ini-*  
23            *tiatives supporting the comprehensive strategy*  
24            *and action plan;*

1           “(C) *implementing recommendations from*  
2           *the Advanced Aviation Technology and Innova-*  
3           *tion Steering Committee; and*

4           “(D) *engagement with international avia-*  
5           *tion regulators to develop global standards for*  
6           *advanced aviation technologies.*

7           “(6) *UAS INTEGRATION OFFICE.—Not later than*  
8           *90 days after the date of enactment of this subsection,*  
9           *the functions, duties and responsibilities of the UAS*  
10           *Integration Office shall be incorporated into the Of-*  
11           *fice.*

12           “(7) *DEFINITIONS.—In this subsection:*

13           “(A) *AAM.—The term ‘AAM’ has the mean-*  
14           *ing given the term ‘advanced air mobility’ in*  
15           *section 2(i)(1) of the Advanced Air Mobility Co-*  
16           *ordination and Leadership Act (49 U.S.C. 40101*  
17           *note).*

18           “(B)    *ADVANCED AVIATION TECH-*  
19            *NOLOGIES.—The term ‘advanced aviation tech-*  
20            *nologies’ means technologies for which introduc-*  
21            *tion has potential safety implications and shall*  
22            *include unmanned aircraft systems, powered-lift*  
23            *aircraft, electric propulsion, and super- and*  
24            *hypersonic aircraft.”.*

1 **SEC. 802. ADVANCED AVIATION TECHNOLOGY AND INNOVA-**  
2 **TION STEERING COMMITTEE.**

3 (a) *ESTABLISHMENT.*—Not later than 30 days after  
4 the date of enactment of this section, the Administrator  
5 shall establish an Advanced Aviation Technology and Inno-  
6 vation Steering Committee (in this section referred to as  
7 the “Steering Committee”) to ensure the FAA’s comprehen-  
8 sive strategy and action plan for fully integrating un-  
9 manned aircraft systems, AAM, and other innovative avia-  
10 tion technologies into the national aviation ecosystem and  
11 providing full authorization for operations at scale for each  
12 of these technologies as reflects the equities and interests of  
13 all stakeholders within the agency.

14 (b) *CHAIR.*—The Associate Administrator for Ad-  
15 vanced Aviation Technology and Innovation shall serve as  
16 the Chair of the Steering Committee.

17 (c) *COMPOSITION.*—In addition to the Chair, the  
18 Steering Committee shall consist of at least 1 senior leader  
19 of each of the following FAA offices:

20 (1) *Aircraft Certification Service.*

21 (2) *Flight Standards Service.*

22 (3) *Air Traffic Organization.*

23 (4) *Office of Accident Investigation and Preven-*  
24 *tion.*

25 (5) *Office of Aerospace Medicine.*

26 (6) *Office of Airports.*



1           (7) *Office of Commercial Space.*

2           (8) *Office of Finance and Management.*

3           (9) *Office of NextGen or any successor office.*

4           (10) *Office of the Chief Counsel.*

5           (11) *Office of Rulemaking.*

6           (12) *Office of Policy, International Affairs, and*  
7           *Environment.*

8   **SEC. 803. BEYOND VISUAL LINE OF SIGHT OPERATIONS FOR**  
9                                   **UNMANNED AIRCRAFT SYSTEMS.**

10           (a) *IN GENERAL.*—Chapter 448 of title 49, United  
11   *States Code, is amended by adding at the end the following:*

12   **“§44811. Beyond visual line of sight operations for**  
13                                   ***unmanned aircraft systems***

14           “(a) *IN GENERAL.*—Not later than 4 months after the  
15   *date of enactment of this section, the Administrator of the*  
16   *Federal Aviation Administration (in this section referred*  
17   *to as the ‘Administrator’) shall issue a notice of proposed*  
18   *rulemaking establishing a regulatory pathway for certifi-*  
19   *cation or approval of unmanned aircraft systems to enable*  
20   *commercial beyond visual line of sight (in this section re-*  
21   *ferred to as ‘BVLOS’) operations.*

22           “(b) *CONSULTATION.*—

23           “(1) *IN GENERAL.*—Subject to paragraph (2), in  
24   *promulgating the rule under subsection (a), the Ad-*  
25   *ministrator shall implement the final report and rec-*

1        *ommendations of the Beyond Visual Line of Sight*  
2        *Aviation Rulemaking Committee which were sub-*  
3        *mitted to the Administrator on March 10, 2022.*

4            “(2) *EXCEPTION.—If the Administrator deter-*  
5        *mines not to implement 1 or more of the rec-*  
6        *ommendations described in paragraph (1), the Ad-*  
7        *ministrator shall provide to the appropriate commit-*  
8        *tees of Congress a statement of explanation for such*  
9        *determination.*

10          “(c) *FINAL RULE.—*

11            “(1) *IN GENERAL.—Not later than 16 months*  
12        *after the date of enactment of this section, the Admin-*  
13        *istrator shall issue a final rule establishing a regu-*  
14        *latory pathway for certification or approval of un-*  
15        *manned aircraft systems to enable commercial*  
16        *BVLOS operations.*

17            “(2) *REQUIREMENTS.—The final rule described*  
18        *in paragraph (1) shall, at a minimum, do the fol-*  
19        *lowing:*

20            “(A) *Establish an applicable risk assess-*  
21        *ment methodology for the authorization of*  
22        *BVLOS unmanned aircraft system operations*  
23        *that includes quantified measures of accept-*  
24        *ability that sufficiently account for the total air*  
25        *and ground risks associated with such operations*

1           *and the means for mitigating such risks, taking*  
2           *into account an aircraft's size, weight, speed, ki-*  
3           *netic energy, operational capability, proximity*  
4           *to airports and populated areas, operation over*  
5           *people, and operation beyond the visual line of*  
6           *sight, or operation during the day or night, in-*  
7           *cluding consideration of unmanned aircraft*  
8           *using an approved or accepted detect and avoid*  
9           *system appropriate for the class and type of air-*  
10          *space in which the operation is being conducted.*

11           “(B) *Establish remote pilot certification*  
12          *standards for remote pilots for BVLOS oper-*  
13          *ations, taking into account varying levels of*  
14          *automated control and management of un-*  
15          *manned aircraft system flights.*

16           “(C) *Establish an airworthiness process for*  
17          *small unmanned aircraft systems that requires a*  
18          *manufacturer's declaration of compliance to a*  
19          *Federal Aviation Administration accepted means*  
20          *of compliance, which shall not require type or*  
21          *production certification or the issuance of a spe-*  
22          *cial airworthiness certificate.*

23           “(D) *Establish a special airworthiness cer-*  
24          *tificate to be issued upon a manufacturer's dec-*  
25          *laration of compliance to a Federal Aviation Ad-*

1           *ministration accepted means of compliance,*  
2           *which—*

3                   “(i) shall not require type or produc-  
4                   tion certification;

5                   “(ii) shall, at least, govern airworthi-  
6                   ness of any unmanned aircraft system  
7                   that—

8                           “(I) is not—

9                                   “(aa) a small unmanned air-  
10                                   craft system; and

11                                   “(bb) appropriate for the  
12                                   process described in subparagraph  
13                                   (C), as determined by the Admin-  
14                                   istrator;

15                                   “(II) has a maximum gross  
16                                   weight of not more than 1,320 lbs; and

17                                   “(III) has a maximum speed of  
18                                   100 miles per hour; and

19                   “(iii) may require unmanned aircraft  
20                   systems subject to the certificate to operate  
21                   in the national airspace system at altitudes  
22                   below at least—

23                                   “(I) 400 feet above ground level;

24                                   or

1                   “(II) with respect to an un-  
2                   manned aircraft system flown within a  
3                   400-foot radius of a structure, 400 feet  
4                   above the structure’s immediate upper-  
5                   most limit.

6                   “(E) Amend the Code of Federal Regula-  
7                   tions to establish generally applicable standards  
8                   for the type certification of unmanned aircraft  
9                   systems that the Administrator determines pose  
10                  higher air or ground risks such that those un-  
11                  manned aircraft systems are not appropriate for  
12                  approvals under the processes described in sub-  
13                  paragraph (C) or (D).

14                  “(F) Establish operating rules for—

15                         “(i) the operation of the unmanned  
16                         aircraft systems described in subparagraphs  
17                         (C), (D), or (E); and

18                         “(ii) certain unmanned aircraft sys-  
19                         tems to enable lower-risk BVLOS operations  
20                         without airworthiness requirements in a  
21                         manner consistent with the final report and  
22                         recommendations of the Beyond Visual Line  
23                         of Sight Aviation Rulemaking Committee  
24                         described in subsection (b)(1).

1           “(3) *RULE OF CONSTRUCTION.*—Nothing in this  
2           section shall prohibit the use of the manufacturer dec-  
3           larations of compliance required under paragraph  
4           (2)(C) for other unmanned aircraft systems.”.

5           (b) *CLERICAL AMENDMENT.*—The analysis for chapter  
6 448 of title 49, United States Code, is amended by inserting  
7 after the item relating to section 44810 the following:

          “44811. Beyond visual line of sight operations for unmanned aircraft systems.”.

8           (c) *ADDITIONAL CONSIDERATION.*—In developing the  
9 regulations under section 44811 of title 49, United States  
10 Code, as added by subsection (a), the Administrator shall  
11 consider any maneuverability or technology limitations of  
12 certain aircraft, including hot air balloons.

13 **SEC. 804. EXTENDING SPECIAL AUTHORITY FOR CERTAIN**  
14 **UNMANNED AIRCRAFT SYSTEMS.**

15           (a) *EXTENSION.*—Section 44807(d) of title 49, United  
16 States Code, is amended by striking “March 8, 2024” and  
17 inserting “on the date the rules described in section 44811  
18 take effect”.

19           (b) *CLARIFICATION.*—Section 44807(a) of title 49,  
20 United States Code, is amended by inserting “or chapter  
21 447” after “Notwithstanding any other requirement of this  
22 chapter”.

23           (c) *EXPEDITED EXEMPTIONS.*—In exercising author-  
24 ity under section 44807 of title 49, United States Code (as  
25 amended by subsection (a)), the Administrator shall, taking

1 *into account the statutory mandate to ensure safe and effi-*  
2 *cient use of the national airspace system and without re-*  
3 *quiring a rulemaking or imposing the requirements of part*  
4 *11 of title 14, Code of Federal Regulations, grant exemp-*  
5 *tions—*

6 (1) *to enable—*

7 (A) *low-risk beyond visual line of sight op-*  
8 *erations, such as certain package delivery oper-*  
9 *ations or shielded operations within 100 feet of*  
10 *the ground or a structure; or*

11 (B) *extended visual line of sight operations*  
12 *that rely on visual observers to keep the aircraft*  
13 *or airspace within view; or*

14 (2) *that are aligned with FAA exemptions that*  
15 *enable beyond visual line of sight operations with the*  
16 *use of acoustics, ground based radar, and other tech-*  
17 *nological solutions.*

18 (d) *CLARIFICATION OF STATUS OF PREVIOUSLY*  
19 *ISSUED RULEMAKINGS AND EXEMPTIONS.—*

20 (1) *RULEMAKINGS.—Any rulemaking published*  
21 *prior to the date of enactment of this section under*  
22 *the authority described in section 44807 of title 49,*  
23 *United States Code, shall continue to be in effect fol-*  
24 *lowing the expiration of such authority.*

1           (2) *EXEMPTIONS.*—Any exemption granted  
 2 under the authority described in section 44807 of title  
 3 49, United States Code, and in effect as of September  
 4 30, 2023, shall continue to be in effect until the date  
 5 that is 3 years after the date of termination described  
 6 in such exemption.

7           (3) *DELEGATION.*—The authority granted to the  
 8 Secretary in such section 44807 may continue to be  
 9 delegated to the Administrator in whole or in part.

10           (4) *RULES OF CONSTRUCTION.*—Nothing in this  
 11 section shall be construed to interfere with the Sec-  
 12 retary’s—

13                   (A) authority to rescind or amend the  
 14 granting of an exemption for reasons such as un-  
 15 safe conditions or operator oversight; or

16                   (B) ability to grant an exemption based on  
 17 a determination made pursuant to such section  
 18 44807 prior to the date described in subsection  
 19 (d) of such section.

20 **SEC. 805. ENVIRONMENTAL REVIEW AND NOISE CERTIFI-**  
 21 **CATION.**

22           (a) *NATIONAL ENVIRONMENTAL POLICY ACT GUID-*  
 23 *ANCE.*—Not later than 90 days after the date of enactment  
 24 of this section, the Administrator shall publish drone-spe-  
 25 cific environmental review guidance and implementation



1 *procedures and thereafter revise such guidance as appro-*  
2 *priate to carry out the requirements of this section.*

3       **(b) PROGRAMMATIC LEVEL APPROACH TO NEPA RE-**  
4 *VIEW.—Not later than 90 days after the date of enactment*  
5 *of this section, the Administrator shall examine and inte-*  
6 *grate programmatic-level approaches to the requirements of*  
7 *the National Environmental Policy Act of 1969 (42 U.S.C.*  
8 *4321 et seq.) (including regulations promulgated to carry*  
9 *out that Act) for the commercial drone industry to create*  
10 *an efficient process for preparing environmental reviews of*  
11 *reasonably foreseeable drone operations across a geographic*  
12 *region, for an individual operator’s network of drone oper-*  
13 *ations within a defined geographic region, and for oper-*  
14 *ations within and over commercial and industrial sites*  
15 *closed or restricted to the public.*

16       **(c) DEVELOPING ONE OR MORE CATEGORICAL EXCLU-**  
17 *SIONS.—The Administrator shall engage in ongoing con-*  
18 *sultations with the Council on Environmental Quality to*  
19 *identify actions that are appropriate for a categorical ex-*  
20 *clusion and shall incorporate such actions in FAA Order*  
21 *1050.1F, as amended or revised, from time to time, as, and*  
22 *when, deemed appropriate.*

23       **(d) SUSPENSION OF NOISE CERTIFICATION REQUIRE-**  
24 *MENT PENDING STANDARDS DEVELOPMENT.—*

1           (1) *IN GENERAL.*—Upon the date of enactment of  
2           this section, and notwithstanding the requirements of  
3           section 44715 of title 49, United States Code, the Ad-  
4           ministrators shall waive the determination of compli-  
5           ance with part 36 of title 14, Code of Federal Regula-  
6           tions, for drone models seeking type and airworthiness  
7           certification, and shall not deny, withhold, or delay  
8           such certification due to the absence of a noise certifi-  
9           cation basis under such part, provided the FAA has  
10          developed appropriate noise measurement procedures  
11          for such drone models and the FAA has received the  
12          noise measurement results based on those procedures  
13          from the applicant.

14          (2) *DURATION.*—The suspension provided in this  
15          subsection shall continue until such time as the Ad-  
16          ministrators publishes final noise certification stand-  
17          ards for drones as amendments to part 36 of title 14,  
18          Code of Federal Regulations, or to another part of  
19          title 14 of such Code.

20          (3) *DEADLINE FOR NOISE CERTIFICATION STAND-*  
21          *ARDS.*—Based on drone noise data the Administrator  
22          has received in the process of reviewing applications  
23          for type and airworthiness certification, in con-  
24          ducting environmental assessments of proposed drone  
25          operations under section 44807 of title 49, United

1       *States Code, and part 135 of title 14, Code of Federal*  
2       *Regulations, and from other sources, including stand-*  
3       *ards organizations, the Administrator shall propose*  
4       *generally applicable drone noise certification stand-*  
5       *ards, not later than the date that is 36 months after*  
6       *the date of enactment of this section, and following*  
7       *notice and comment rulemaking procedures, and shall*  
8       *publish final noise certification standards not later*  
9       *than 24 months after the date on which the period for*  
10       *public comment on such proposed generally applicable*  
11       *noise certification standards ends.*

12       *(e) DRONE DEFINED.— In this section, the term*  
13       *“drone” has the meaning given the term “unmanned air-*  
14       *craft” in section 44801 of title 49, United States Code.*

15       **SEC. 806. THIRD PARTY SERVICE APPROVALS.**

16       *(a) APPROVAL PROCESS.—Not later than 270 days*  
17       *after the date of enactment of this section, the Adminis-*  
18       *trator shall establish procedures, which may include a rule-*  
19       *making, to establish a standard approval process for third*  
20       *party service suppliers, including third party service sup-*  
21       *pliers of UTM, in order to fulfill safety functions for Be-*  
22       *yond Visual Line of Sight.*

23       *(b) ACCEPTANCE OF STANDARDS.—In establishing the*  
24       *standard approval process required by subsection (a), the*  
25       *Administrator shall ensure that, to the maximum extent*

1 *practicable, industry consensus standards, such as ASTM*  
2 *International Standard F3548–21, entitled “UAS Traffic*  
3 *Management (UTM) UAS Service Supplier (USS) Inter-*  
4 *operability”, are included as an acceptable means of com-*  
5 *pliance for third party services.*

6 (c) *UTM APPROVAL.—*

7 (1) *IN GENERAL.—Not later than 180 days after*  
8 *the date of enactment of this section, the Adminis-*  
9 *trator shall initiate a process, which may include a*  
10 *rulemaking, to define and implement criteria and*  
11 *conditions for the approval and oversight of third*  
12 *party service suppliers of UTM that could have a di-*  
13 *rect or indirect impact on air traffic services in the*  
14 *national airspace system and require FAA oversight.*

15 (2) *CONSIDERATIONS.—In carrying out the ap-*  
16 *proval process described in paragraph (1) the Admin-*  
17 *istrator shall consider the facilitation and stream-*  
18 *lining of processes for global recognition and applica-*  
19 *bility, including through bilateral aviation safety*  
20 *agreements, implementation procedures, and other as-*  
21 *sociated bilateral arrangements.*

22 (d) *DEFINITIONS.—In this section:*

23 (1) *THIRD PARTY SERVICE SUPPLIER.—The term*  
24 *“third party service supplier” means an entity other*  
25 *than the UAS operator or the FAA that provides a*

1 *distributed service that affects the safety or efficiency*  
2 *of the national airspace system, including UAS Serv-*  
3 *ice Suppliers (USS), Supplemental Data Service Pro-*  
4 *viders (SDSPs), and infrastructure providers such as*  
5 *ground-based surveillance, command-and-control, and*  
6 *information exchange to another party.*

7 (2) *UTM.*—*The term “UTM” has the meaning*  
8 *given that term in section 44801 of title 49, United*  
9 *States Code.*

10 (3) *UAS.*—*The term “UAS” has the meaning*  
11 *given the term “unmanned aircraft system” in section*  
12 *44801 of title 49, United States Code.*

13 **SEC. 807. OPERATIONS OVER THE HIGH SEAS.**

14 (a) *IN GENERAL.*—*Not later than 180 days after the*  
15 *date of enactment of this section, and to the extent per-*  
16 *mitted by treaty obligations of the United States, including*  
17 *the Convention on International Civil Aviation, the Admin-*  
18 *istrator shall establish and implement an operational ap-*  
19 *proval process to permit small unmanned aircraft systems*  
20 *(as defined in section 44801 of title 49, United States Code),*  
21 *and unmanned aircraft systems (as so defined) with a spe-*  
22 *cial airworthiness certificate, to operate over the high seas*  
23 *within flight information regions for which the United*  
24 *States is responsible for operational control.*

1       (b) *CONSULTATION.*—*In establishing and imple-*  
2 *menting the approval process under subsection (a), the Ad-*  
3 *ministrators shall consult with appropriate stakeholders out-*  
4 *side of the FAA, including industry stakeholders.*

5 **SEC. 808. EXTENSION OF THE BEYOND PROGRAM.**

6       (a) *IN GENERAL.*—*Chapter 448 of title 49, United*  
7 *States Code, as amended by section 803(a), is amended by*  
8 *adding at the end the following new section:*

9 **“SEC. 44812. BEYOND PROGRAM.**

10       *“During the period beginning on the date of enactment*  
11 *of this section and ending on September 30, 2028, the Ad-*  
12 *ministrators of the Federal Aviation Administration shall*  
13 *continue to operate the Federal Aviation Administration’s*  
14 *BEYOND program (as established on October 26, 2020)*  
15 *under the same terms and conditions applicable under such*  
16 *program as of such date of enactment. A waiver or author-*  
17 *ity granted under the Unmanned Aircraft System Integra-*  
18 *tion Pilot Program established under section 351 of the*  
19 *FAA Reauthorization Act of 2018 shall continue to apply*  
20 *during such period to an entity participating in the BE-*  
21 *YOND program under such waiver or authority on such*  
22 *date of enactment for so long as the entity continues to par-*  
23 *ticipate in the BEYOND program.”.*

24       (b) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
25 *448 of title 49, United States Code, as amended by section*

1 803(b), is amended by inserting after the item relating to  
 2 section 44811 the following:

“44812. BEYOND program.”.

