

116TH CONGRESS
2D SESSION

S. 3959

To amend title 49, United States Code, to provide assistance for foreign civil aviation authorities, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JUNE 15, 2020

Ms. CANTWELL (for herself, Mr. MORAN, Ms. KLOBUCHAR, and Mrs. CAPITO) introduced the following bill; which was read twice and referred to the Committee on Foreign Relations

A BILL

To amend title 49, United States Code, to provide assistance for foreign civil aviation authorities, 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.**

4 This Act may be cited as the “Foreign Civil Aviation
5 Authority Assistance Act of 2020”.

6 **SEC. 2. INTERNATIONAL AVIATION SAFETY.**

7 (a) IN GENERAL.—Section 40104(b) of title 49,
8 United States Code, is amended—

9 (1) by striking “The Administrator shall” and
10 inserting the following:

1 “(1) IN GENERAL.—The Administrator shall”;

2 and

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

4 “(2) BILATERAL AND MULTILATERAL ENGAGE-
5 MENT; TECHNICAL ASSISTANCE.—The Administrator
6 shall—

7 “(A) engage bilaterally and multilaterally,
8 including with the International Civil Aviation
9 Organization, on an ongoing basis to bolster
10 international collaboration, data sharing, and
11 harmonization of international aviation safety
12 requirements including through—

13 “(i) sharing of continued operational
14 safety information;

15 “(ii) prioritization of pilot training de-
16 ficiencies, including manual flying skills
17 and flight crew training, to discourage over
18 reliance on automation, further bolstering
19 the components of airmanship; and

20 “(iii) prioritizing any other flight crew
21 training areas that the Administrator be-
22 lieves will enhance all international avia-
23 tion safety; and

24 “(B) seek to expand technical assistance
25 provided by the Federal Aviation Administra-

1 tion in support of enhancing international avia-
2 tion safety, including by—

3 “(i) promoting and enhancing effec-
4 tive oversight systems, including oper-
5 ational safety enhancements identified
6 through data collection and analysis;

7 “(ii) attaining, maintaining, and en-
8 hancing adherence to international safety
9 standards by counterpart civil aviation au-
10 thorities;

11 “(iii) minimizing cybersecurity threats
12 and vulnerabilities across the aviation eco-
13 system;

14 “(iv) supporting the sharing of safety
15 information, best practices, risk assess-
16 ments, and mitigations through established
17 international aviation safety groups; and

18 “(v) providing technical assistance on
19 any other aspect of aviation safety that the
20 Administrator determines is likely to en-
21 hance international aviation safety.”.

22 (b) AUTHORIZATION OF APPROPRIATIONS.—there
23 are authorized to be appropriated such sums as may be
24 necessary to carry out the amendments made by this sec-
25 tion.

1 **SEC. 3. ASSISTANCE TO FOREIGN AVIATION AUTHORITIES.**

2 (a) IN GENERAL.—Section 40113(e)(1) of title 49,
 3 United States Code, is amended by inserting “The Admin-
 4 istrator also may provide technical assistance related to
 5 all aviation safety-related training and operational services
 6 in connection with bilateral and multilateral agreements,
 7 including further bolstering the components of airman-
 8 ship.” after the first sentence.

9 (b) AUTHORIZATION OF APPROPRIATIONS.—Section
 10 40113(e) of title 49, United States Code, is amended by
 11 adding at the end the following:

12 “(5) AUTHORIZATION OF APPROPRIATIONS.—
 13 There are authorized to be appropriated to the Ad-
 14 ministrator, \$10,000,000 for each of fiscal years
 15 2021 through 2026 to carry out this subsection.
 16 Amounts appropriated under the preceding sentence
 17 for any fiscal year shall remain available until ex-
 18 pended.”.

19 **SEC. 4. SUPPORT FOR IMPLEMENTATION OF IMPROVE-**
 20 **MENTS TO INTERNATIONAL PILOT TRAINING**
 21 **TO ADDRESS FLIGHT DECK AUTOMATION**
 22 **AND HUMAN FACTORS.**

23 (a) AUTHORIZATION OF APPROPRIATIONS.—There
 24 are authorized to be appropriated to the International Or-
 25 ganizations and Programs (IO&P) account of the Depart-
 26 ment of State, \$2,000,000 for each of fiscal years 2021

1 through 2026, to remain available until expended.
2 Amounts appropriated under the authority of the pre-
3 ceding sentence should be used for expenditures attrib-
4 utable to supporting implementation of recommendations
5 included in the working paper titled, “Pilot Training Im-
6 provements to Address Automation Dependency” offered
7 by the United States at the 40th Assembly of the Inter-
8 national Civil Aviation Organization and related to
9 human-machine interface.

10 (b) SENSE OF CONGRESS REGARDING INTER-
11 NATIONAL PILOT TRAINING STANDARDS.—

12 (1) FINDINGS.—Congress makes the following
13 findings:

14 (A) Increased reliance on automation in
15 commercial aviation risks a degradation of pilot
16 skills in flight path management using manual
17 flight control.

18 (B) Manual flight skills are essential for
19 pilot confidence and competence.

20 (C) During the 40th Assembly of the
21 International Civil Aviation Organization, the
22 United States, Canada, Peru, and Trinidad and
23 Tobago presented a working paper titled, “Pilot
24 Training Improvements to Address Automation
25 Dependency”.

1 (D) The working paper outlines rec-
2 ommendations for the Assembly to mitigate the
3 consequences of automation dependency, includ-
4 ing identifying competency requirements for
5 flight path management using manual flight
6 control and assessing the need for new or
7 amended international standards or guidance.

8 (2) SENSE OF CONGRESS.—It is the sense of
9 Congress that, as soon as practicable—

10 (A) the recommendations included in the
11 working paper titled, “Pilot Training Improve-
12 ments to Address Automation Dependency” of-
13 fered by the United States at the 40th Assem-
14 bly of the International Civil Aviation Organiza-
15 tion should be carried out by the Assembly; and

16 (B) the United States should work with
17 the International Civil Aviation Organization
18 and other international aviation safety groups,
19 further bolstering the components of airman-
20 ship.

○