3 **SEC. 809. EXTENSION OF THE KNOW BEFORE YOU FLY CAM-**  
 4 **PAIGN.**

5 Section 356 of the FAA Reauthorization Act of 2018  
 6 (Public Law 115–254; 132 Stat. 3305) is amended by strik-  
 7 ing “2019 through 2023” and inserting “2024 through  
 8 2028”.

9 **SEC. 810. UNMANNED AIRCRAFT SYSTEM DATA EXCHANGE.**

10 (a) *DATA EXCHANGE PLAN.*—Not later than 180 days  
 11 after the date of enactment of this section, the Adminis-  
 12 trator shall develop and submit to the appropriate commit-  
 13 tees of Congress a plan to make available data that is pru-  
 14 dent to ensure the safe integration of unmanned aircraft  
 15 systems into the national airspace system. Such plan shall  
 16 include the following:

17 (1) A description of technical efforts to digitize  
 18 and automate aeronautical information (including  
 19 through the development and use of an unmanned  
 20 aircraft systems geospatial information management  
 21 system) to provide an authoritative source of  
 22 geospatial information to support the operation of  
 23 unmanned aircraft systems in the national airspace  
 24 system.

1           (2) *Suggested refinements to standard sets of*  
2 *aeronautical information for current and upcoming*  
3 *unmanned aircraft systems integration efforts to fa-*  
4 *cilitate the exchange of unmanned aircraft systems*  
5 *data that is relevant to the unmanned aircraft sys-*  
6 *tems community.*

7           (3) *An identification of sensitive flight data that*  
8 *may require information security controls or protec-*  
9 *tion to safeguard the operational security of such*  
10 *flight activity with respect to air navigation services*  
11 *that contain information about sensitive national se-*  
12 *curity or law enforcement flights.*

13           (4) *Means and service fees for the data to be*  
14 *shared consistent with industry standard geospatial*  
15 *formats.*

16       (b) *COORDINATION.*—*In developing the plan under*  
17 *subsection (a), the Administrator shall—*

18           (1) *solicit from the Secretary of the Interior and*  
19 *other departments or agencies, as deemed necessary by*  
20 *the Administrator, information relevant to the safe*  
21 *operation of unmanned aircraft systems in the na-*  
22 *tional airspace system; and*

23           (2) *coordinate with unmanned aircraft systems*  
24 *industry and technical groups to identify an efficient*



1       *and effective format, method, and cadence for pro-*  
2       *viding the required data.*

3   **SEC. 811. UNMANNED AIRCRAFT SYSTEM DETECTION AND**  
4                   **MITIGATION ENFORCEMENT AUTHORITY.**

5       *(a) IN GENERAL.—Chapter 448 of title 49, United*  
6       *States Code, as amended by sections 803(a) and 808(a), is*  
7       *amended by adding at the end the following:*

8   **“§44813. Unmanned aircraft system detection and**  
9                   **mitigation enforcement**

10       *“(a) PROHIBITION.—*

11               *“(1) IN GENERAL.—No person may operate a*  
12               *system or technology to detect, identify, monitor,*  
13               *track, or mitigate an unmanned aircraft or un-*  
14               *manned aircraft system in a manner that adversely*  
15               *impacts or interferes with safe airport operations,*  
16               *navigation, or air traffic services, or the safe and effi-*  
17               *cient operation of the national airspace system.*

18               *“(2) ACTIONS BY THE ADMINISTRATOR.—The*  
19               *Administrator of the Federal Aviation Administra-*  
20               *tion may take such action as may be necessary to ad-*  
21               *dress the adverse impacts or interference of operations*  
22               *that violate paragraph (1).*

23               *“(3) TERMINATION.—The prohibition under*  
24               *paragraph (1) shall not apply on or after September*  
25               *30, 2028.*

1       “(b) *PENALTIES.*—A person who operates a system or  
2 technology in violation of subsection (a)(1) is liable to the  
3 Federal Government for a civil penalty of not more than  
4 \$25,000 per violation.

5       “(c) *RULE OF CONSTRUCTION.*—The term ‘person’ as  
6 used in this section does not include—

7               “(1) the Federal Government or any bureau, de-  
8 partment, instrumentality, or other agency of the  
9 Federal Government; or

10              “(2) an officer, employee, or contractor of the  
11 Federal Government or any bureau, department, in-  
12 strumentality, or other agency of the Federal Govern-  
13 ment if the officer, employee, or contractor is author-  
14 ized by the Federal Government or any bureau, de-  
15 partment, instrumentality, or other agency of the  
16 Federal Government to operate a system or technology  
17 referred to in subsection (a)(1).

18       “(d) *BRIEFING TO CONGRESS.*—Not later than 1 year  
19 after the date of enactment of this section, and annually  
20 thereafter, the Administrator shall brief the appropriate  
21 committees of Congress on any enforcement actions taken  
22 (including any civil penalties imposed) using the authority  
23 under this section.”.

24       (b) *CLERICAL AMENDMENT.*—The analysis for chapter  
25 448 of title 49, United States Code, as amended by sections

1 803(b) and 808(b), is amended by inserting after the item  
 2 relating to section 44812 the following:

“44813. Unmanned aircraft system detection and mitigation enforcement.”.

3 **SEC. 812. RECREATIONAL OPERATIONS OF DRONE SYS-**  
 4 **TEMS.**

5 (a) *IN GENERAL.*—Section 44809 of title 49, United  
 6 States Code, is amended—

7 (1) in subsection (a) by striking paragraph (6)  
 8 and inserting the following:

9 “(6) In Class G airspace, aircraft flying within  
 10 the safety programming of a recognized community-  
 11 based organization can fly from the surface up to con-  
 12 trolled airspace. Operators shall maintain visual line  
 13 of sight of the aircraft and comply with all airspace  
 14 restrictions and prohibitions. Flights into controlled  
 15 airspace require specific authorization from the Ad-  
 16 ministrator.”;

17 (2) in subsection (c)—

18 (A) in paragraph (1)—

19 (i) by striking “organization con-  
 20 ducting a sanctioned event” and inserting  
 21 “organization sponsoring operations”; and

22 (ii) by inserting “The Administrator  
 23 shall designate recognized community-based  
 24 organizations to self-declare FAA-recognized  
 25 identification areas to sponsored sites that

1           *meet criteria developed by the Adminis-*  
2           *trator in coordination with the community-*  
3           *based organization.” after “facility.”;*

4           *(B) by redesignating paragraph (2) as*  
5           *paragraph (3);*

6           *(C) in paragraph (3) (as so redesignated)—*

7                 *(i) in the paragraph heading by strik-*  
8                 *ing “WEIGHING MORE THAN 55 POUNDS”*  
9                 *and inserting “WEIGHING 55 POUNDS OR*  
10                *GREATER”;*

11                *(ii) in the matter preceding subpara-*  
12                *graph (A), by striking “weighing more than*  
13                *55 pounds” and inserting “weighing 55*  
14                *pounds or greater”; and*

15                *(iii) in subparagraph (B), by inserting*  
16                *“or (2)” after “paragraph (1)”;* and

17           *(D) by inserting after paragraph (1) the fol-*  
18           *lowing:*

19                *“(2) OPERATIONS IN CLASS G AIRSPACE.—Sub-*  
20                *ject to compliance with all airspace and flight restric-*  
21                *tions and prohibitions established under this chapter,*  
22                *such as special use airspace designations and tem-*  
23                *porary flight restrictions—*

24                *“(A) persons operating drones under sub-*  
25                *section (a) from a fixed site at which the oper-*

1           *ations are sponsored by a community-based or-*  
2           *ganization may operate within Class G air-*  
3           *space—*

4                     “(i) *from the surface up to controlled*  
5                     *airspace without prior authorization from*  
6                     *the Administrator; and*

7                     “(ii) *into controlled airspace with*  
8                     *prior authorization from the Administrator.*

9                     “(B) *persons operating drones under para-*  
10                    *graph (3) from a fixed site at which the oper-*  
11                    *ations are sponsored by a community-based or-*  
12                    *ganization may operate within Class G airspace*  
13                    *with prior authorization from the Adminis-*  
14                    *trator.”;*

15                    (3) *in subsection (d) by striking the subsection*  
16                    *heading and all that follows through “Nothing in this*  
17                    *subsection” and inserting the following:*

18                    “(d) *SAVINGS CLAUSE.—Nothing in this subsection”;*

19                    (4) *in subsection (f)(1) by striking “updates to*  
20                    *the operational parameters” and inserting “the oper-*  
21                    *ational limitations”;* and

22                    (5) *in subsection (h)—*

23                    (A) *by redesignating paragraphs (1)*  
24                    *through (6) as paragraphs (2) through (7), re-*  
25                    *spectively;*

1                   (B) by inserting before paragraph (2) (as so  
2                   redesignated) the following:

3                   “(1) is recognized by the Administrator of the  
4                   Federal Aviation Administration;”;

5                   (C) in paragraph (6), as redesignated by  
6                   subparagraph (A), by striking “and” after the  
7                   semicolon;

8                   (D) in paragraph (7), as so redesignated, by  
9                   striking the period and inserting “; and”; and

10                  (E) by adding at the end the following:

11                  “(8) is a designated Federal Aviation Adminis-  
12                  tration Trust Administrator.”.

13                  (b) *USE OF UAS AT INSTITUTIONS OF HIGHER EDU-*  
14                  *CATION.—Section 350 of the FAA Reauthorization Act of*  
15                  *2018 (49 U.S.C. 44809 note) is amended—*

16                  (1) in subsection (a)—

17                         (A) by redesignating paragraphs (2) and  
18                         (3) as paragraphs (3) and (4), respectively; and

19                         (B) by inserting after paragraph (1) the fol-  
20                         lowing:

21                         “(2) operated by an elementary school or sec-  
22                         ondary school for educational or research purposes;”;  
23                         and

24                         (2) in subsection (d)—

1           (A) in paragraph (2), in the matter pre-  
 2           ceding subparagraph (A), by inserting “an ele-  
 3           mentary school, or a secondary school,” after  
 4           “institution of higher education,”; and

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

6           “(3) *ELEMENTARY SCHOOL*.—The term ‘elemen-  
 7           tary school’ has the meaning given that term in sec-  
 8           tion 8101 of the *Elementary and Secondary Edu-*  
 9           *cation Act of 1965 (20 U.S.C. 7801).*.”

10           “(4) *SECONDARY SCHOOL*.—The term ‘secondary  
 11           school’ has the meaning given that term in section  
 12           8101 of the *Elementary and Secondary Education*  
 13           *Act of 1965 (20 U.S.C. 7801).*”.

14 **SEC. 813. UAS TEST RANGES.**

15           (a) *IN GENERAL*.—Chapter 448 of title 49, *United*  
 16           *States Code*, is amended by striking section 44803 and in-  
 17           serting the following:

18 **“§ 44803. Unmanned aircraft test ranges**

19           “(a) *TEST RANGES*.—

20           “(1) *IN GENERAL*.—The Administrator of the  
 21           *Federal Aviation Administration* shall carry out and  
 22           update, as appropriate, a program for the use of un-  
 23           manned aircraft system test ranges to—

1           “(A) enable a broad variety of research, de-  
2           velopment, testing, and evaluation activities at  
3           the test ranges; and

4           “(B) not later than 5 years after the date  
5           of enactment of the FAA Reauthorization Act of  
6           2024, expand the number of test ranges, to the  
7           extent consistent with aviation safety and effi-  
8           ciency, for purposes of the safe integration of un-  
9           manned aircraft systems into the national air-  
10          space system.

11          “(2) DESIGNATIONS.—

12           “(A) IN GENERAL.—Subject to subpara-  
13           graph (B), the designations of test ranges under  
14           this section may include the following:

15           “(i) The 7 test ranges established by  
16           the Administrator under section 332(c) of  
17           the FAA Modernization and Reform Act of  
18           2012 (49 U.S.C. 40101 note), as in effect on  
19           the day before the date of enactment of the  
20           FAA Reauthorization Act of 2018, and pur-  
21           suant to section 2201(b) of the FAA Exten-  
22           sion, Safety, and Security Act of 2016 (49  
23           U.S.C. 40101 note), which, except for the  
24           eligibility factors as provided in paragraph



1           (3) of this section, shall each be subject to  
2           the requirements of this section.

3           “(ii) Two additional test ranges subject  
4           to the requirements of this section, which  
5           may be established by the Administrator  
6           through a competitive selection process after  
7           successful conversion of test ranges estab-  
8           lished prior to the date of enactment of the  
9           FAA Reauthorization Act of 2024 and at  
10          least 6 months of data sharing dem-  
11          onstrating safe operations and improved use  
12          of the test range consistent with any stand-  
13          ard established by the Administrator  
14          through the selection process.

15          “(B) *LIMITATION.*—Not more than 9 test  
16          ranges shall be designated under this section at  
17          any given time.

18          “(3) *ELIGIBILITY.*—An applicant shall be con-  
19          sidered eligible for designation as a test range sponsor  
20          under paragraph (2)(A)(ii) based on the following  
21          criteria:

22                 “(A) The applicant shall be an instrumen-  
23                 tality of a State, a local, tribal, or territorial  
24                 government, or other public entity.

1           “(B) *The applicant shall be approved by the*  
2           *chief executive officer of the State, local, terri-*  
3           *torial, or tribal government for the applicant’s*  
4           *principal place of business, prior to seeking des-*  
5           *ignation by the Administrator.*

6           “(C) *The applicant shall not have been se-*  
7           *lected previously by the Administrator to sponsor*  
8           *or host a test range covered by this section.*

9           “(D) *The applicant shall undertake and en-*  
10          *sure testing in innovative concepts, technologies,*  
11          *and operations that will offer new safety benefits,*  
12          *including expanding advanced research and de-*  
13          *veloping and retaining an advanced aviation in-*  
14          *dustrial base within the United States.*

15          “(E) *The applicant shall meet any other re-*  
16          *quirements established by the Administrator in a*  
17          *competitive selection process.*

18          “(b) *AIRSPACE REQUIREMENTS.—*

19                 “(1) *IN GENERAL.—In carrying out the program*  
20                 *under subsection (a), the Administrator may estab-*  
21                 *lish, upon the request of a test range sponsor des-*  
22                 *ignated by the Administrator under subsection (a), a*  
23                 *restricted area, pursuant to part 73 of title 14, Code*  
24                 *of Federal Regulations, for purposes of—*

1           “(A) *accommodating hazardous research,*  
2           *development, testing, and evaluation activities to*  
3           *inform the safe integration of unmanned aircraft*  
4           *systems into the national airspace system; or*

5           “(B) *other activities authorized by the Ad-*  
6           *ministrator pursuant to subsection (f).*

7           “(2) *NEPA REVIEW.—The Administrator may*  
8           *require that each test range sponsor designated by the*  
9           *Administrator under subsection (a) provide a draft*  
10          *environmental review consistent with the National*  
11          *Environmental Policy Act of 1969 (42 U.S.C. 4321 et*  
12          *seq.), subject to the supervision of and adoption by the*  
13          *Federal Aviation Administration, with respect to any*  
14          *request for the establishment of a restricted area*  
15          *under this subsection.*

16          “(3) *INACTIVE RESTRICTED AREA.—*

17                 “(A) *IN GENERAL.—In the event a re-*  
18                 *stricted area established under paragraph (1) is*  
19                 *not needed to meet the requirements of the using*  
20                 *agency (as described in subparagraph (B)), the*  
21                 *restricted area shall be inactive and revert to the*  
22                 *controlling agency.*

23                 “(B) *USING AGENCY.—For purposes of this*  
24                 *subsection, a test range sponsor designated by the*  
25                 *Administrator under subsection (a) shall be con-*

1           *sidered the using agency with respect to a re-*  
2           *stricted area established by the Administrator*  
3           *under this subsection.*

4           “(4) *APPROVAL AUTHORITY.*—*The Administrator*  
5           *shall have the authority to approve access by a par-*  
6           *ticipating or nonparticipating operator to a test*  
7           *range or restricted area established by the Adminis-*  
8           *trator under this subsection.*

9           “(c) *PROGRAM REQUIREMENTS.*—*In carrying out the*  
10          *program under subsection (a), the Administrator—*

11           “(1) *may develop operational standards and air*  
12           *traffic requirements for flight operations at test*  
13           *ranges;*

14           “(2) *shall coordinate with, and leverage the re-*  
15           *sources of, the National Aeronautics and Space Ad-*  
16           *ministration and the Department of Defense, as ap-*  
17           *propriate;*

18           “(3) *shall address both civil and public aircraft*  
19           *operations;*

20           “(4) *shall provide for verification of the safety of*  
21           *flight systems and related navigation procedures as it*  
22           *relates to the continued development of standards for*  
23           *integration of unmanned aircraft systems into the na-*  
24           *tional airspace system;*

1           “(5) shall engage test range sponsors, as nec-  
2           essary and with available resources, in projects for re-  
3           search, development, testing, and evaluation of flight  
4           systems to facilitate the Federal Aviation Administra-  
5           tion’s development of standards for the safe integra-  
6           tion of unmanned aircraft systems into the national  
7           airspace system, which may include solutions for—

8                   “(A) developing and enforcing geographic  
9                   and altitude limitations;

10                   “(B) providing for alerts by the manufac-  
11                   turer regarding any hazards or limitations on  
12                   flight, including prohibition on flight as nec-  
13                   essary;

14                   “(C) developing sense and avoid capabili-  
15                   ties;

16                   “(D) developing technology to support com-  
17                   munications, navigation, and surveillance;

18                   “(E) beyond visual line of sight (BVLOS)  
19                   operations, nighttime operations, operations over  
20                   people, operations involving multiple small un-  
21                   manned aircraft systems, unmanned aircraft  
22                   systems traffic management, or other critical re-  
23                   search priorities;

1           “(F) improving privacy protections through  
2           the use of advances in unmanned aircraft sys-  
3           tems; and

4           “(G) conducting counter-UAS testing;

5           “(6) shall coordinate periodically with all test  
6           range sponsors to ensure the test range sponsors know  
7           which data should be collected, how data can be de-  
8           identified to flow more readily to the Federal Avia-  
9           tion Administration, what procedures should be fol-  
10          lowed, and what research would advance efforts to  
11          safely integrate unmanned aircraft systems into the  
12          national airspace system; and

13          “(7) shall allow test range sponsors to receive  
14          Federal funding (including in-kind contributions),  
15          other than from the Federal Aviation Administration,  
16          from test range participants in furtherance of re-  
17          search, development, and testing objectives.

18          “(d) EXEMPTION.—Except as provided in subsection  
19          (f), the requirements of section 44711 (including any related  
20          implementing regulations) shall not apply to persons ap-  
21          proved by the test range sponsor for operation at a test  
22          range designated by the Administrator under this section.

23          “(e) RESPONSIBILITIES OF TEST RANGE SPONSORS.—  
24          The sponsor of each test range designated by the Adminis-  
25          trator under subsection (a) shall do the following:

1           “(1) Provide access to all interested private and  
2           public entities seeking to carry out research at the test  
3           range, to the greatest extent practicable, consistent  
4           with safety and any operating procedures established  
5           by the test range sponsor, including access by small  
6           business concerns (as defined in section 3 of the Small  
7           Business Act (15 U.S.C. 632)).

8           “(2) Maintain operational control for all testing  
9           activities conducted at its respective test range.

10           “(3) Ensure all activities remain within the geo-  
11           graphical boundaries and altitude limitations estab-  
12           lished for any restricted area covering the test range.

13           “(4) Ensure any activity conducted at the des-  
14           ignated test range is not conducted in a careless or  
15           reckless manner.

16           “(5) Establish safe operating procedures for all  
17           operators approved for testing activities at the test  
18           range, including provisions for maintaining oper-  
19           ational control and ensuring protection of persons  
20           and property on the ground, subject to approval by  
21           the Administrator.

22           “(6) Exercise direct oversight of all operations  
23           conducted at the test range.

24           “(7) Consult with the Administrator on the na-  
25           ture of planned activity at the test range and whether

1       *segregation of the airspace is required to contain the*  
2       *activity consistent with aviation safety.*

3             “(8) *Protect proprietary technology, sensitive*  
4       *data, or sensitive research of any civil or private enti-*  
5       *ty when using the test range.*

6             “(9) *Maintain detailed records of all ongoing*  
7       *and completed research activities conducted at the test*  
8       *range and all operators conducting such activities, for*  
9       *inspection by, and reporting to, the Administrator, as*  
10       *required by agreement between the Administrator and*  
11       *the test range sponsor.*

12            “(10) *Make all original records available for in-*  
13       *spection upon request by the Administrator.*

14            “(11) *Provide recommendations, on a quarterly*  
15       *basis until the program terminates, to the Adminis-*  
16       *trator to further enable public and private research*  
17       *and development operations at the test ranges that*  
18       *contribute to the Federal Aviation Administration’s*  
19       *safe integration of unmanned aircraft systems into*  
20       *the national airspace system.*

21            “(f) *TESTING.—The Administrator may authorize a*  
22       *sponsor of a test range designated under subsection (a) to*  
23       *host research, development, testing, and evaluation activi-*  
24       *ties other than those directly related to the integration of*



1 *unmanned aircraft systems into the national airspace sys-*  
2 *tem, provided that—*

3           “(1) *the activity is necessary to inform the devel-*  
4 *opment of standards or policy for integrating new*  
5 *types of flight systems into the national airspace sys-*  
6 *tem; and*

7           “(2) *the Administrator waives the requirements*  
8 *of section 44711 (including any related implementing*  
9 *regulations) to the extent the Administrator deter-*  
10 *mines such waiver is consistent with aviation safety.*

11           “(g) *COLLABORATIVE RESEARCH AND DEVELOPMENT*  
12 *AGREEMENTS.—The Administrator may use the trans-*  
13 *action authority under section 106(l)(6), in coordination*  
14 *with the Center of Excellence for Unmanned Aircraft Sys-*  
15 *tems, to enter into collaborative research and development*  
16 *agreements or to direct research related to unmanned air-*  
17 *craft systems, including at any test range designated under*  
18 *subsection (a).*

19           “(h) *USE OF CENTER OF EXCELLENCE FOR UN-*  
20 *MANNED AIRCRAFT SYSTEMS.—The Administrator, in car-*  
21 *rying out research necessary to implement the consensus*  
22 *safety standards accepted under section 44805, shall, to the*  
23 *maximum extent practicable, leverage the research and test-*  
24 *ing capacity and capabilities of the Center of Excellence*

1 *for Unmanned Aircraft Systems and the test ranges des-*  
2 *ignated under subsection (a).*

3       “(i) *CLARIFICATION.—Nothing in this section shall be*  
4 *construed as authorizing the research, development, testing,*  
5 *evaluation, or any other use of a system or technology for*  
6 *the detection or mitigation of unmanned aircraft systems*  
7 *(commonly referred to as ‘counter-UAS’) at any test range*  
8 *designated under subsection (a).*

9       “(j) *AUTHORIZATION OF APPROPRIATIONS.—There is*  
10 *authorized to be appropriated to carry out this section,*  
11 *\$14,000,000 for each of fiscal years 2024 through 2028.*

12       “(k) *TERMINATION.—The program under this section*  
13 *shall terminate on September 30, 2028.”.*

14       “(b) *CONFORMING AMENDMENT.—Section 44801(10) of*  
15 *title 49, United States Code, is amended by striking “any*  
16 *of the 6 test ranges established by the Administrator under*  
17 *section 332(c) of the FAA Modernization and Reform Act*  
18 *of 2012 (49 U.S.C. 40101 note), as in effect on the day be-*  
19 *fore the date of enactment of the FAA Reauthorization Act*  
20 *of 2018, and any public entity authorized by the Federal*  
21 *Aviation Administration as an unmanned aircraft system*  
22 *flight test center before January 1, 2009” and inserting “the*  
23 *test ranges designated by the Administrator under section*  
24 *44803”.*

1 **SEC. 814. AUTHORITY REGARDING PROTECTION OF CER-**  
2 **TAIN FACILITIES AND ASSETS FROM UN-**  
3 **MANNED AIRCRAFT.**

4 *Section 547 of title V of division F of the Consolidated*  
5 *Appropriations Act, 2023 (Public Law 117–328) is amend-*  
6 *ed by striking “March 8, 2024” and inserting “September*  
7 *30, 2026”.*

8 **SEC. 815. AIRPORT SAFETY AND AIRSPACE HAZARD MITIGA-**  
9 **TION AND ENFORCEMENT.**

10 *Section 44810(h) of title 49, United States Code, is*  
11 *amended by striking “September 30, 2023” and inserting*  
12 *“September 30, 2028”.*

13 **SEC. 816. SPECIAL AUTHORITY FOR TRANSPORT OF HAZ-**  
14 **ARDOUS MATERIALS BY COMMERCIAL PACK-**  
15 **AGE DELIVERY UNMANNED AIRCRAFT SYS-**  
16 **TEMS.**

17 *(a) IN GENERAL.—Notwithstanding any other Federal*  
18 *requirement or restriction related to the transportation of*  
19 *hazardous materials on aircraft, the Secretary shall, begin-*  
20 *ning not later than 180 days after enactment of this section,*  
21 *use a risk-based approach to establish the operational re-*  
22 *quirements, standards, or special permits necessary to ap-*  
23 *prove or authorize an air carrier to transport hazardous*  
24 *materials by unmanned aircraft systems providing common*  
25 *carriage under part 135 of title 14, Code of Federal Regula-*  
26 *tions, or under other authorities, as applicable.*

1       (b) *REQUIREMENT.*—*In implementing the authority in*  
2 *subsection (a), the Secretary shall consider, at a min-*  
3 *imum—*

4           (1) *the safety of the public and users of the na-*  
5 *tional airspace system;*

6           (2) *efficiencies of allowing the safe transpor-*  
7 *tation of hazardous materials by unmanned aircraft*  
8 *systems and that the carriage of hazardous materials*  
9 *complies with Hazardous Materials Regulations, in-*  
10 *cluding any changes to the Hazardous Materials Reg-*  
11 *ulations adopted pursuant to this section;*

12           (3) *the risk profile of the transportation of haz-*  
13 *ardous materials by unmanned aircraft systems, tak-*  
14 *ing into consideration the risk associated with dif-*  
15 *fering weights, quantities, and Packing Group classi-*  
16 *fications of hazardous materials; and*

17           (4) *mitigations to the risk of the hazardous ma-*  
18 *terials transported, including operational mitigations*  
19 *and aircraft-based mitigations.*

20       (c) *SAFETY RISK ASSESSMENTS.*—*The Secretary shall*  
21 *require unmanned aircraft operators to submit a safety risk*  
22 *assessment (SRA) acceptable by the Administrator.*

23       (d) *CONFORMITY OF HAZARDOUS MATERIALS REGU-*  
24 *LATIONS.*—*The Secretary shall make such changes as nec-*  
25 *essary to conform the hazardous materials regulations*

1 *under parts 173 and 175 of title 49, Code of Federal Regu-*  
 2 *lations, to this section. Such changes shall be made concur-*  
 3 *rently with the authority in subsection (a).*

4 (e) *STAKEHOLDER INPUT ON CHANGES TO THE HAZ-*  
 5 *ARDOUS MATERIALS REGULATIONS.*—*Within 180 days of*  
 6 *the date of enactment of this section, the Secretary shall*  
 7 *hold a public meeting to obtain input on changes necessary*  
 8 *to implement this section within the Hazardous Materials*  
 9 *Regulations and to address any identified changes in risk.*

10 (f) *DEFINITIONS.*—*In this section:*

11 (1) *HAZARDOUS MATERIALS.*—*The term “haz-*  
 12 *ardous materials” has the meaning given that term in*  
 13 *section 5102 of title 49, United States Code.*

14 (2) *UNMANNED AIRCRAFT SYSTEM.*—*The term*  
 15 *“unmanned aircraft system” has the meaning given*  
 16 *such term in section 44801 of title 49, United States*  
 17 *Code.*

18 **SEC. 817. STOP ILLICIT DRONES.**

19 (a) *DEFINITIONS.*—*In this section:*

20 (1) *COVERED FOREIGN COUNTRY.*—*The term*  
 21 *“covered foreign country” means any of the following:*

22 (A) *The People’s Republic of China.*

23 (B) *The Russian Federation.*

24 (C) *The Islamic Republic of Iran.*

1           (D) *The Democratic People’s Republic of*  
2           *Korea.*

3           (E) *The Bolivarian Republic of Venezuela.*

4           (F) *The Republic of Cuba.*

5           (G) *Any other country the Administrator*  
6           *deems necessary.*

7           (2) *COVERED FOREIGN ENTITY.—The term “cov-*  
8           *ered foreign entity” means an entity that is—*

9           (A) *included on the Consolidated Screening*  
10           *List maintained by the Under Secretary of Com-*  
11           *merce for International Trade;*

12           (B) *domiciled in a covered foreign country;*

13           (C) *subject to influence or control by the*  
14           *government of a covered foreign country; or*

15           (D) *owned by an entity that is described in*  
16           *subparagraph (A), (B), or (C).*

17           (3) *UNMANNED AIRCRAFT SYSTEM; UAS.—The*  
18           *terms “unmanned aircraft system” and “UAS” have*  
19           *the meaning given the term “unmanned aircraft sys-*  
20           *tem” in section 44801 of title 49, United States Code.*

21           (b) *PROHIBITION ON FUNDING FOR ENTITIES FROM*  
22           *COVERED FOREIGN COUNTRIES FOR PROJECTS RELATED*  
23           *TO UNMANNED AIRCRAFT SYSTEMS.—*

24           (1) *AVIATION RESEARCH GRANTS PROGRAM.—*

25           *Not later than 180 days after the date of enactment*

1 of this section, the Administrator shall amend FAA  
2 Order 9550.7B, Aviation Research Grants Program  
3 (dated November 25, 2014), as well as any cor-  
4 responding policy or guidance material, to prohibit—

5 (A) any covered foreign entity from receiv-  
6 ing aviation research and development grants for  
7 any project related to unmanned aircraft sys-  
8 tems; and

9 (B) any entity from using such grants to  
10 partner with or otherwise transact business re-  
11 lating to covered unmanned aircraft systems  
12 with covered foreign entities.

13 (2) AVIATION WORKFORCE DEVELOPMENT PRO-  
14 GRAMS.—Section 625(c) of the FAA Reauthorization  
15 Act of 2018 (49 U.S.C. 40101 note), as amended by  
16 section 501 of this Act, is amended—

17 (A) in paragraph (1), in the matter pre-  
18 ceding subparagraph (A), by striking “An appli-  
19 cation for a grant” and inserting “Subject to  
20 paragraph (4), an application for a grant”;

21 (B) in paragraph (2), in the matter pre-  
22 ceding subparagraph (A), by striking “An appli-  
23 cation for a grant” and inserting “Subject to  
24 paragraph (4), an application for a grant”; and

1           (C) by adding at the end the following new  
2 paragraph:

3           “(4) *APPLICATIONS FROM COVERED FOREIGN EN-*  
4 *TITIES.*—

5           “(A) *PROHIBITION.*—*Beginning on the date*  
6 *of enactment of this paragraph, an application*  
7 *for a grant under the program established under*  
8 *subsection (a)(1) or (a)(2) may not be submitted*  
9 *for an eligible project related to unmanned air-*  
10 *craft systems (as defined in section 44801 of title*  
11 *49, United States Code) by—*

12                   “(i) *a covered foreign entity; or*

13                   “(ii) *an entity that uses or intends to*  
14 *use such grant to benefit a covered foreign*  
15 *entity.*

16           “(B) *DEFINITIONS.*—*For purposes of this*  
17 *paragraph:*

18                   “(i) *COVERED FOREIGN COUNTRY.*—  
19 *The term ‘covered foreign country’ means*  
20 *any of the following:*

21                           “(I) *The People’s Republic of*  
22 *China.*

23                           “(II) *The Russian Federation.*

24                           “(III) *The Islamic Republic of*  
25 *Iran.*



1                   “(IV) *The Democratic People’s*  
2                   *Republic of Korea.*

3                   “(V) *The Bolivarian Republic of*  
4                   *Venezuela.*

5                   “(VI) *The Republic of Cuba.*

6                   “(VII) *Any other country the Ad-*  
7                   *ministrator of the Federal Aviation*  
8                   *Administration deems necessary.*

9                   “(ii) *COVERED FOREIGN ENTITY.—The*  
10                  *term ‘covered foreign entity’ means an enti-*  
11                  *ty that is—*

12                   “(I) *included on the Consolidated*  
13                   *Screening List maintained by the*  
14                   *Under Secretary of Commerce for*  
15                   *International Trade;*

16                   “(II) *domiciled in a covered for-*  
17                   *ign country;*

18                   “(III) *subject to influence or con-*  
19                   *trol by the government of a covered for-*  
20                   *ign country; or*

21                   “(IV) *owned by an entity that is*  
22                   *described in subclause (I), (II), or*  
23                   *(III).”.*

24                   (3) *CENTERS OF EXCELLENCE.—*

1           (A) *COMMUNITY AND TECHNICAL COLLEGE*  
2           *CENTERS OF EXCELLENCE IN SMALL UNMANNED*  
3           *AIRCRAFT SYSTEM TECHNOLOGY TRAINING.*—*Sec-*  
4           *tion 631 of the FAA Reauthorization Act of 2018*  
5           *(49 U.S.C. 40101 note) is amended—*

6                   (i) *in subsection (a), by striking “Not*  
7                   *later than 180 days” and inserting “Subject*  
8                   *to subsection (f), not later than 180 days”;*  
9                   *and*

10                   (ii) *by adding at the end the following*  
11                   *new subsection:*

12           “(f) *PROHIBITION.*—

13                   “(1) *IN GENERAL.*—*Beginning on the date of en-*  
14                   *actment of this subsection, the Secretary of Transpor-*  
15                   *tation may not designate any covered foreign entity*  
16                   *as a Center of Excellence under subsection (a).*

17                   “(2) *DEFINITIONS.*—*For purposes of this sub-*  
18                   *section:*

19                           “(A) *COVERED FOREIGN COUNTRY.*—*The*  
20                           *term ‘covered foreign country’ means any of the*  
21                           *following:*

22                                   “(i) *The People’s Republic of China.*

23                                   “(ii) *The Russian Federation.*

24                                   “(iii) *The Islamic Republic of Iran.*

1                   “(iv) *The Democratic People’s Republic*  
2                   *of Korea.*

3                   “(v) *The Bolivarian Republic of Ven-*  
4                   *ezuela.*

5                   “(vi) *The Republic of Cuba.*

6                   “(vii) *Any other country the Adminis-*  
7                   *trator of the Federal Aviation Administra-*  
8                   *tion deems necessary.*

9                   “(B) *COVERED FOREIGN ENTITY.—The term*  
10                   *‘covered foreign entity’ means an entity that*  
11                   *is—*

12                   “(i) *included on the Consolidated*  
13                   *Screening List maintained by the Under*  
14                   *Secretary of Commerce for International*  
15                   *Trade;*

16                   “(ii) *domiciled in a covered foreign*  
17                   *country;*

18                   “(iii) *subject to influence or control by*  
19                   *the government of a covered foreign country;*  
20                   *or*

21                   “(iv) *owned by an entity that is de-*  
22                   *scribed in clause (i), (ii), or (iii).”.*

23                   “(B) *REGIONAL CENTERS OF AIR TRANSPOR-*  
24                   *TATION EXCELLENCE.—Section 44513 of title 49,*  
25                   *United States Code, is amended—*

1                   (i) in subsection (a), by striking “The  
2                   Administrator” and inserting “Subject to  
3                   subsection (i), the Administrator”; and

4                   (ii) by adding at the end the following  
5                   new subsection:

6                   “(i) *PROHIBITION.*—

7                   “(1) *IN GENERAL.*—Beginning on the date of en-  
8                   actment of this subsection, the Administrator may not  
9                   issue a grant under subsection (a) to a covered foreign  
10                  entity to establish or operate a regional center of air  
11                  transportation excellence related to unmanned air-  
12                  craft systems (as defined in section 44801).

13                  “(2) *DEFINITIONS.*—For purposes of this sub-  
14                  section:

15                  “(A) *COVERED FOREIGN COUNTRY.*—The  
16                  term ‘covered foreign country’ means any of the  
17                  following:

18                         “(i) *The People’s Republic of China.*

19                         “(ii) *The Russian Federation.*

20                         “(iii) *The Islamic Republic of Iran.*

21                         “(iv) *The Democratic People’s Republic*  
22                         *of Korea.*

23                         “(v) *The Bolivarian Republic of Ven-*  
24                         *ezuela.*

25                         “(vi) *The Republic of Cuba.*

1                   “(vii) *Any other country the Adminis-*  
2                   *trator deems necessary.*

3                   “(B) *COVERED FOREIGN ENTITY.*—*The term*  
4                   *‘covered foreign entity’ means an entity that*  
5                   *is—*

6                   “(i) *included on the Consolidated*  
7                   *Screening List maintained by the Under*  
8                   *Secretary of Commerce for International*  
9                   *Trade;*

10                   “(ii) *domiciled in a covered foreign*  
11                   *country;*

12                   “(iii) *subject to influence or control by*  
13                   *the government of a covered foreign country;*  
14                   *or*

15                   “(iv) *owned by an entity that is de-*  
16                   *scribed in clause (i), (ii), or (iii).”.*

17                   (4) *OTHER FAA FUNDING.*—

18                   (A) *FACILITIES, PERSONNEL, AND RE-*  
19                   *SEARCH.*—

20                   (i) *IN GENERAL.*—*Chapter 445 of title*  
21                   *49, United States Code, is amended by add-*  
22                   *ing at the end the following new section:*

1 **“§ 44520. Prohibition on drone-related funding to cov-**  
2 **ered foreign entities**

3 “(a) *IN GENERAL.*—*The Administrator of the Federal*  
4 *Aviation Administration may not issue a grant under this*  
5 *chapter to a covered foreign entity for any project related*  
6 *to unmanned aircraft systems.*

7 “(b) *DEFINITIONS.*—*For purposes of this section:*

8 “(1) *COVERED FOREIGN COUNTRY.*—*The term*  
9 *‘covered foreign country’ means any of the following:*

10 “(A) *The People’s Republic of China.*

11 “(B) *The Russian Federation.*

12 “(C) *The Islamic Republic of Iran.*

13 “(D) *The Democratic People’s Republic of*  
14 *Korea.*

15 “(E) *The Bolivarian Republic of Venezuela.*

16 “(F) *The Republic of Cuba.*

17 “(G) *Any other country the Administrator*  
18 *of the Federal Aviation Administration deems*  
19 *necessary.*

20 “(2) *COVERED FOREIGN ENTITY.*—*The term ‘cov-*  
21 *ered foreign entity’ means an entity that is—*

22 “(A) *included on the Consolidated Screen-*  
23 *ing List maintained by the Under Secretary of*  
24 *Commerce for International Trade;*

25 “(B) *domiciled in a covered foreign country;*

1           “(C) *subject to influence or control by the*  
2           *government of a covered foreign country; or*

3           “(D) *owned by an entity that is described*  
4           *in subparagraph (A), (B), or (C).*

5           “(3) *UNMANNED AIRCRAFT SYSTEM.—The term*  
6           *‘unmanned aircraft system’ has the meaning given*  
7           *that term in section 44801.*

8           “(c) *EFFECTIVE DATE.—The prohibition under sub-*  
9           *section (a) shall apply to any grant awarded by the Admin-*  
10           *istrator on or after the date of enactment of this section.”.*

11           (ii) *CLERICAL AMENDMENT.—The*  
12           *analysis for chapter 445 of such title 49, is*  
13           *amended by inserting after the item relating*  
14           *to section 44519 the following:*

*“44520. Prohibition on drone-related funding to covered foreign entities.”.*

15           (B) *AIRPORT IMPROVEMENT PROJECT*  
16           *GRANT APPLICATIONS.—Section 47105(a) of title*  
17           *49, United States Code, is amended by adding at*  
18           *the end the following new paragraph:*

19           “(4) *PROHIBITION.—*

20           “(A) *IN GENERAL.—The Secretary of*  
21           *Transportation may not award a grant under*  
22           *this subchapter to a covered foreign entity for*  
23           *any project related to unmanned aircraft systems*  
24           *(as defined in section 44801).*

1           “(B) *EFFECTIVE DATE.*—*The prohibition*  
2           *under subparagraph (A) shall apply to any*  
3           *grant awarded by the Secretary on or after the*  
4           *date of enactment of this paragraph.*

5           “(C) *DEFINITIONS.*—*For purposes of this*  
6           *paragraph:*

7                   “(i) *COVERED FOREIGN COUNTRY.*—  
8                   *The term ‘covered foreign country’ means*  
9                   *any of the following:*

10                           “(I) *The People’s Republic of*  
11                           *China.*

12                           “(II) *The Russian Federation.*

13                           “(III) *The Islamic Republic of*  
14                           *Iran.*

15                           “(IV) *The Democratic People’s*  
16                           *Republic of Korea.*

17                           “(V) *The Bolivarian Republic of*  
18                           *Venezuela.*

19                           “(VI) *The Republic of Cuba.*

20                           “(VII) *Any other country the Ad-*  
21                           *ministrator of the Federal Aviation*  
22                           *Administration deems necessary.*

23                           “(ii) *COVERED FOREIGN ENTITY.*—*The*  
24                           *term ‘covered foreign entity’ means an enti-*  
25                           *ty that is—*



1                   “(I) included on the Consolidated  
2                   Screening List maintained by the  
3                   Under Secretary of Commerce for  
4                   International Trade;

5                   “(II) domiciled in a covered for-  
6                   eign country;

7                   “(III) subject to influence or con-  
8                   trol by the government of a covered for-  
9                   eign country; or

10                  “(IV) owned by an entity that is  
11                  described in subclause (I), (II), or  
12                  (III).”.

13                  (C) *AIP FUNDING ELIGIBILITY.*—Section  
14                  44810(e) of title 49, United States Code, is  
15                  amended—

16                  (i) by striking “*ELIGIBILITY.*—Upon  
17                  the certification” and inserting “*ELIGI-*  
18                  *BILITY.*—

19                  “(1) *IN GENERAL.*—Subject to paragraph (2),  
20                  upon the certification”; and

21                  (ii) by adding at the end the following  
22                  new paragraph:

23                  “(2) *PROHIBITION.*—

24                  “(A) *IN GENERAL.*—The Administrator  
25                  may not award a grant under paragraph (1) to

1           *a covered foreign entity for any project related to*  
2           *unmanned aircraft systems.*

3           “(B) *EFFECTIVE DATE.*—*The prohibition*  
4           *under subparagraph (A) shall apply to any*  
5           *grant awarded under paragraph (1) on or after*  
6           *the date of enactment of the Stemming The Oper-*  
7           *ation of Pernicious and Illicit Drones Act.*

8           “(C) *DEFINITIONS.*—*For purposes of this*  
9           *subsection:*

10           “(i) *COVERED FOREIGN COUNTRY.*—  
11           *The term ‘covered foreign country’ means*  
12           *any of the following:*

13                   “(I) *The People’s Republic of*  
14                   *China.*

15                   “(II) *The Russian Federation.*

16                   “(III) *The Islamic Republic of*  
17                   *Iran.*

18                   “(IV) *The Democratic People’s*  
19                   *Republic of Korea.*

20                   “(V) *The Bolivarian Republic of*  
21                   *Venezuela.*

22                   “(VI) *The Republic of Cuba.*

23                   “(VII) *Any other country the Ad-*  
24                   *ministrator deems necessary.*

1                   “(ii) *COVERED FOREIGN ENTITY*.—The  
2                   term ‘covered foreign entity’ means an enti-  
3                   ty that is—

4                   “(I) *included on the Consolidated*  
5                   *Screening List or Entity List main-*  
6                   *tained by the Under Secretary of Com-*  
7                   *merce for International Trade;*

8                   “(II) *domiciled in a covered for-*  
9                   *ign country;*

10                  “(III) *subject to influence or con-*  
11                  *trol by the government of a covered for-*  
12                  *ign country; or*

13                  “(IV) *owned by an entity that is*  
14                  *described in subclause (I), (II), or*  
15                  *(III).”.*

16                  *(c) PROHIBITION ON FAA OPERATION, PROCUREMENT,*  
17                  *OR CONTRACTING ACTION WITH RESPECT TO COVERED*  
18                  *UNMANNED AIRCRAFT SYSTEMS.—*

19                  (1) *IN GENERAL*.—Chapter 448 of title 49,  
20                  *United States Code, as amended by this Act, is*  
21                  *amended by adding at the end the following new sec-*  
22                  *tion:*

1 **“§44816. Prohibition on operation, procurement, or**  
2 **contracting action with respect to covered**  
3 **unmanned aircraft systems**

4 “(a) *IN GENERAL.*—Subject to subsection (b), the Ad-  
5 ministrator shall not—

6 “(1) operate a covered unmanned aircraft sys-  
7 tem; or

8 “(2) enter into, extend, or renew a contract—

9 “(A) for the procurement of a covered un-  
10 manned aircraft system; or

11 “(B) with an entity that operates (as deter-  
12 mined by the Administrator) a covered un-  
13 manned aircraft system in the performance of  
14 any Federal Aviation Administration contract.

15 “(b) *EXEMPTION.*—The restrictions under subsection  
16 (a) shall not apply if the operation, procurement, or con-  
17 tracting action is for the purpose of—

18 “(1) detection or counter-UAS system surrogate  
19 testing and training (including at Federal Aviation  
20 Administration-approved testing sites);

21 “(2) intelligence, electronic warfare, and infor-  
22 mation warfare operations, testing (including at Fed-  
23 eral Aviation Administration-approved testing sites),  
24 analysis, and training; or

25 “(3) research to inform unmanned aircraft sys-  
26 tem data-driven policy decisions, safety assessments,

1        *procedures, rulemaking, and standards to safely inte-*  
2        *grate emerging entrants into the national airspace*  
3        *system (including at Federal Aviation Administra-*  
4        *tion-approved testing sites).*

5        “(c) *WAIVER.—The Administrator may waive the re-*  
6        *strictions under subsection (a) on a case by case basis by*  
7        *certifying, in writing, to the Secretary of Homeland Secu-*  
8        *rity and the appropriate committees of Congress that the*  
9        *operation, procurement, or contracting action is required*  
10       *in the public interest.*

11       “(d) *REPLACEMENT OF COVERED UNMANNED AIR-*  
12       *CRAFT SYSTEMS.—Not later than 1 year after the date of*  
13       *enactment of this section, the Administrator shall replace*  
14       *any covered unmanned aircraft system that is owned or op-*  
15       *erated by the Federal Aviation Administration as of the*  
16       *date of enactment of this section with an unmanned aircraft*  
17       *system manufactured in the United States or an allied*  
18       *country (as that term is defined in section 2350f(d)(1) of*  
19       *title 10, United States Code).*

20       “(e) *REPORT TO CONGRESS.—Not later than 180 days*  
21       *after the date of enactment of this section, the Adminis-*  
22       *trator shall submit to the appropriate committees of Con-*  
23       *gress a report that includes—*

24                “(1) *a description of the changes the Federal*  
25        *Aviation Administration has made to its operation,*

1 *procurement, and contracting processes to ensure that*  
2 *the Administration does not acquire any covered un-*  
3 *manned aircraft system;*

4 “(2) *the number of covered unmanned aircraft*  
5 *systems that needed to be replaced in accordance with*  
6 *subsection (d), including—*

7 “(A) *an explanation of the purposes for*  
8 *which such covered unmanned aircraft systems*  
9 *were used;*

10 “(B) *a description of the unmanned aircraft*  
11 *systems that the Administrator will purchase to*  
12 *replace such covered unmanned aircraft systems;*  
13 *and*

14 “(C) *the cost to replace the identified un-*  
15 *manned aircraft systems; and*

16 “(3) *any other information determined appro-*  
17 *priate by the Administrator.*

18 “(f) *DEFINITIONS.—In this section:*

19 “(1) *ADMINISTRATOR.—The term ‘Adminis-*  
20 *trator’ means the Administrator of the Federal Avia-*  
21 *tion Administration.*

22 “(2) *APPROPRIATE COMMITTEES OF CON-*  
23 *GRESS.—The term ‘appropriate committees of Con-*  
24 *gress’ means—*

1           “(A) *the Committee on Commerce, Science,*  
2           *and Transportation of the Senate;*

3           “(B) *the Subcommittee on Transportation,*  
4           *Housing and Urban Development, and Related*  
5           *Agencies of the Committee on Appropriations of*  
6           *the Senate;*

7           “(C) *the Committee on Transportation and*  
8           *Infrastructure of the House of Representatives;*  
9           *and*

10          “(D) *the Subcommittee on Transportation,*  
11          *Housing and Urban Development, and Related*  
12          *Agencies of the Committee on Appropriations of*  
13          *the House of Representatives.*

14          “(3) *COVERED FOREIGN COUNTRY.*—*The term*  
15          *‘covered foreign country’ means any of the following:*

16               “(A) *The People’s Republic of China.*

17               “(B) *The Russian Federation.*

18               “(C) *The Islamic Republic of Iran.*

19               “(D) *The Democratic People’s Republic of*  
20               *Korea.*

21               “(E) *The Bolivarian Republic of Venezuela.*

22               “(F) *The Republic of Cuba.*

23               “(G) *Any other country the Administrator*  
24               *deems necessary.*

1           “(4) *COVERED UNMANNED AIRCRAFT SYSTEM.*—  
2           *The term ‘covered unmanned aircraft system’ means*  
3           *an unmanned aircraft system that is—*

4                   “(A) *included on the Consolidated Screen-*  
5                   *ing List maintained by the Under Secretary of*  
6                   *Commerce for International Trade;*

7                   “(B) *produced by an entity domiciled in a*  
8                   *covered foreign country; or*

9                   “(C) *produced by an entity subject to influ-*  
10                   *ence or control by the government of a covered*  
11                   *foreign country.”.*

12           (2) *CLERICAL AMENDMENT.*—*The analysis for*  
13           *chapter 448 of such title is amended by inserting after*  
14           *the item relating to section 44815 the following:*

*“44816. Prohibition on operation, procurement, or contracting action with respect  
to covered unmanned aircraft systems.”.*

15   **SEC. 818. DRONE INFRASTRUCTURE INSPECTION GRANTS.**

16           (a) *DRONE INFRASTRUCTURE INSPECTION GRANT*  
17           *PROGRAM.*—

18                   (1) *AUTHORITY.*—*The Secretary shall establish a*  
19                   *drone infrastructure inspection grant program to*  
20                   *make grants to governmental entities to facilitate the*  
21                   *use of eligible small unmanned aircraft systems to in-*  
22                   *crease efficiency, reduce costs, improve worker and*  
23                   *community safety, reduce carbon emissions, or meet*



1        *other priorities (as determined by the Secretary) re-*  
2        *lated to critical infrastructure projects.*

3            (2) *USE OF GRANT AMOUNTS.—A governmental*  
4        *entity may use a grant provided under this subsection*  
5        *to—*

6            (A) *purchase or lease eligible small un-*  
7        *manned aircraft systems;*

8            (B) *support operational capabilities of eli-*  
9        *gible small unmanned aircraft systems by the*  
10       *governmental entity;*

11          (C) *contract for services performed with an*  
12       *eligible small unmanned aircraft system in cir-*  
13       *cumstances in which the governmental entity*  
14       *does not have the resources or expertise to safely*  
15       *carry out or assist in carrying out the activities*  
16       *described under paragraph (1); and*

17          (D) *support the program management ca-*  
18       *pability of the governmental entity to use an eli-*  
19       *gible small unmanned aircraft system.*

20          (3) *ELIGIBILITY.—To be eligible to receive a*  
21       *grant under this subsection, a governmental entity*  
22       *shall submit an application to the Secretary at such*  
23       *time, in such form, and containing such information*  
24       *as the Secretary may require, including an assurance*

1       *that the governmental entity or its contractor will*  
2       *comply with relevant Federal regulations.*

3               (4) *SELECTION OF APPLICANTS.—In selecting an*  
4       *applicant for a grant under this subsection, the Sec-*  
5       *retary shall prioritize projects that propose to—*

6                       (A) *carry out a critical infrastructure*  
7                       *project in a historically disadvantaged commu-*  
8                       *nity; or*

9                       (B) *address a safety risk in the inspection,*  
10                      *operation, maintenance, repair, modernization,*  
11                      *or construction of an element of critical infra-*  
12                      *structure.*

13               (5) *LIMITATION.—Nothing in this subsection*  
14       *shall be construed to interfere with an agreement be-*  
15       *tween a governmental entity and a labor union.*

16               (6) *REPORT TO CONGRESS.—Not later than 1*  
17       *year after the first grant is provided under this sub-*  
18       *section, the Secretary shall submit to the appropriate*  
19       *committees of Congress a report that evaluates the*  
20       *program carried out under this subsection, includ-*  
21       *ing—*

22                       (A) *a description of the number of grants*  
23                       *awarded;*

24                       (B) *the amount of each grant;*

1           (C) the activities funded under this section;  
2           and

3           (D) the effectiveness of such funded activi-  
4           ties in meeting the objectives described in para-  
5           graph (1).

6           (7) FUNDING.—

7           (A) FEDERAL SHARE.—The Federal share  
8           of the cost of a project carried out using a grant  
9           under this subsection shall not be less than 80  
10          percent of the total project cost.

11          (B) AUTHORIZATION OF APPROPRIA-  
12          TIONS.—There are authorized to be appropriated  
13          to carry out this subsection—

14                  (i) \$2,000,000 for fiscal year 2024; and

15                  (ii) \$12,000,000 for each of fiscal years  
16                  2025 through 2028.

17          (b) DEFINITIONS.—In this section:

18                  (1) COVERED FOREIGN ENTITY.—The term “cov-  
19                  ered foreign entity” means an entity—

20                          (A) included on the Consolidated Screening  
21                          List or Entity List as designated by the Sec-  
22                          retary of Commerce;

23                          (B) domiciled in the People’s Republic of  
24                          China or the Russian Federation;

1           (C) subject to influence or control by the  
2           government of the People’s Republic of China or  
3           by the Russian Federation; or

4           (D) is a subsidiary or affiliate of an entity  
5           described in subparagraphs (A) through (C).

6           (2) *CRITICAL INFRASTRUCTURE*.—The term  
7           “critical infrastructure” has the meaning given such  
8           term in section 1016(e) of the Critical Infrastructures  
9           Protection Act of 2001 (42 U.S.C. 5195c(e)).

10          (3) *CRITICAL INFRASTRUCTURE PROJECT*.—The  
11          term “critical infrastructure project” means a project  
12          for the inspection, operation, maintenance, repair,  
13          modernization, or construction of an element of crit-  
14          ical infrastructure, including mitigating environ-  
15          mental hazards to such infrastructure.

16          (4) *EDUCATIONAL INSTITUTION*.—The term  
17          “educational institution” means an institution of  
18          higher education (as defined in section 101 of the  
19          Higher Education Act of 1965 (20 U.S.C. 1001)) that  
20          participates in a program authorized under sections  
21          631 and 632 of the FAA Reauthorization Act of 2018  
22          (49 U.S.C. 40101 note).

23          (5) *ELEMENT OF CRITICAL INFRASTRUCTURE*.—  
24          The term “element of critical infrastructure” means a  
25          critical infrastructure facility or asset, including pub-

1        *lic bridges, tunnels, roads, highways, dams, electric*  
 2        *grid, water infrastructure, communication systems,*  
 3        *pipelines, or other related facilities or assets, as de-*  
 4        *finied by the Secretary.*

5            (6) *ELIGIBLE SMALL UNMANNED AIRCRAFT SYS-*  
 6        *TEM.—The term “eligible small unmanned aircraft*  
 7        *system” means a small unmanned aircraft system*  
 8        *manufactured or assembled by a company that is*  
 9        *domiciled in the United States and is not a covered*  
 10       *foreign entity.*

11           (7) *GOVERNMENTAL ENTITY.—The term “govern-*  
 12        *mental entity” means—*

13            (A) *a State, the District of Columbia, the*  
 14        *Commonwealth of Puerto Rico, a territory of the*  
 15        *United States, or a political subdivision thereof;*

16            (B) *a unit of local government;*

17            (C) *a Tribal Government;*

18            (D) *a metropolitan planning organization;*

19        *or*

20            (E) *a combination of the entities described*  
 21        *in subparagraphs (A) through (D).*

22           (8) *SMALL UNMANNED AIRCRAFT; UNMANNED*  
 23        *AIRCRAFT; UNMANNED AIRCRAFT SYSTEM.—The terms*  
 24        *“small unmanned aircraft”, “unmanned aircraft”,*  
 25        *and “unmanned aircraft system” have the meanings*

1       *given such terms in section 44801 of title 49, United*  
2       *States Code.*

3       **SEC. 819. UNMANNED AIRCRAFT IN THE ARCTIC.**

4       (a) *IN GENERAL.*—Section 44804 of title 49, United  
5       States Code, is amended—

6               (1) *in the section heading, by striking “Small*  
7       *unmanned” and inserting “Unmanned”; and*

8               (2) *by striking “small” each place it appears.*

9       (b) *CONFORMING AMENDMENT.*—The analysis for  
10       chapter 448 of such title is amended by striking the item  
11       relating to section 44804 and inserting the following:

      “44804. Unmanned aircraft in the Arctic.”.

12       **SEC. 820. REMOTE IDENTIFICATION ALTERNATIVE MEANS**  
13               **OF COMPLIANCE.**

14       (a) *STUDY.*—The Administrator shall review and  
15       evaluate the final rule titled “Remote Identification of Un-  
16       manned Aircraft”, issued on January 15, 2021, to deter-  
17       mine the feasibility and advisability of whether unmanned  
18       aircraft manufacturers and operators can meet the intent  
19       of such final rule through alternative means of compliance,  
20       including through network-based remote identification.

21       (b) *REPORT.*—Not later than 1 year after the date of  
22       enactment of this section, the Administrator shall submit  
23       to the appropriate committees of Congress a report on the  
24       results of the study under subsection (a).

1 **SEC. 821. PROHIBITION ON OPERATION, PROCUREMENT, OR**  
2 **CONTRACTING ACTION OF FOREIGN-MADE**  
3 **UNMANNED AIRCRAFT SYSTEMS.**

4 (a) *IN GENERAL.*—Subject to subsections (b) and (c),  
5 the Secretary is prohibited from entering into a contract  
6 or awarding a grant for the operation, procurement, or con-  
7 tracting action with respect to any small unmanned air-  
8 craft system that is manufactured or assembled by a covered  
9 foreign entity.

10 (b) *EXEMPTION.*—The restrictions under subsection (a)  
11 shall not apply if the operation, procurement, or con-  
12 tracting action is for the purpose of—

13 (1) counter-UAS testing, analysis, or training;

14 or

15 (2) aviation safety testing.

16 (c) *WAIVER.*—The Secretary (or the Secretary's des-  
17 ignee) may waive any restrictions under subsection (a) on  
18 a case by case basis by certifying, in writing, not later than  
19 15 days after exercising such waiver, to the appropriate  
20 committees of Congress that the operation, procurement, or  
21 contracting action is required in the national interest of  
22 the United States.

23 (d) *REPLACEMENT OF CERTAIN UNMANNED AIRCRAFT*  
24 *SYSTEMS.*—

25 (1) *IN GENERAL.*—Not later than 1 year after  
26 the date of enactment of this section, the Secretary

1     *shall replace any unmanned aircraft system that was*  
2     *manufactured or assembled by a covered foreign enti-*  
3     *ty and that is owned or operated by the Department*  
4     *of Transportation as of the date of enactment of this*  
5     *section with an unmanned aircraft system manufac-*  
6     *tured in the United States or an allied country (as*  
7     *that term is defined in section 2350f(d)(1) of title 10,*  
8     *United States Code).*

9             (2) *FUNDING.—There is authorized to be appro-*  
10     *priated to the Secretary \$5,000,000 to carry out this*  
11     *subsection.*

12     (e) *DEFINITIONS.—In this Section:*

13             (1) *COVERED FOREIGN ENTITY.—The term “cov-*  
14     *ered foreign entity” means an entity that is—*

15                 (A) *included on the Consolidated Screening*  
16     *List or Entity List as designated by the Sec-*  
17     *retary of Commerce;*

18                 (B) *doing business as Da Jiang Innovations*  
19     *(also known as “DJI”) or any successor com-*  
20     *pany;*

21                 (C) *domiciled in the People’s Republic of*  
22     *China or the Russian Federation;*

23                 (D) *subject to influence or control by the*  
24     *government of the People’s Republic of China or*  
25     *the Russian Federation; or*



1           (E) is a subsidiary or affiliate of an entity  
2           described in any of subparagraphs (A) through  
3           (D).

4           (2) *SMALL UNMANNED AIRCRAFT; UNMANNED*  
5           *AIRCRAFT SYSTEM.*—The terms “small unmanned air-  
6           craft” and “unmanned aircraft system” have the  
7           meaning given such terms in section 44801 of title 49,  
8           United States Code.

9   **SEC. 822. FAA COMPREHENSIVE PLAN ON UAS AUTOMA-**  
10                                   **TION.**

11           (a) *COMPREHENSIVE PLAN.*—The Administrator shall  
12           establish a comprehensive plan for unmanned aircraft sys-  
13           tems automation.

14           (b) *COMPREHENSIVE PLAN CONTENTS.*—The com-  
15           prehensive plan established under subsection (a) shall—

16                   (1) identify such FAA processes and regulations  
17                   that must change to accommodate the increasingly  
18                   automated role of the remote pilot of unmanned air-  
19                   craft systems; and

20                   (2) include a plan for how the FAA intends to  
21                   authorize low risk automated operations, such as low  
22                   altitude operations of small unmanned aircraft sys-  
23                   tems in close proximity to the ground or structures,  
24                   to increasingly complex automated operations.

1           (c) *COORDINATION.*—*In establishing the comprehensive*  
2 *plan under subsection (a), the Administrator shall consult*  
3 *with—*

4                   (1) *the National Aeronautics and Space Admin-*  
5 *istration;*

6                   (2) *the Department of Defense;*

7                   (3) *manufacturers of autonomous unmanned air-*  
8 *craft systems;*

9                   (4) *operators of autonomous unmanned aircraft*  
10 *systems; and*

11                   (5) *other stakeholders at the discretion of the Ad-*  
12 *ministrator that have studied automation in avia-*  
13 *tion, the human-computer interface, and safety miti-*  
14 *gations.*

15           (d) *REPORT.*—*Not later than 1 year after the date of*  
16 *enactment of this section, the Administrator shall submit*  
17 *to the Committee on Commerce, Science, and Transpor-*  
18 *tation and the Subcommittee on Transportation, Housing*  
19 *and Urban Development, and Related Agencies of the Com-*  
20 *mittee on Appropriations of the Senate and the Committee*  
21 *on Transportation and Infrastructure and the Sub-*  
22 *committee on Transportation, Housing and Urban Develop-*  
23 *ment, and Related Agencies of the Committee on Appropria-*  
24 *tions of the House of Representatives a report on the plan*  
25 *established under subsection (a).*

1           (e) *SMALL UNMANNED AIRCRAFT; UNMANNED AIR-*  
2 *CRAFT; UNMANNED AIRCRAFT SYSTEM.*—*In this section, the*  
3 *terms “small unmanned aircraft”, “unmanned aircraft”,*  
4 *and “unmanned aircraft system” have the meanings given*  
5 *such terms in section 44801 of title 49, United States Code.*

6 **SEC. 823. SENSE OF CONGRESS.**

7           *It is the sense of Congress that it is important that*  
8 *the United States maintain global leadership in advanced*  
9 *aviation to maintain and improve national security, safety,*  
10 *sustainability, and economic strength domestically and*  
11 *globally.*

12 **SEC. 824. COMPREHENSIVE UNMANNED AIRCRAFT SYSTEM**  
13 **INTEGRATION STRATEGY.**

14           (a) *IN GENERAL.*—*Not later than 270 days after the*  
15 *date of enactment of this section, the Administrator shall*  
16 *submit to the appropriate committees of Congress a report*  
17 *on its national airspace system (NAS) integration strategy*  
18 *for unmanned aircraft systems (as defined in section 44801*  
19 *of title 49, United States Code), including civil unmanned*  
20 *aircraft systems operating in controlled airspace, that in-*  
21 *cludes the following:*

22                   (1) *The status of the following:*

23                           (A) *Implementation of statutory provisions*  
24                           *related to unmanned aircraft system integration*  
25                           *in subtitle B of title III of division B of the FAA*

1           *Reauthorization Act of 2018 (Public Law 115–*  
2           *254).*

3                   *(B) Implementation of statutory provisions*  
4           *related to unmanned aircraft system integration*  
5           *in subtitle A of title VIII of this Act.*

6                   *(C) Actions taken by the FAA to implement*  
7           *recommendations related to NAS integration of*  
8           *unmanned aircraft systems, including civil un-*  
9           *manned aircraft systems operating in controlled*  
10          *airspace, included in aviation rulemaking com-*  
11          *mittee reports published since the enactment of*  
12          *the FAA Reauthorization Act of 2018 (Public*  
13          *Law 115–254).*

14                   *(D) Any other objectives determined appro-*  
15          *priate by the Administrator as part of a NAS*  
16          *integration strategy.*

17                   *(2) A description of steps to achieve the strategy*  
18          *as outlined in subsection (a), including milestones*  
19          *and performance metrics to gauge results.*

20                   *(3) The costs of executing the strategy, any re-*  
21          *sources or investments required to execute the strat-*  
22          *egy, and any regulatory or policy changes required to*  
23          *execute the strategy.*

24                   *(4) The process for ensuring coordination within*  
25          *the FAA and with relevant interagency stakeholders,*

1       *as well as for receiving input from private and public*  
 2       *sector unmanned aircraft systems stakeholders in the*  
 3       *execution of the strategy.*

4               (5) *A description of steps to achieve strategy ob-*  
 5       *jectives, including milestones and performance metrics*  
 6       *to gauge results.*

7       (b) *CONGRESSIONAL BRIEFINGS.—Beginning* 6  
 8       *months after the date of enactment of this section, and not*  
 9       *less than every 12 months thereafter, the Administrator*  
 10       *shall provide a briefing for the appropriate Committees of*  
 11       *Congress on—*

12               (1) *the status of implementation of each element*  
 13       *specified in subsection (a); and*

14               (2) *any additional actions taken by the Admin-*  
 15       *istrator to integrate unmanned aircraft systems into*  
 16       *the NAS.*

17       (c) *SUNSET.—Subsection (b) shall not apply after Sep-*  
 18       *tember 30, 2028.*

19       **SEC. 825. ESTABLISHMENT OF ASSOCIATE ADMINISTRATOR**  
 20               **OF UAS INTEGRATION.**

21       *Section 106 of title 49, United States Code, as amend-*  
 22       *ed by section 801, is amended by adding at the end the*  
 23       *following new subsection:*

24               “(v) *OFFICE OF THE ASSOCIATE ADMINISTRATOR OF*  
 25       *UAS INTEGRATION.—*

1           “(1) *ESTABLISHMENT.*—*There is established in*  
2 *the Federal Aviation Administration the Office of As-*  
3 *sociate Administrator of UAS Integration (in this*  
4 *subsection referred to as the ‘Office’).*

5           “(2) *ASSOCIATE ADMINISTRATOR.*—*The Office*  
6 *shall be headed by an Associate Administrator, who*  
7 *shall—*

8                   “(A) *be appointed by the Administrator, in*  
9 *consultation with the Secretary of Transpor-*  
10 *tation; and*

11                   “(B) *report directly to the Administrator.*

12           “(3) *PURPOSES.*—*The purposes of the Office are*  
13 *to—*

14                   “(A) *ensure and oversee the safe integration*  
15 *of UASs into the national airspace system;*

16                   “(B) *encourage and facilitate a commer-*  
17 *cially viable UAS industry and the leadership of*  
18 *the United States in UAS;*

19                   “(C) *increase overall safety of the transpor-*  
20 *tation system on a mode-neutral basis;*

21                   “(D) *promote the global leadership of the*  
22 *United States in advanced aviation;*

23                   “(E) *manage the UAS Integration Office;*  
24 *and*

1           “(F) ensure the safe coexistence of UASs  
2           with manned aircraft operating in the national  
3           airspace system.

4           “(4) DUTIES.—The Associate Administrator  
5           shall—

6           “(A) conduct rulemaking proceedings with  
7           respect to UASs;

8           “(B) review submissions under the processes  
9           established in subparagraphs (C) through (E) of  
10          section 44811(c)(2) and, as appropriate, grant  
11          certifications and other operational approvals;

12          “(C) review, modify, accept, or approve in-  
13          dustry-developed standards, means of compli-  
14          ance, and declarations of compliance;

15          “(D) consult and coordinate with subject  
16          matter experts from all relevant lines of business  
17          and staff offices in carrying out the duties de-  
18          scribed in this paragraph in a timely and effi-  
19          cient manner;

20          “(E) hire full time equivalent employees, as  
21          appropriate, to build expertise within the Office  
22          in assessing new technologies and novel risk  
23          mitigations; and

24          “(F) engage in any other activities deemed  
25          necessary by the Associate Administrator to

1           *carry out the purposes described in paragraph*  
 2           *(3).*

3           “(5) *DEFINITIONS.—In this subsection:*

4                   “(A) *BEYOND VISUAL LINE OF SIGHT;*  
 5                   *BVLOS.—The terms ‘beyond visual line of sight’*  
 6                   *or ‘BVLOS’ mean the operation of a UAS be-*  
 7                   *yond the capability of the flightcrew members to*  
 8                   *see the UAS with vision unaided by any device*  
 9                   *other than corrective lenses (such as spectacles or*  
 10                   *contact lenses).*

11                   “(B) *UAS.—The term ‘UAS’ has the mean-*  
 12                   *ing given the term ‘unmanned aircraft system’*  
 13                   *in section 44801.”.*

14 **SEC. 826. USE OF MODELING AND SIMULATION TOOLS IN**  
 15                   **UNMANNED AIRCRAFT TEST RANGES; PRO-**  
 16                   **GRAM EXTENSION.**

17           *Section 44803(c) of title 49, United States Code, as*  
 18           *amended by section 813, is amended—*

19                   (1) *in paragraph (7), by striking the period at*  
 20                   *the end and inserting “; and”; and*

21                   (2) *by adding at the end the following new para-*  
 22                   *graph:*

23                   “(8) *use modeling and simulation tools to assist*  
 24                   *in the testing, evaluation, verification, and validation*  
 25                   *of unmanned aircraft systems.”.*



1     **Subtitle B—Advanced Air Mobility**

2     **SEC. 831. SENSE OF CONGRESS ON FAA LEADERSHIP.**

3         *It is the sense of Congress that—*

4             (1) *the United States should take actions to posi-*  
5             *tion itself as a global leader in advanced air mobility;*  
6             *and*

7             (2) *as such a global leader, the FAA should—*

8                 (A) *prioritize its work on the type certifi-*  
9                 *cation of aircraft;*

10                (B) *publish in line with its stated deadlines*  
11                *rulemakings and policy necessary to enable com-*  
12                *mercial operations, such as the powered-lift Spe-*  
13                *cial Federal Aviation Regulation (SFAR);*

14                (C) *work with global partners to promote*  
15                *acceptance of advanced air mobility products;*  
16                *and*

17                (D) *leverage the existing aviation system to*  
18                *the greatest extent possible to support advanced*  
19                *air mobility operations.*

20     **SEC. 832. AVIATION RULEMAKING COMMITTEE ON CERTIFI-**  
21             **CATION OF POWERED-LIFT AIRCRAFT.**

22             (a) *IN GENERAL.—Not later than 180 days after the*  
23             *date on which the first special class type certificate for pow-*  
24             *ered-lift aircraft is issued, the Administrator shall establish*  
25             *an Aviation Rulemaking Committee (in this section re-*

1 *ferred to as the “Committee”) to provide the Administrator*  
2 *with specific findings and recommendations for the creation*  
3 *of a standard certification pathway for the certification of*  
4 *powered-lift aircraft.*

5 *(b) REPORT.—*

6 *(1) IN GENERAL.—Not later than 1 year after*  
7 *the date on which the Committee is established under*  
8 *subsection (a), the Committee shall submit to the Ad-*  
9 *ministrator a report detailing the findings and rec-*  
10 *ommendations of the Committee.*

11 *(2) CONSIDERATIONS.—In submitting the report*  
12 *under paragraph (1), the Committee shall consider*  
13 *the following:*

14 *(A) Broad, outcome-driven safety objectives*  
15 *that will spur innovation and technology adop-*  
16 *tion and promote the development of perform-*  
17 *ance-based regulations.*

18 *(B) Lessons and insights learned from pre-*  
19 *viously published FAA special conditions and*  
20 *other Federal Register notices of airworthiness*  
21 *certification criteria for powered-lift aircraft.*

22 *(c) RULEMAKING.—Not later than 90 days after the*  
23 *date on which the Committee submits the report to the Ad-*  
24 *ministrator under subsection (b), the Administrator shall*  
25 *initiate a rulemaking to implement the findings and rec-*

1 *ommendations of the Committee, as determined appropriate*  
2 *by the Administrator.*

3 **SEC. 833. APPLICATION OF NATIONAL ENVIRONMENTAL**  
4 **POLICY ACT (NEPA) CATEGORICAL EXCLU-**  
5 **SIONS FOR VERTIPOINT PROJECTS.**

6 *(a) IN GENERAL.—In considering the environmental*  
7 *impacts of a proposed vertiport project on an existing air-*  
8 *port, the Administrator shall—*

9 *(1) apply an applicable categorical exclusion in*  
10 *accordance with the National Environmental Policy*  
11 *Act of 1969 (42 U.S.C. 4321 et seq.) and subchapter*  
12 *A of chapter V of title 40, Code of Federal Regula-*  
13 *tions; and*

14 *(2) after consultation with the Council on Envi-*  
15 *ronmental Quality, take steps to establish categorical*  
16 *exclusions for vertiports on an existing airport, in ac-*  
17 *cordance with the National Environmental Policy Act*  
18 *of 1969 (42 U.S.C. 4321 et seq.) and subchapter A of*  
19 *chapter V of title 40, Code of Federal Regulations.*

20 *(b) DEFINITIONS.—In this section:*

21 *(1) ADVANCED AIR MOBILITY; AAM.—The terms*  
22 *“advanced air mobility” and “AAM” mean a trans-*  
23 *portation system that transports people and property*  
24 *by air between two points in the United States using*  
25 *aircraft with advanced technologies, including electric*

1        *aircraft or electric vertical take-off and landing air-*  
 2        *craft, in both controlled and uncontrolled airspace.*

3            (2) *VERTIPORT.*—*The term “vertiport” means a*  
 4        *designated location used or intended to be used to*  
 5        *support advanced air mobility (AAM) operations, in-*  
 6        *cluding the landing, take-off, loading, taxiing, park-*  
 7        *ing, and storage of aircraft developed for advanced*  
 8        *air mobility (AAM) operations.*

9        **SEC. 834. ADVANCED AIR MOBILITY WORKING GROUP**  
 10        **AMENDMENTS.**

11        *Section 2(f) of the Advanced Air Mobility Coordina-*  
 12        *tion and Leadership Act (49 U.S.C. 40101 note) is amend-*  
 13        *ed—*

14            (1) *in paragraph (1), by striking “and” at the*  
 15        *end;*

16            (2) *by redesignating paragraph (2) as para-*  
 17        *graph (3);*

18            (3) *by inserting after paragraph (1) the fol-*  
 19        *lowing new paragraph:*

20            *“(2) recommendations for sharing expertise and*  
 21        *data on critical items, including long-term electrifica-*  
 22        *tion requirements and the needs of cities (from a*  
 23        *macro-electrification standpoint) to enable the deploy-*  
 24        *ment of AAM; and”;* and

1           (4) in paragraph (3), as redesignated by para-  
2           graph (2) of this section, by striking “paragraph (1)”  
3           and inserting “paragraphs (1) and (2)”.

4 **SEC. 835. RULES FOR OPERATION OF POWERED-LIFT AIR-**  
5           **CRAFT.**

6           (a) *POWERED-LIFT AIRCRAFT DEFINED.*—In this sec-  
7           tion, the term “powered-lift aircraft” means a heavier-than-  
8           air aircraft capable of vertical take-off, vertical landing,  
9           and low speed flight that depends principally on engine-  
10          driven lift devices or engine thrust for lift during these  
11          flight regimes and on 1 or more nonrotating airfoils for  
12          lift during horizontal flight.

13          (b) *RULEMAKING.*—Not later than December 31, 2024,  
14          the Administrator shall finalize a Powered-Lift Special  
15          Federal Aviation Regulation (SFAR) establishing a proce-  
16          dure for certifying pilots and the operation of powered-lift  
17          aircraft capable of transporting passengers and cargo.

18          (c) *REQUIREMENTS.*—With respect to any aircraft  
19          type certificated by the Administrator, the procedure estab-  
20          lished under subsection (b) shall provide a practical path-  
21          way for pilot qualification and operations.

22 **SEC. 836. INTERNATIONAL COORDINATION ON POWERED-**  
23           **LIFT AIRCRAFT.**

24          (a) *POWERED-LIFT AIRCRAFT PLAN.*—

1           (1) *IN GENERAL.*—Not later than 90 days after  
2           the date of enactment of this section, the Adminis-  
3           trator shall develop a plan to facilitate the ability of  
4           the aerospace industry of the United States to effi-  
5           ciently operate powered-lift aircraft and export pow-  
6           ered-lift products and articles in key markets globally.

7           (2) *REQUIREMENTS.*—The plan developed under  
8           paragraph (1) shall include the following:

9                   (A) *An assessment of existing bilateral avia-*  
10                  *tion safety agreements, implementation proce-*  
11                  *dures, and other associated bilateral arrange-*  
12                  *ments so that current and future powered-lift*  
13                  *products and articles can utilize the most appro-*  
14                  *priate validation mechanisms and procedures for*  
15                  *powered-lift aircraft, products, and articles.*

16                  (B) *A description of methods to facilitate*  
17                  *the efficient global acceptance of the FAA ap-*  
18                  *proach to certification of powered-lift aircraft,*  
19                  *products, and articles.*

20                  (C) *Any other information determined ap-*  
21                  *propriated by the Administrator.*

22           (b) *COORDINATION WITH CIVIL AVIATION AUTHORI-*  
23           *TIES.*—Not later than 90 days after the plan is developed  
24           under subsection (a), the Administrator shall coordinate  
25           with international civil aviation authorities in countries

1 *that have a bilateral safety agreement and implementation*  
 2 *procedure with the United States regarding the establish-*  
 3 *ment of mutual processes for efficient validation, accept-*  
 4 *ance, and working arrangements of certificates and approv-*  
 5 *als for powered-lift aircraft, products, and articles.*

6 (c) *ESTABLISHMENT OF PROVISIONS.—Not later than*  
 7 *2 years after the date of enactment of this section, the Ad-*  
 8 *ministrator shall establish the mutual processes described*  
 9 *in subsection (b).*

10 (d) *POWERED-LIFT AIRCRAFT DEFINED.—In this sec-*  
 11 *tion, the term “powered-lift aircraft” means a heavier-than-*  
 12 *air aircraft capable of vertical take-off, vertical landing,*  
 13 *and low speed flight that depends principally on engine-*  
 14 *driven lift devices or engine thrust for lift during these*  
 15 *flight regimes and on 1 or more nonrotating airfoils for*  
 16 *lift during horizontal flight.*

17 **SEC. 837. ADVANCED AIR MOBILITY PROPULSION SYSTEMS**  
 18 **AVIATION RULEMAKING COMMITTEE.**

19 (a) *IN GENERAL.—Not later than 1 year after the date*  
 20 *of enactment of this section, the Administrator shall estab-*  
 21 *lish an Aviation Rulemaking Committee (in this section re-*  
 22 *ferred to as the “Committee”) to provide the Administrator*  
 23 *with specific findings and recommendations for regulations*  
 24 *covering, with respect to small and large type certificated*  
 25 *aircraft, the certification and installation of—*

- 1           (1) *electric engines and propellers;*
- 2           (2) *hybrid electric engines and propulsion sys-*  
3           *tems;*
- 4           (3) *hydrogen fuel cells; and*
- 5           (4) *hydrogen combustion engines or propulsion*  
6           *systems.*

7           (b) *CONSIDERATIONS.—In providing the findings and*  
8           *recommendations under subsection (a), the Committee shall*  
9           *consider the following:*

10           (1) *Broad, outcome-driven safety objectives that*  
11           *will spur innovation and technology adoption, and*  
12           *promote the development of performance-based regula-*  
13           *tions.*

14           (2) *Lessons and insights learned from previously*  
15           *published FAA special conditions and other Federal*  
16           *Register notices of airworthiness certification criteria*  
17           *for advanced air mobility engines, propellers, and*  
18           *aircraft.*

19           (3) *The requirements of part 33 and part 35 of*  
20           *title 14, Code of Federal Regulations, any boundaries*  
21           *of applicability for stand alone engine type certifi-*  
22           *cates (including highly integrated systems), and the*  
23           *use of technical standards order authorizations.*

24           (c) *REPORT.—Not later than 2 years after the date on*  
25           *which the Committee is established under subsection (a), the*



1 *Committee shall submit to the Administrator and the ap-*  
 2 *propriate committees of Congress a report containing the*  
 3 *findings and recommendations described in subsection (a).*

4 *(d) BRIEFING.—Not later than 180 days after the date*  
 5 *on which the Committee submits the report under subsection*  
 6 *(c), the Administrator shall brief the appropriate commit-*  
 7 *tees of Congress regarding the FAA’s plans in response to*  
 8 *the findings and recommendations contained in the report.*

9 *(e) SAFETY COOPERATION.—The Administrator shall*  
 10 *lead efforts to engage with foreign authorities to further har-*  
 11 *monize standards for certification and installation of the*  
 12 *products described in paragraphs (1) through (4) of sub-*  
 13 *section (a).*

14 **TITLE IX—RESEARCH AND DE-**  
 15 **VELOPMENT AND INNOVA-**  
 16 **TIVE AVIATION TECH-**  
 17 **NOLOGIES**

18 **SEC. 901. ADVANCED MATERIALS CENTER OF EXCELLENCE**

19 **ENHANCEMENTS.**

20 *Section 44518 of title 49, United States Code, is*  
 21 *amended—*

22 *(1) in subsection (a), by striking “under its*  
 23 *structure” and all that follows through the period and*  
 24 *inserting “through September 30, 2028, under its*  
 25 *structure as in effect on March 1, 2023, which shall*

1 *focus on applied research and training on the safe use*  
2 *of composites and advanced materials in airframe*  
3 *structures. The Center shall also conduct research and*  
4 *development into aircraft structure crash worthiness*  
5 *and passenger safety, as well as address safe and ac-*  
6 *cessible air travel of individuals with a disability (as*  
7 *defined in section 382.3 of title 14, Code of Federal*  
8 *Regulations (or any successor regulation)), including*  
9 *materials required to facilitate safe wheelchair re-*  
10 *straint systems on commercial aircraft. The Adminis-*  
11 *trator shall award grants to the Center within 90*  
12 *days from the date the Grants Officer recommends a*  
13 *proposal for award to the Administrator.”; 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 Federal Aviation*  
19 *Administration, the commercial aircraft industry, in-*  
20 *cluding manufacturers, commercial air carriers, and*  
21 *suppliers, and other appropriate stakeholders;*

22 *“(2) establish goals set to advance technology,*  
23 *improve engineering practices, and facilitate con-*  
24 *tinuing education in relevant areas of study, which*  
25 *should include all structural materials, such as car-*

1        *bon fiber polymers and thermoplastic composites, and*  
 2        *structural technologies, such as additive manufac-*  
 3        *turing, to be used in applications within the commer-*  
 4        *cial aircraft industry, including traditional fixed-*  
 5        *wing aircraft, rotorcraft, and emerging aircraft types*  
 6        *such as advanced air mobility aircraft; and*

7                *“(3) establish criteria for the safe movement of*  
 8        *all passengers, including individuals with a disability*  
 9        *(as defined in section 382.3 of title 14, Code of Fed-*  
 10        *eral Regulations (or any successor regulation)), and*  
 11        *individuals using their personal wheelchairs in flight,*  
 12        *that takes into account the modeling, engineering,*  
 13        *testing, operating, and training issues significant to*  
 14        *all passengers and relevant stakeholders.”.*

15    **SEC. 902. CENTER OF EXCELLENCE FOR UNMANNED AIR-**  
 16                **CRAFT SYSTEMS.**

17        *(a) IN GENERAL.—Chapter 448 of title 49, United*  
 18        *States Code, as amended by section 811(a), is amended by*  
 19        *inserting after section 44813 the following new section:*

20    **“§44814. Center of Excellence for Unmanned Aircraft**  
 21                **Systems**

22        *“(a) IN GENERAL.—During the period beginning on*  
 23        *the date of enactment of this section, and ending on Sep-*  
 24        *tember 30, 2028, the Administrator shall continue operation*  
 25        *of the Center of Excellence for Unmanned Aircraft Systems*

1 *(referred to in this section as the ‘Center’) under the struc-*  
2 *ture of the Center as in effect on January 1, 2023.*

3 “(b) *RESPONSIBILITIES.—The Center shall carry out*  
4 *the following responsibilities:*

5 “(1) *Conduct applied research and training on*  
6 *the safe and efficient integration of unmanned air-*  
7 *craft systems and advanced air mobility into the na-*  
8 *tional airspace system.*

9 “(2) *Promote and facilitate collaboration among*  
10 *academia, the FAA, Federal agency partners, and in-*  
11 *dustry stakeholders (including manufacturers, opera-*  
12 *tors, service providers, standards development organi-*  
13 *zations, carriers, and suppliers), with respect to the*  
14 *safe and efficient integration of unmanned aircraft*  
15 *systems and advanced air mobility into the national*  
16 *airspace system.*

17 “(3) *Establish goals set to advance technology,*  
18 *improve engineering practices, and facilitate con-*  
19 *tinuing education with respect to the safe and effi-*  
20 *cient integration of unmanned aircraft systems and*  
21 *advanced air mobility into the national airspace sys-*  
22 *tem.*

23 “(c) *PROGRAM PARTICIPATION.—The Administrator*  
24 *shall ensure the participation in the Center of public insti-*  
25 *tutions of higher education and research institutions that*

1 *provide accredited bachelor’s degree programs in aero-*  
 2 *nautical sciences that provide pathways to commercial pilot*  
 3 *certifications and focus primarily on supporting pilot*  
 4 *training for women aviators.”.*

5 (b) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
 6 *448 of title 49, United States Code, as amended by section*  
 7 *811(b), is amended by inserting after the item relating to*  
 8 *section 44813 the following:*

*“44814. Center of Excellence for Unmanned Aircraft Systems.”.*

9 **SEC. 903. ASSURED SAFE CREDENTIALING AUTHORITY.**

10 (a) *IN GENERAL.*—*Chapter 448 of title 49, United*  
 11 *States Code, as amended by section 902(a), is amended by*  
 12 *inserting after section 44814 the following new section:*

13 **“§ 44815. ASSUREd Safe credentialing authority**

14 *“(a) IN GENERAL.*—*Not later than 6 months after the*  
 15 *date of enactment of this section, the Administrator of the*  
 16 *Federal Aviation Administration shall establish the*  
 17 *credentialing authority for the Administration’s program*  
 18 *of record (referred to in this section as ‘ASSUREd Safe’)*  
 19 *under the Center of Excellence for Unmanned Aircraft Sys-*  
 20 *tems at the Mississippi State University.*

21 *“(b) PURPOSES.*—*The ASSUREd Safe credentialing*  
 22 *authority established under subsection (a) shall offer serv-*  
 23 *ices throughout the United States, and to allies and part-*  
 24 *ners of the United States, including—*



1        *FAA to serve in temporary technical discipline expert*  
 2        *positions relating to advanced aviation technologies*  
 3        *(in this section referred to as the “program”).*

4            (2) *CONSIDERATIONS.—In developing the pro-*  
 5        *gram, the Administrator shall consider—*

6            (A) *existing mechanisms of collaboration be-*  
 7        *tween FAA and NASA relating to aeronautics*  
 8        *programs, advisory committees, and work*  
 9        *groups;*

10          (B) *the degree to which FAA and NASA fa-*  
 11         *facilitate partnerships between subject matter ex-*  
 12         *perts to support the research and development,*  
 13         *testing, and certification of advanced aviation*  
 14         *technologies; and*

15          (C) *how temporary appointments under the*  
 16         *program may be best used to enhance the tech-*  
 17         *nical capacity of the FAA and technical partner-*  
 18         *ships between agencies.*

19        (b) *TEMPORARY APPOINTMENT OF NASA PER-*  
 20        *SONNEL.—*

21            (1) *TERMS AND CONDITIONS.—The Adminis-*  
 22        *trator, in coordination with the NASA Adminis-*  
 23        *trator, shall identify qualifying projects or activities*  
 24        *at the FAA that would benefit from temporary ap-*  
 25        *pointments of highly qualified, experienced profes-*

1        *sionals under the program to enhance technical ca-*  
2        *capacity, knowledge, skills, and abilities relating to re-*  
3        *search and development, certification, and the safe de-*  
4        *ployment of advanced aviation technologies. The Ad-*  
5        *ministrator and NASA Administrator shall jointly es-*  
6        *tablish the terms and conditions of service under the*  
7        *program and issue relevant guidelines related to the*  
8        *responsibilities and duration of service of partici-*  
9        *pating NASA personnel. In approving NASA per-*  
10       *sonnel for participation in the program, the NASA*  
11       *Administrator shall certify that the temporary ap-*  
12       *pointment of such personnel shall not have an adverse*  
13       *impact on the post-assignment employment duties of*  
14       *relevant NASA personnel or an undue adverse impact*  
15       *on the mission of the agency.*

16            (2) *SPECIAL RULES.—The Administrator shall*  
17        *make clear that any responsibilities of NASA per-*  
18        *sonnel participating in the program constitute serv-*  
19        *ing in temporary technical discipline expert positions*  
20        *at the FAA and are subject to FAA conflict-of-interest*  
21        *policies and supervision.*

22            (3) *RULES FOR PAY AND BENEFITS FOR NASA*  
23        *PERSONNEL.—Any individuals employed by NASA*  
24        *who are participating in the program shall continue*  
25        *to receive pay and benefits from NASA and shall not*



1        *receive pay or benefits from the FAA for the duration*  
2        *of the program.*

3        (c) *AUTHORITY TO TRANSFER AND RECEIVE RE-*  
4        *SOURCES.—In supporting the participation of NASA per-*  
5        *sonnel, the Administrator and NASA Administrator may*  
6        *authorize the use of NASA technical services, equipment,*  
7        *software, and facilities without reimbursement to facilitate*  
8        *cooperation between agencies under the program.*

9        (d) *PROGRAM REVIEW AND REPORT.—*

10            (1) *REVIEW.—The Comptroller General shall*  
11            *conduct a comprehensive review of the program that*  
12            *includes evaluation of the impact of the program on*  
13            *improving coordination on projects and sharing of*  
14            *technical expertise between agencies relating to ad-*  
15            *vanced aviation technologies.*

16            (2) *REPORT.—Not later than 3 years after the*  
17            *date of enactment of this section, the Comptroller*  
18            *General shall submit to the appropriate committees of*  
19            *Congress a report containing the results of the review*  
20            *conducted under paragraph (1), along with rec-*  
21            *ommendations for such future action as the Comp-*  
22            *troller General determines appropriate.*

1 **SEC. 905. 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 those identified as a result of stake-*  
21 *holder consultation and feedback (such as land-*  
22 *ing 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 submit to the appropriate  
3       committees of Congress an updated report on the  
4       progress of the actions described in paragraph (1).”.

5       **SEC. 906. CLEEN ENGINE AND AIRFRAME TECHNOLOGY**  
6                                   **PARTNERSHIP.**

7       Section 47511 of title 49, United States Code, is  
8       amended—

9               (1) in subsection (a), by striking “subsonic”  
10       after “fuels for civil”; and

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

12       “(d) *SELECTION.*—In carrying out the program, the  
13       Administrator may ensure that not less than 2 of the coop-  
14       erative agreements entered into under this section involve  
15       the participation of an entity that is a small business con-  
16       cern (as defined in section 3 of the Small Business Act (15  
17       U.S.C. 632)), provided that the entity’s submitted tech-  
18       nology proposal meets requisite technology readiness levels  
19       for entry into the agreement as determined by the Adminis-  
20       trator.”.

21       **SEC. 907. HYPERSONIC AND SUPERSONIC FLIGHT TESTING.**

22       (a) *IN GENERAL.*—Not later than 1 year (Supersonic)  
23       and 2 years (Hypersonic) after the date of enactment of  
24       this section, the Administrator shall establish procedures for  
25       permitting manned flights in oceanic airspace and overland

1 *flights operating with speeds in excess of Mach 1 (Super-*  
2 *sonic Flight) including Mach 5 (Hypersonic) and above for*  
3 *the purposes of developmental and airworthiness testing*  
4 *(including demonstration flights in areas where such flights*  
5 *will not interfere with the safety of other aircraft or the*  
6 *efficient use of airspace in the national airspace system).*

7 (b) *CONSIDERATIONS.—In carrying out subsection (a),*  
8 *the Administrator shall consider—*

9 (1) *the provisions of parts 91.817 and 91.818 of*  
10 *title 14, Code of Federal Regulations;*

11 (2) *applications for special flight authorizations*  
12 *for flights operating with speeds in excess of Mach 1*  
13 *(Supersonic) or Mach 5 (Hypersonic), as described in*  
14 *such part 91.818;*

15 (3) *the environmental impacts of developmental*  
16 *and airworthiness testing operations;*

17 (4) *whether to require applicants to include spec-*  
18 *ification of proposed flight areas;*

19 (5) *the authorization of flights to and from*  
20 *spaceports and airports in Class D airspace within*  
21 *10 nautical miles of oceanic coastline;*

22 (6) *developing the vertical limits at or above the*  
23 *altitude necessary for safe supersonic and hypersonic*  
24 *operations;*

1           (7) *proponent-provided data regarding the de-*  
2           *sign and operational analysis of the aircraft, as well*  
3           *as data regarding sonic boom overpressure; and*

4           (8) *the safety of the uninvolved public.*

5 **SEC. 908. HYPERSONIC PATHWAY TO INTEGRATION STUDY.**

6           (a) *STUDY.—*

7           (1) *IN GENERAL.—The Administrator shall con-*  
8           *duct a study assessing actions necessary to facilitate*  
9           *the safe operation and integration of hypersonic air-*  
10          *craft into the national airspace system.*

11          (2) *CONTENTS.—The study conducted under*  
12          *paragraph (1) shall include, at a minimum—*

13               (A) *an initial assessment of cross-agency eq-*  
14               *uities related to hypersonic aircraft technologies*  
15               *and flight;*

16               (B) *the identification, development, and col-*  
17               *lection of data required to develop certification,*  
18               *flight standards, and air traffic requirements for*  
19               *the deployment and integration of hypersonic*  
20               *aircraft;*

21               (C) *the development of a framework and*  
22               *timeline to establish the appropriate regulatory*  
23               *requirements for conducting hypersonic aircraft*  
24               *flights;*

1           (D) *strategic plans to improve the FAA’s*  
2           *state of preparedness and response capability in*  
3           *advance of receiving applications to conduct*  
4           *hypersonic aircraft flights; and*

5           (E) *a survey of global hypersonic aircraft-*  
6           *related regulatory and testing developments or*  
7           *activities.*

8           (3) *CONSIDERATIONS.—In conducting the study*  
9           *under paragraph (1), the Administrator may con-*  
10          *sider—*

11           (A) *the feedback and technical expertise of*  
12           *the aerospace industry and other stakeholders*  
13           *when creating policies, regulations, and stand-*  
14           *ards that enable the safe operation and integra-*  
15           *tion of hypersonic aircraft into the national air-*  
16           *space system;*

17           (B) *opportunities for—*

18           (i) *demonstrating United States global*  
19           *leadership in aeronautics, including*  
20           *hypersonic aircraft and related technologies;*  
21           *and*

22           (ii) *strengthening global harmonization*  
23           *in aeronautics; and*

24           (C) *the development of international poli-*  
25           *cies, regulations, and standards relating to the*

1           *certification and safe operation of hypersonic*  
2           *aircraft.*

3           (4) *CONSULTATION.*—*In conducting the study*  
4           *under paragraph (1), the Administrator shall consult*  
5           *with representatives from Federal agencies, industry,*  
6           *and other stakeholders, including—*

7                   (A) *the National Aeronautics and Space*  
8                   *Administration;*

9                   (B) *the Department of Defense;*

10                  (C) *aircraft manufacturers;*

11                  (D) *institutions of higher education; and*

12                  (E) *any other stakeholders the Adminis-*  
13                  *trator determines appropriate.*

14           (b) *REPORT.*—*Not later than 2 years after the date*  
15           *of enactment of this Act, the Administrator shall submit*  
16           *to the appropriate committees of Congress a report on the*  
17           *results of the study conducted under subsection (a), together*  
18           *with recommendations to facilitate the safe operation and*  
19           *integration of hypersonic aircraft into the national airspace*  
20           *system.*

21           (c) *DEFINITION OF HYPERSONIC.*—*In this section, the*  
22           *term “hypersonic” means an aircraft or flight operating at*  
23           *speeds in excess of Mach 5 and above.*

1 **SEC. 909. OPERATING HIGH-SPEED FLIGHTS IN HIGH ALTI-**  
2 **TUDE CLASS E AIRSPACE.**

3 (a) *CONSULTATION.*—Not later than 1 year after the  
4 date of enactment of this section, the Administrator, in con-  
5 sultation with the Administrator of the National Aero-  
6 nautics and Space Administration and relevant stake-  
7 holders, including industry and academia, shall identify the  
8 minimum altitude above the upper boundary of Class A  
9 airspace at or above which flights operating with speeds  
10 above Mach 1 generate sonic booms that do not produce ap-  
11 preciable sonic boom overpressures at the surface under pre-  
12 vailing atmospheric conditions.

13 (b) *CONSULTATION.*—Not later than 1 year after the  
14 date of enactment of this section, the Administrator, in con-  
15 sultation with the Environmental Protection Agency and  
16 other stakeholders, shall assess and report on a means for  
17 supporting continued compliance with the National Envi-  
18 ronmental Protection Act (NEPA). The Administrator shall  
19 enter into an agreement with an appropriate Federally-  
20 funded research and development center, or other inde-  
21 pendent nonprofit organization that recommends long term  
22 solutions for maintaining NEPA compliance for 1 or more  
23 over-land or near-land hypersonic and supersonic test areas  
24 that will be established.

25 (c) *RULEMAKING.*—Not later than 2 years after the  
26 date on which the Administrator identifies the minimum



1 *altitude described in subsection (a), the Administrator shall*  
2 *publish in the Federal Register a notice of proposed rule-*  
3 *making to amend sections 91.817 and 91.818 of title 14,*  
4 *Code of Federal Regulations, and such other regulations as*  
5 *appropriate, to permit flight operations with speeds above*  
6 *Mach 1 at or above the minimum altitude identified under*  
7 *subsection (a) without specific authorization, provided that*  
8 *such flight operations—*

9           (1) *show compliance with airworthiness require-*  
10 *ments;*

11           (2) *do not cause a measurable sonic boom over-*  
12 *pressure to reach the surface;*

13           (3) *have ordinary instrument flight rules clear-*  
14 *ances necessary to operate in controlled airspace; and*

15           (4) *comply with applicable environmental re-*  
16 *quirements.*

17 **SEC. 910. ELECTRIC PROPULSION AIRCRAFT OPERATIONS**

18           **STUDY.**

19           (a) *IN GENERAL.*—*Not later than 120 days after the*  
20 *date of enactment of this section, the Comptroller General*  
21 *shall initiate a study assessing the safe and scalable oper-*  
22 *ation and integration of electric aircraft into the national*  
23 *airspace system.*

24           (b) *CONTENTS.*—*The study required under subsection*

25 (a) *shall address—*

1           (1) *the technical capacity and competencies*  
2 *needed for the FAA to certify aircraft systems specific*  
3 *to electric aircraft;*

4           (2) *the data development and collection required*  
5 *to develop standards specific to electric aircraft;*

6           (3) *the regulatory standards and guidance mate-*  
7 *rial needed to facilitate the safe operation of electric*  
8 *aircraft, including—*

9                 (A) *fire protection;*

10                (B) *high voltage electromagnetic environ-*  
11 *ments;*

12                (C) *engine and human machine interfaces;*

13                (D) *reliability of high voltage components*  
14 *and insulation;*

15                (E) *lithium batteries for propulsion use;*

16                (F) *operating and pilot qualifications; and*

17                (G) *airspace integration;*

18           (4) *the airport infrastructure requirements to*  
19 *support electric aircraft operations, including an as-*  
20 *essment of—*

21                (A) *existing capabilities of airport infra-*  
22 *structure as of the date of enactment of this sec-*  
23 *tion;*

24                (B) *aircraft operations specifications;*

1           (C) *projected operations demand by carriers*  
2           *and other operators;*

3           (D) *potential modifications to existing air-*  
4           *port infrastructure;*

5           (E) *additional investments in new infra-*  
6           *structure and systems required to meet oper-*  
7           *ations demand; and*

8           (F) *management of infrastructure relating*  
9           *to hazardous materials used in hybrid and elec-*  
10          *tric propulsion; and*

11          (5) *varying types of electric aircraft, including*  
12          *advanced air mobility aircraft and small or regional*  
13          *passenger or cargo aircraft.*

14          (c) *CONSIDERATIONS.—In conducting the study under*  
15          *subsection (a), the Comptroller General may consider the*  
16          *following:*

17               (1) *The potential for improvements to air service*  
18               *connectivity for communities through the deployment*  
19               *of electric aircraft operations, including by—*

20                   (A) *establishing routes to small and rural*  
21                   *communities; and*

22                   (B) *introducing alternative modes of trans-*  
23                   *portation for multimodal operations within com-*  
24                   *munities.*

1           (2) *Impacts to airport-adjacent communities, in-*  
2           *cluding implications due to changes in airspace utili-*  
3           *zation and land use compatibility.*

4           (d) *REPORT TO CONGRESS.*—*Not later than 2 years*  
5           *after the date of enactment of this section, the Comptroller*  
6           *General shall submit to the appropriate committees of Con-*  
7           *gress a report on the results of the study conducted under*  
8           *subsection (a), together with recommendations for such leg-*  
9           *islation and administrative action as the Comptroller Gen-*  
10          *eral determines appropriate.*

11          (e) *DEFINITIONS.*—*In this section:*

12           (1) *ELECTRIC AIRCRAFT.*—*The term “electric*  
13           *aircraft” means an aircraft with a fully electric or*  
14           *hybrid electric driven propulsion system used for*  
15           *flight.*

16           (2) *ADVANCED AIR MOBILITY.*—*The term “ad-*  
17           *vanced air mobility” means a transportation system*  
18           *that transports passengers and cargo by air between*  
19           *two points in the United States using aircraft with*  
20           *advanced technologies, including aircraft with hybrid*  
21           *or electric vertical take-off and landing capabilities,*  
22           *in both controlled and uncontrolled airspace.*

23 **SEC. 911. CONTRACT WEATHER OBSERVERS PROGRAM.**

24          *Section 2306 of the FAA Extension, Safety, and Secu-*  
25          *rity Act of 2016 (Public Law 114–190; 130 Stat. 641) is*

1 *amended by striking subsection (b) and inserting the fol-*  
2 *lowing:*

3       “(b) *CONTINUED USE OF CONTRACT WEATHER OB-*  
4 *SERVERS.—The Administrator may not discontinue or di-*  
5 *minish the contract weather observer program at any air-*  
6 *port until September 30, 2028.*”.

7 **SEC. 912. AIRFIELD PAVEMENT TECHNOLOGY PROGRAM.**

8       *Using amounts made available under section 48102(a)*  
9 *of title 49, United States Code, the Secretary may carry*  
10 *out a program for the research and development of airfield*  
11 *pavement technologies under which the Secretary makes*  
12 *grants to, and enters into cooperative agreements with, in-*  
13 *stitutions of higher education (as defined in section 101 of*  
14 *the Higher Education Act of 1965 (20 U.S.C. 1001)) and*  
15 *nonprofit organizations that—*

16           (1) *research concrete and asphalt pavement tech-*  
17 *nologies that extend the life of airfield pavements;*

18           (2) *develop sustainability and resiliency guide-*  
19 *lines to improve long-term pavement performance;*

20           (3) *develop and conduct training with respect to*  
21 *such airfield pavement technologies;*

22           (4) *provide for demonstration projects of such*  
23 *airfield pavement technologies; and*

24           (5) *promote the latest airfield pavement tech-*  
25 *nologies to aid the development of safer, more cost ef-*



1           (2) *CONTENTS.*—*In carrying out the review*  
2           *under paragraph (1), the Administrator shall—*

3                   (A) *review the extent to which NASA and*  
4                   *the FAA leverage each other's laboratory and*  
5                   *testing capabilities, facilities, resources, and sub-*  
6                   *ject matter expert personnel in support of aero-*  
7                   *navitics research and development programs and*  
8                   *projects;*

9                   (B) *assess—*

10                   (i) *the current fiscal year, and the 3*  
11                   *most recent fiscal years, of Federal expendi-*  
12                   *tures for the FAA and NASA's research and*  
13                   *development programs and projects; and*

14                   (ii) *the extent to which other Federal*  
15                   *agencies, industry partners, and research*  
16                   *organizations are involved in such pro-*  
17                   *grams and projects; and*

18                   (C) *develop recommendations for the im-*  
19                   *provement of coordination, collaboration, and ef-*  
20                   *iciency of aeronautics research and development*  
21                   *programs to reduce overlap between NASA, the*  
22                   *FAA, other Federal agencies, academia, research*  
23                   *organizations, standards groups, and industry.*

24           (b) *REPORT.*—*Not later than 180 days after com-*  
25           *pleting the review under subsection (a), the Administrator*

1 *shall submit to the appropriate committees of Congress a*  
2 *report on such review, including the recommendations de-*  
3 *veloped under subsection (a)(2)(C).*

4 **SEC. 915. RESEARCH AND DEVELOPMENT OF FAA'S AERO-**  
5 **NAUTICAL INFORMATION SYSTEMS MOD-**  
6 **ERNIZATION ACTIVITIES.**

7 *(a) IN GENERAL.—Not later than 60 days after the*  
8 *date of enactment of this section, the Administrator, in co-*  
9 *ordination with the John A. Volpe National Transportation*  
10 *Systems Center, shall carry out a research and development*  
11 *program to assist with the continuous modernization of the*  
12 *FAA's aeronautical information systems, including, but not*  
13 *limited to—*

14 *(1) the Aeronautical Information Management*  
15 *Modernization (AIMM), including the FAA's Notice*  
16 *to Air Missions (NOTAM) system;*

17 *(2) the Aviation Safety Information Analysis*  
18 *and Sharing (ASIAS) system; and*

19 *(3) the Service Difficulty Reporting System*  
20 *(SDRS).*

21 *(b) REVIEW AND REPORT.—*

22 *(1) REVIEW.—Not later than 180 days after the*  
23 *date of enactment of this section, the Administrator*  
24 *shall enter into an agreement with a Federally funded*  
25 *research and development center to conduct and com-*



1        *plete a review of planned and ongoing modernization*  
 2        *efforts of FAA’s aeronautical information systems.*  
 3        *Such review shall identify opportunities for addi-*  
 4        *tional coordination between the FAA and the John A.*  
 5        *Volpe National Transportation Systems Center to fur-*  
 6        *ther modernize such systems.*

7            (2) *REPORT.*—*Not later than 1 year after the*  
 8        *Administrator enters into the agreement with the cen-*  
 9        *ter under paragraph (1), the Center shall submit to*  
 10        *the Administrator and the appropriate committees of*  
 11        *Congress a report on the review conducted under*  
 12        *paragraph (1), together with such recommendations*  
 13        *as the Center determines appropriate.*

14    **SEC. 916. CENTER OF EXCELLENCE FOR ALTERNATIVE JET**  
 15                                    **FUELS AND ENVIRONMENT.**

16        (a) *IN GENERAL.*—*Chapter 445 of title 49, United*  
 17        *States Code, as amended by section 817, is amended by add-*  
 18        *ing at the end the following new section:*

19    **“§44521. Center of Excellence for Alternative Jet**  
 20                                    **Fuels and Environment**

21        “(a) *IN GENERAL.*—*During the period beginning on*  
 22        *the date of enactment of this section and ending on Sep-*  
 23        *tember 30, 2028, the Administrator of the Federal Aviation*  
 24        *Administration (in this section referred to as the ‘Adminis-*  
 25        *trator’)* shall continue operation of the Center of Excellence

1 *for Alternative Jet Fuels and Environment (in this section*  
2 *referred to as the ‘Center’) under its structure as in effect*  
3 *on January 1, 2023.*

4 “(b) *RESPONSIBILITIES.—The Center shall—*

5 “(1) *focus on research to—*

6 “(A) *assist in the development, qualifica-*  
7 *tion, and certification of the use of aviation fuel*  
8 *from alternative and renewable sources (such as*  
9 *biomass, alcohols, organic acids, hydrogen, and*  
10 *gaseous carbon) for commercial aircraft;*

11 “(B) *assist in informing the safe use of al-*  
12 *ternative aviation fuels in commercial aircraft*  
13 *that also apply electrified aircraft propulsion*  
14 *systems;*

15 “(C) *reduce community exposure to civilian*  
16 *aircraft noise and pollutant emissions;*

17 “(D) *inform decision making to support*  
18 *United States leadership on international avia-*  
19 *tion environmental issues, including the develop-*  
20 *ment of domestic and international standards;*  
21 *and*

22 “(E) *improve and expand the scientific un-*  
23 *derstanding of civil aviation noise and pollutant*  
24 *emissions and their impacts, as well as support*

1           *the development of improved modeling ap-*  
2           *proaches and tools; and*

3           “(2) *examine the use of novel technologies and*  
4           *other forms of innovation to reduce noise, emissions,*  
5           *and fuel burn in commercial aircraft.*

6           “(c) *GRANT AUTHORITY.—The Administrator shall*  
7           *carry out the work of the Center through the use of grants*  
8           *or other measures as determined appropriate by the Admin-*  
9           *istrator pursuant to section 44513, including through inter-*  
10          *agency agreements with other Federal agencies.*

11          “(d) *PARTICIPATION.—*

12                 “(1) *PARTICIPATION OF EDUCATIONAL AND RE-*  
13                 *SEARCH INSTITUTIONS.—In carrying out the respon-*  
14                 *sibilities described in subsection (b), the Center shall*  
15                 *include, as appropriate, participation by—*

16                         “(A) *higher education and research institu-*  
17                         *tions that—*

18                                 “(i) *have existing facilities for re-*  
19                                 *search, development, and testing; and*

20                                 “(ii) *leverage private sector partner-*  
21                                 *ships;*

22                                 “(B) *other Federal agencies;*

23                                 “(C) *consortia with experience across the al-*  
24                                 *ternative fuels supply chain, including with re-*  
25                                 *search, feedstock development and production,*

1           *small-scale development, testing, and technology*  
 2           *evaluation related to the creation, processing,*  
 3           *production, and transportation of alternative*  
 4           *aviation fuel; and*

5           *“(D) consortia with experience in innova-*  
 6           *tive technologies to reduce noise, emissions, and*  
 7           *fuel burn in commercial aircraft.*

8           *“(2) USE OF NASA FACILITIES.—The Center*  
 9           *shall consider utilizing the existing capacity in aero-*  
 10           *navics research at the Langley Research Center,*  
 11           *NASA John H. Glenn Center at the Neil A. Arm-*  
 12           *strong Test Facility, and other appropriate facilities*  
 13           *of the National Aeronautics and Space Administra-*  
 14           *tion.”.*

15           *(b) CLERICAL AMENDMENT.—The analysis for chapter*  
 16           *445 of such title, as amended by section 817, is amended*  
 17           *by inserting after the item relating to section 44520 the fol-*  
 18           *lowing:*

*“44521. Center of Excellence for Alternative Jet Fuels and Environment.”.*

19           **SEC. 917. AIRCRAFT NOISE ADVISORY COMMITTEE.**

20           *(a) ESTABLISHMENT.—Not later than 180 days after*  
 21           *the date of enactment of this section, the Administrator*  
 22           *shall establish an Aircraft Noise Advisory Committee (in*  
 23           *this section referred to as the “Advisory Committee”) to ad-*  
 24           *viser the Administrator on issues facing the aviation com-*

1 *munity that are related to aircraft noise exposure and exist-*  
2 *ing FAA 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;*

13 (F) *institutions of higher education; and*

14 (G) *the National Aeronautics and Space*  
15 *Administration; and*

16 (2) *representatives of airport-adjacent commu-*  
17 *nities from geographically diverse regions.*

18 (c) *DUTIES.*—*The duties of the Advisory Committee*  
19 *shall include—*

20 (1) *the evaluation of existing research on aircraft*  
21 *noise impacts and annoyance;*

22 (2) *the assessment of alternative noise metrics*  
23 *that could be used to supplement or replace the exist-*  
24 *ing Day Night Level (DNL) standard;*

1           (3) *the evaluation of the current 65-decibel expo-*  
2           *sure threshold, including the impact to land use com-*  
3           *patibility around airports if such threshold was low-*  
4           *ered;*

5           (4) *the evaluation of current noise mitigation*  
6           *strategies and the community engagement efforts by*  
7           *the FAA with respect to changes in airspace utiliza-*  
8           *tion, such as the integration of new entrants and*  
9           *usage of performance-based navigation; and*

10          (5) *other duties determined appropriate by the*  
11          *Administrator.*

12          (d) *REPORTS.—*

13           (1) *IN GENERAL.—Not later than 1 year after*  
14           *the date of establishment of the Advisory Committee,*  
15           *the Advisory Committee shall submit to the Adminis-*  
16           *trator a report on any recommended changes to cur-*  
17           *rent aviation noise policies.*

18           (2) *REPORT TO CONGRESS.—Not later than 180*  
19           *days after the date the Administrator receives the re-*  
20           *port under paragraph (1), the Administrator shall*  
21           *submit to the appropriate committees of Congress a*  
22           *report containing the recommendations made by the*  
23           *Advisory Committee.*

24           (e) *CONGRESSIONAL BRIEFING.—Not later than 30*  
25           *days after submission of the report under paragraph (2),*

1 *the Administrator shall brief the appropriate committees of*  
2 *Congress on how the Administrator plans to implement rec-*  
3 *ommendations contained in the report and, for each rec-*  
4 *ommendation that the Administrator does not plan to im-*  
5 *plement, the Administrator's reason for not implementing*  
6 *the recommendation.*

7 **SEC. 918. NEXT GENERATION RADIO ALTIMETERS.**

8       (a) *IN GENERAL.*—*Not later than 60 days after the*  
9 *date of enactment of this section, the Administrator, in co-*  
10 *ordination with the aviation and commercial wireless in-*  
11 *dustries, the National Telecommunications and Informa-*  
12 *tion Administration, the Federal Communications Commis-*  
13 *sion, and other relevant government stakeholders, shall*  
14 *carry out a research and development program to assist*  
15 *with the development, testing, and certification of the stand-*  
16 *ards and technology necessary to ensure industry and the*  
17 *FAA can certify and meet the installation requirements for*  
18 *next generation radio altimeters across all necessary air-*  
19 *craft by January 1, 2028.*

20       (b) *GRANT PROGRAM.*—*Subject to appropriations, the*  
21 *Administrator may award grants for the purposes of re-*  
22 *search and development, testing, and other activities nec-*  
23 *essary to ensure that next generation radio altimeter tech-*  
24 *nology is developed, tested, certified, and installed on nec-*  
25 *essary aircraft by 2028, including through public-private*

1 *partnership grants (which shall include protections for nec-*  
2 *essary intellectual property with respect to any private sec-*  
3 *tor entity testing, certifying, or producing next generation*  
4 *radio altimeters under the program carried out under this*  
5 *section) with industry to ensure the accelerated production*  
6 *and installation by January 1, 2028.*

7       (c) *REVIEW AND REPORT.*—*Not later than 180 days*  
8 *after the enactment of this section, the Administrator shall*  
9 *submit to the appropriate committees of Congress a report*  
10 *on the steps the Administrator has taken as of the date on*  
11 *which such report is submitted and any actions the Admin-*  
12 *istrator plans to take, including as part of the program car-*  
13 *ried out under this section, to ensure that next generation*  
14 *radio altimeter technology is developed, tested, certified, and*  
15 *installed by 2028.*

16       (d) *RULE OF CONSTRUCTION.*—*Nothing in this section*  
17 *shall be construed to apply to efforts to retrofit the existing*  
18 *supply of altimeters in place as of the date of enactment*  
19 *of this section.*

20 **SEC. 919. HYDROGEN AVIATION STRATEGY.**

21       (a) *FAA AND DEPARTMENT OF ENERGY LEADERSHIP*  
22 *ON USING HYDROGEN TO PROPEL COMMERCIAL AIR-*  
23 *CRAFT.*—

24               (1) *IN GENERAL.*—*The Secretary, acting through*  
25 *the Administrator and jointly with the Secretary of*



1       *Energy, shall exercise leadership in the creation of*  
2       *Federal and international policies, and shall conduct*  
3       *research relating to the safe and efficient use and*  
4       *sourcing of hydrogen to propel commercial aircraft.*

5               (2) *EXERCISE OF LEADERSHIP.*—*In carrying out*  
6       *paragraph (1), the Secretary, the Administrator, and*  
7       *the Secretary of Energy shall—*

8                       (A) *establish positions and goals for the use*  
9                       *of hydrogen to propel commercial aircraft;*

10                      (B) *through grant, contract, or interagency*  
11                      *agreements, study the contribution the use of hy-*  
12                      *drogen would have on propelling commercial air-*  
13                      *craft, including hydrogen as an input for con-*  
14                      *ventional jet fuel, hydrogen fuel cells as a source*  
15                      *of electric propulsion, sustainable aviation fuel,*  
16                      *and power to liquids or synthetic fuel, and re-*  
17                      *search ways of accelerating introduction of hy-*  
18                      *drogen-propelled aircraft;*

19                      (C) *review grant eligibility requirements,*  
20                      *loans, loan guarantees, and other policies and re-*  
21                      *quirements of the FAA and the Department of*  
22                      *Energy to identify ways to increase the safe and*  
23                      *efficient use of hydrogen to propel commercial*  
24                      *aircraft;*

1           (D) consider the needs of the aerospace in-  
2           dustry, aviation suppliers, hydrogen producers,  
3           airlines, airport sponsors, fixed base operators,  
4           and other stakeholders when creating policies  
5           that enable the safe use of hydrogen to propel  
6           commercial aircraft;

7           (E) coordinate with the National Aero-  
8           nautics and Space Administration, and obtain  
9           input from the aerospace industry, aviation sup-  
10          pliers, hydrogen producers, airlines, airport  
11          sponsors, fixed base operators, and other stake-  
12          holders regarding—

13                 (i) the safe and efficient use of hydro-  
14                 gen to propel commercial aircraft within  
15                 United States airspace, including—

16                         (I) updating or modifying exist-  
17                         ing policies on such use;

18                         (II) assessing barriers to, and  
19                         benefits of, the introduction of aircraft  
20                         propelled by hydrogen;

21                         (III) the operational differences  
22                         between aircraft propelled by hydrogen  
23                         and aircraft propelled with other types  
24                         of fuels; and

1                   (IV) *public, economic, and noise*  
2                   *benefits of the operation of commercial*  
3                   *aircraft propelled by hydrogen and as-*  
4                   *sociated aerospace industry activity;*  
5                   *and*

6                   (ii) *other issues identified by the Sec-*  
7                   *retary, the Administrator, the Secretary of*  
8                   *Energy, or the advisory committee estab-*  
9                   *lished under subparagraph (F) that must be*  
10                  *addressed to enable the safe and efficient use*  
11                  *of hydrogen to propel commercial aircraft;*  
12                  *and*

13                  (F) *establish an advisory committee com-*  
14                  *posed of representatives of the National Aero-*  
15                  *nautics and Space Administration, the aerospace*  
16                  *industry, aviation suppliers, hydrogen producers,*  
17                  *airlines, airport sponsors, fixed base operators,*  
18                  *and other stakeholders to advise the Secretary,*  
19                  *the Administrator, and the Secretary of Energy*  
20                  *on the activities carried out under this sub-*  
21                  *section and subsection (b).*

22                  (3) *INTERNATIONAL LEADERSHIP.—The Sec-*  
23                  *retary, the Administrator, and the Secretary of En-*  
24                  *ergy, in the appropriate international forums, shall*  
25                  *take actions that—*

1           (A) demonstrate global leadership in car-  
2           rying out the activities required by paragraphs  
3           (1) and (2);

4           (B) address the needs of the aerospace in-  
5           dustry, aviation suppliers, hydrogen producers,  
6           airlines, airport sponsors, fixed base operators,  
7           and other stakeholders identified under para-  
8           graph (2);

9           (C) address the needs of fuel cell manufac-  
10          turers; and

11          (D) advance the United States' competitive-  
12          ness in hydrogen-propelled aircraft.

13          (4) *REPORT TO CONGRESS.*—Not later than 3  
14          years after the date of enactment of this section, the  
15          Secretary, acting primarily through the Adminis-  
16          trator, and jointly with the Secretary of Energy, shall  
17          submit to the appropriate committees of Congress a  
18          report detailing—

19               (A) the Secretary's, Administrator's, and  
20               Secretary of Energy's actions to exercise leader-  
21               ship in the creation of Federal and international  
22               policies, and of research conducted, relating to  
23               the safe and efficient use of hydrogen to propel  
24               commercial aircraft;

1           (B) *planned, proposed, and anticipated ac-*  
2           *tions to update or modify existing policies re-*  
3           *lated to the use of hydrogen to propel commercial*  
4           *aircraft, including those identified as a result of*  
5           *consultation with, and feedback from, the aero-*  
6           *space industry, aviation suppliers, hydrogen pro-*  
7           *ducers, airlines, airport sponsors, fixed base op-*  
8           *erators, and other stakeholders identified under*  
9           *paragraph (2); and*

10           (C) *a timeline for any actions pursuant to*  
11           *subparagraphs (A) and (B) to be taken to update*  
12           *or modify existing policies related to the safe and*  
13           *efficient use of hydrogen to propel commercial*  
14           *aircraft.*

15           (b) *FAA LEADERSHIP ON THE CERTIFICATION OF HY-*  
16           *DROGEN-PROPELLED COMMERCIAL AIRCRAFT.—*

17           (1) *IN GENERAL.—The Administrator shall exer-*  
18           *cise leadership in the creation of Federal regulations,*  
19           *standards, and guidance relating to the safe and effi-*  
20           *cient certification of hydrogen-propelled commercial*  
21           *aircraft.*

22           (2) *EXERCISE OF LEADERSHIP.—In carrying out*  
23           *paragraph (1), the Administrator shall—*

24           (A) *establish a viable path for the certifi-*  
25           *cation of hydrogen-propelled aircraft that con-*

1 *siders existing frameworks, modifying an exist-*  
2 *ing framework, or developing a new framework*  
3 *as appropriate;*

4 *(B) review certification regulations, guid-*  
5 *ance, and other requirements of the FAA to iden-*  
6 *tify ways to safely and efficiently certify hydro-*  
7 *gen-propelled commercial aircraft;*

8 *(C) consider the needs of the aerospace in-*  
9 *dustry, aviation suppliers, hydrogen producers,*  
10 *airlines, airport sponsors, fixed base operators,*  
11 *and other stakeholders when creating regulations*  
12 *and standards that enable the safe certification*  
13 *and deployment of hydrogen-propelled commer-*  
14 *cial aircraft in the national airspace system;*  
15 *and*

16 *(D) obtain the input of the aerospace indus-*  
17 *try, aviation suppliers, hydrogen producers, air-*  
18 *lines, airport sponsors, fixed base operators, and*  
19 *other stakeholders regarding—*

20 *(i) the appropriate regulatory frame-*  
21 *work and timeline for permitting the safe*  
22 *and efficient deployment and operation of*  
23 *hydrogen-propelled aircraft in the United*  
24 *States, including updating or modifying ex-*  
25 *isting regulations;*

1                   (ii) how to accelerate the resolution of  
2                   issues related to data and standards devel-  
3                   opment and related regulations necessary to  
4                   facilitate the safe and efficient certification  
5                   of hydrogen-propelled commercial aircraft;  
6                   and

7                   (iii) other issues identified by the Ad-  
8                   ministrators or the advisory committee es-  
9                   tablished under subsection (a)(2)(F) that  
10                  must be addressed to enable the safe and ef-  
11                  ficient deployment and operation of hydro-  
12                  gen-propelled commercial aircraft.

13 **SEC. 920. AVIATION FUEL SYSTEMS.**

14           (a) *COORDINATION.*—The Secretary, in coordination  
15 with the stakeholders identified in subsection (b), shall  
16 study, plan, and make recommendations with respect to co-  
17 ordination and implementation issues relating to aircraft  
18 powered by new aviation fuels or fuel systems, including  
19 at a minimum, the following:

20                   (1) *Research and technical assistance related to*  
21                   *the development, certification, operation, and mainte-*  
22                   *nance of aircraft powered by new aviation fuels and*  
23                   *fuel systems, along with refueling and charging infra-*  
24                   *structure and associated technologies critical to their*  
25                   *deployment.*

1           (2) *Data sharing with respect to the installation,*  
2           *maintenance, and utilization of charging and refuel-*  
3           *ing infrastructure at airports.*

4           (3) *Development and deployment of training and*  
5           *certification programs for the development, construc-*  
6           *tion, and maintenance of aircraft, related fuel sys-*  
7           *tems, and charging and refueling infrastructure.*

8           (4) *Any other issues that the Secretary, in con-*  
9           *sultation with the Secretary of Energy, shall deem of*  
10          *interest related to the validation and certification of*  
11          *new fuels for use or fuel systems in aircraft.*

12          (b) *CONSULTATION.—The Secretary shall consult*  
13          *with—*

14                 (1) *the Department of Energy;*

15                 (2) *the National Aeronautics and Space Admin-*  
16                 *istration;*

17                 (3) *the Department of the Air Force; and*

18                 (4) *other Federal agencies, as determined by the*  
19                 *Secretary.*

20          (c) *SAVINGS.—Nothing in this section shall be con-*  
21          *strued as granting the Environmental Protection Agency*  
22          *additional authority to establish alternative fuel emissions*  
23          *standards.*



1           **TITLE X—MISCELLANEOUS**

2   **SEC. 1001. AUTHORIZATION FOR CARRIAGE REIMBURSE-**  
3                           **MENT.**

4           (a) *IN GENERAL.*—Beginning on the date of enactment  
5 of this section, the payment eligibility conditions described  
6 in section 91.321(a) of title 14, Code of Federal Regulations,  
7 shall apply to an aircraft operator to the extent necessary  
8 to allow the operator to receive payment for carrying an  
9 eligible person (as described in subsection (b)) without the  
10 operator having to comply with the rules described in parts  
11 121, 125, or 135 of such title 14, subject to the conditions  
12 provided in paragraphs (1) and (2) of such section  
13 91.321(a).

14           (b) *ELIGIBLE PERSON DESCRIBED.*—For purposes of  
15 subsection (a), an eligible person to be carried on an air-  
16 craft used in an operation conducted under such subsection  
17 is limited to a Member, officer, or employee of the Senate  
18 or a Member, Delegate, Resident Commissioner, officer, or  
19 employee of the House of Representatives, who, pursuant  
20 to rule XXXV of the Standing Rules of the Senate or rule  
21 XXIII of the Rules of the House of Representatives (as ap-  
22 plicable), must pay the fair market value of the flight (as  
23 described in such rules).

1           (c) *RULEMAKING.*—*The Administrator shall revise sec-*  
 2 *tion 91.321 of title 14, Code of Federal Regulations, as nec-*  
 3 *essary, consistent with this section.*

4 **SEC. 1002. CLARIFYING MINIMUM ALTITUDES FOR GO-**  
 5 **AROUNDS, INSPECTION PASSES, PRACTICE**  
 6 **APPROACHES, AND INSTRUMENT AP-**  
 7 **PROACHES.**

8           (a) *IN GENERAL.*—*The Administrator may revise reg-*  
 9 *ulations as necessary to allow a properly qualified pilot op-*  
 10 *erating an aircraft to conduct, without regard to the min-*  
 11 *imum altitudes set forth in such sections—*

12                 (1) *in the case of section 91.119 of title 14, Code*  
 13 *of Federal Regulations, a go-around, an inspection*  
 14 *pass, a practice approach, or an instrument ap-*  
 15 *proach;*

16                 (2) *in the case of section 91.177 of such title 14,*  
 17 *an instrument approach; and*

18                 (3) *in the case of section 91.515 of such title 14,*  
 19 *a go-around, a practice approach, or an instrument*  
 20 *approach.*

21           (b) *BRIEFING.*—*If the Administrator does not revise*  
 22 *regulations as described in subsection (a), the Adminis-*  
 23 *trator shall provide a briefing to the appropriate commit-*  
 24 *tees of Congress.*

1 **SEC. 1003. LET ME TRAVEL AMERICA.**

2 (a) *IN GENERAL.*—Chapter 805 of title 49, United  
3 States Code, is amended by adding at the end the following:

4 **“§ 80505. COVID–19 vaccination status**

5 “(a) *IN GENERAL.*—An entity described in subsection  
6 (b) may not deny service to any individual solely based on  
7 the vaccination status of the individual with respect to the  
8 Coronavirus Disease 2019 (COVID–19).

9 “(b) *ENTITY DESCRIBED.*—An entity referred to in  
10 subsection (a) is a common carrier or any other entity, in-  
11 cluding a rail carrier (as defined in section 10102, includ-  
12 ing Amtrak), a motor carrier (as defined in section 13102),  
13 a water carrier (as defined in that section), and an air  
14 carrier (as defined in section 40102), that—

15 “(1) provides interstate transportation of pas-  
16 sengers; and

17 “(2) is subject to the jurisdiction of the Depart-  
18 ment of Transportation or the Surface Transpor-  
19 tation Board under this title.

20 “(c) *SAVINGS PROVISION.*—Nothing in this section ap-  
21 plies to the regulation of intrastate travel, transportation,  
22 or movement, including the intrastate transportation of  
23 passengers.”.

1           (b) *CLERICAL AMENDMENT.*—*The analysis for chapter*  
 2 *805 of title 49, United States Code, is amended by inserting*  
 3 *after the item relating to section 80504 the following:*

          “80505. *COVID–19 vaccination status.*”.

4           (c) *RULE OF CONSTRUCTION.*—*Nothing in this section,*  
 5 *or an amendment made by this section, shall be construed*  
 6 *to permit or otherwise authorize Congress or an executive*  
 7 *agency to enact or otherwise impose a COVID–19 vaccine*  
 8 *mandate.*

9   **SEC. 1004. TRANSPORTATION OF ORGANS, BONE MARROW,**  
 10                           **AND HUMAN CELLS, TISSUES, OR CELLULAR**  
 11                           **OR TISSUE-BASED PRODUCTS (HCT/PS).**

12           (a) *HANDLING OF ORGANS, BONE MARROW, AND HCT/*  
 13 *PS ON AIRCRAFT.*—*Not later than 180 days after the date*  
 14 *of enactment of this section, the Administrator, in coordina-*  
 15 *tion with relevant Federal agencies and stakeholders, shall*  
 16 *issue a rulemaking to—*

17                   (1) *establish a safe, standardized process for a*  
 18 *commercial airline’s acceptance, handling, manage-*  
 19 *ment, and transportation of an organ, bone marrow,*  
 20 *or human cells, tissues, or cellular or tissue-based*  
 21 *products (in this section referred to as “HCT/PS”) in*  
 22 *the cabin of an aircraft;*

23                   (2) *require each commercial airline to establish*  
 24 *a protocol to ensure the safe and timely transport of*  
 25 *an organ, bone marrow, or HCT/PS in the cabin of*

1     *the aircraft, including through any connecting flight;*  
2     *and*

3             (3) *identify metrics regarding the handling of*  
4     *organs, bone marrow, or HCT/Ps by commercial air-*  
5     *lines in order to increase transparency and aid the*  
6     *development of best practices and improvement initia-*  
7     *tives.*

8     (b) *DEFINITIONS.—In this section:*

9             (1) *BONE MARROW.—The term “bone marrow”*  
10     *has the meaning given such term in section 274e(c)(1)*  
11     *of title 42, Code of Federal Regulations.*

12            (2) *HUMAN CELLS, TISSUES, OR CELLULAR OR*  
13     *TISSUE-BASED PRODUCTS.—The term “human cells,*  
14     *tissues, or cellular or tissue-based products” has the*  
15     *meaning given such term in section 1271.3(d) of title*  
16     *21, Code of Federal Regulations.*

17            (3) *ORGAN.—The term “organ”—*

18                 (A) *has the meaning given such term in sec-*  
19     *tion 121.2 of title 42, Code of Federal Regula-*  
20     *tions; and*

21                 (B) *includes organ-related tissue.*

1                   **TITLE XI—TECHNICAL**  
2                   **CORRECTIONS**

3   **SEC. 1101. TECHNICAL CORRECTIONS.**

4           (a) *DISPOSAL OF PROPERTY*.—Section 40110(c)(4) of  
5 title 49, United States Code, is amended by striking “sub-  
6 section (a)(2)” and inserting “subsection (a)(3)”.

7           (b) *CIVIL PENALTY*.—Section 44704(f) of title 49,  
8 United States Code, is amended by striking “subsection  
9 (a)(6)” and inserting “subsection (d)(3)”.

10          (c) *SUNSET OF RULE*.—Section 44729 of title 49,  
11 United States Code, is amended—

12                   (1) by striking subsection (d); and

13                   (2) by redesignating subsections (e) through (h)  
14 as subsections (d) through (g), respectively.

15          (d) *PUBLIC DISCLOSURE OF INFORMATION*.—Section  
16 44735 of title 49, United States Code, is amended—

17                   (1) in subsection (a)—

18                           (A) in the matter preceding paragraph (1),  
19 by inserting “, nor by any agency receiving in-  
20 formation from the Administrator,” after “Fed-  
21 eral Aviation Administration”; and

22                           (B) in paragraph (2), by inserting “or for  
23 any other purpose regarding the development  
24 and implementation of a safety management sys-

1           *tem acceptable to the Administrator” before the*  
2           *period at the end; and*

3           *(2) by adding at the end the following new sub-*  
4           *section:*

5           “(d) *APPLICABILITY TO THE NATIONAL TRANSPOR-*  
6           *TATION SAFETY BOARD.—This section shall not be con-*  
7           *strued to limit the National Transportation Safety Board’s*  
8           *accident or incident investigation authority under chapter*  
9           *11 of this title, including the requirement to not disclose*  
10           *voluntarily provided safety-related information under sec-*  
11           *tion 1114.”.*

Calendar No. 335

118<sup>TH</sup> CONGRESS  
2<sup>D</sup> SESSION  
**S. 1939**

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## **A BILL**

To amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2024 through 2028, and for other purposes.

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FEBRUARY 29, 2024

Reported with an amendment