

Suspend the Rules and Pass the Bill, S. 516, With an Amendment
**(The amendment strikes all after the enacting clause and inserts a
new text)**

117TH CONGRESS
2^D SESSION

S. 516

IN THE HOUSE OF REPRESENTATIVES

AN ACT

To plan for and coordinate efforts to integrate advanced air mobility aircraft into the national airspace system, 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 “Advanced Air Mobility
5 Coordination and Leadership Act”

6 **SEC. 2. ADVANCED AIR MOBILITY WORKING GROUP.**

7 (a) IN GENERAL.—Not later than 120 days after the
8 date of enactment of this Act, the Secretary of Transpor-
9 tation shall establish an advanced air mobility interagency
10 working group (in this section referred to as the “working
11 group”).

1 (b) PURPOSE.—Advanced Air Mobility represents a
2 key area of sustainable transportation and economic
3 growth for the United States and it is imperative that the
4 Federal Government foster leadership and interagency col-
5 laboration in the adoption and deployment of this tech-
6 nology. The purpose of the working group established
7 under this section shall be to plan for and coordinate ef-
8 forts related to safety, operations, infrastructure, physical
9 security and cybersecurity, and Federal investment nec-
10 essary for maturation of the AAM ecosystem in the United
11 States, particularly passenger-carrying aircraft, in order
12 to—

- 13 (1) grow new transportation options;
- 14 (2) amplify economic activity and jobs;
- 15 (3) advance environmental sustainability and
16 new technologies; and
- 17 (4) support emergency preparedness and com-
18 petitiveness.

19 (c) MEMBERSHIP.—Not later than 60 days after the
20 establishment of the working group under subsection (a),
21 the Secretary of Transportation shall—

- 22 (1) appoint the Under Secretary of Transpor-
23 tation for Policy to chair the working group;

1 (2) designate not less than 1 additional rep-
2 resentative to participate on the working group from
3 each of—

4 (A) the Department of Transportation;

5 and

6 (B) the Federal Aviation Administration;

7 and

8 (3) invite the heads of each of the following de-
9 partments or agencies to designate not less than 1
10 representative to participate on the working group,
11 including—

12 (A) the National Aeronautics and Space
13 Administration;

14 (B) the Department of Commerce;

15 (C) the Department of Defense;

16 (D) the Department of Energy;

17 (E) the Department of Homeland Security;

18 (F) the Department of Agriculture;

19 (G) the Department of Labor;

20 (H) the Federal Communications Commis-
21 sion; and

22 (I) such other departments or agencies as
23 the Secretary of Transportation determines ap-
24 propriate.

25 (d) COORDINATION.—

1 (1) IN GENERAL.—The working group shall en-
2 gage with State, local, and Tribal governments, avia-
3 tion industry and labor stakeholders, stakeholder as-
4 sociations, and others determined appropriate by the
5 Secretary of Transportation and the Administrator
6 of the Federal Aviation Administration, including—

7 (A) manufacturers of aircraft, avionics,
8 propulsion systems, structures, and air traffic
9 management systems;

10 (B) commercial air carriers, commercial
11 operators, unmanned aircraft system operators,
12 and general aviation operators, including heli-
13 copter operators;

14 (C) intended operators of AAM aircraft;

15 (D) airports, heliports, fixed-base opera-
16 tors;

17 (E) certified labor representatives for pi-
18 lots associations, air traffic control specialists
19 employed by the Federal Aviation Administra-
20 tion, aircraft mechanics, and aviation safety in-
21 spectors;

22 (F) State, local, and Tribal officials or
23 public agencies, with representation from both
24 urban and rural areas;

25 (G) first responders;

1 (H) groups representing environmental in-
2 terests;

3 (I) electric utilities, energy providers and
4 energy market operators;

5 (J) academia with experience working with
6 industry on new technology and commercializa-
7 tion;

8 (K) groups representing the telecommuni-
9 cations industry; and

10 (L) aviation training and maintenance pro-
11 viders.

12 (2) ADVISORY COMMITTEES.—The Secretary of
13 Transportation and Administrator of the Federal
14 Aviation Administration may use such Federal advi-
15 sory committees as may be appropriate to coordinate
16 with the entities listed in paragraph (1).

17 (e) REVIEW AND EXAMINATION.—Not later than 1
18 year after the working group is established under sub-
19 section (a), the working group shall complete a review and
20 examination of, at a minimum—

21 (1) the steps that will mature AAM aircraft op-
22 erations, concepts, and regulatory frameworks be-
23 yond initial operations;

1 (2) the air traffic management and safety con-
2 cepts that might be considered as part of evolving
3 AAM to higher levels of traffic density;

4 (3) current Federal programs and policies that
5 could be leveraged to advance the maturation of the
6 AAM industry;

7 (4) infrastructure, including aviation, cyberse-
8 curity, telecommunication, multimodal, and utility
9 infrastructure, necessary to accommodate and sup-
10 port expanded operations of AAM after initial imple-
11 mentation;

12 (5) steps needed to ensure a robust and secure
13 domestic supply chain;

14 (6) anticipated benefits associated with AAM
15 aircraft operations, including economic, environ-
16 mental, emergency and natural disaster response,
17 and transportation benefits;

18 (7) the interests, roles, and responsibilities of
19 Federal, State, local, and Tribal governments af-
20 fected by AAM aircraft operations; and

21 (8) other factors that may limit the full poten-
22 tial of the AAM industry, including community ac-
23 ceptance or restrictions of such operations.

24 (f) AAM NATIONAL STRATEGY.—Based on the re-
25 view and examination performed under subsection (e), the

1 working group shall develop an AAM National Strategy
2 that includes—

3 (1) recommendations regarding the safety, op-
4 erations, security, infrastructure, air traffic con-
5 cepts, and other Federal investment or actions nec-
6 essary to support the evolution of early AAM to
7 higher levels of activity and societal benefit; and

8 (2) a comprehensive plan detailing the roles and
9 responsibilities of each Federal department and
10 agency, and of State, local, and Tribal governments,
11 necessary to facilitate or implement the rec-
12 ommendations developed under paragraph (1).

13 (g) REPORT.—Not later than 180 days after the com-
14 pletion of the review and examination performed under
15 subsection (e), the working group shall submit to the ap-
16 propriate committees of Congress a report—

17 (1) detailing findings from the review and ex-
18 amination performed under subsection (e); and

19 (2) providing the AAM National Strategy, in-
20 cluding the plan and associated recommendations
21 developed under subsection (f).

22 (h) EVALUATION OF TERMINATION OF WORKING
23 GROUP.—Not later than 30 days after the date on which
24 the working group submits the report required under sub-
25 section (g), the Secretary of Transportation shall evaluate

1 and decide whether to terminate the working group and
2 shall notify the appropriate committees of Congress of
3 such decision.

4 (i) DEFINITIONS.—For purposes of this section and
5 section 3:

6 (1) ADVANCED AIR MOBILITY; AAM.—The terms
7 “advanced air mobility” and “AAM” mean a trans-
8 portation system that transports people and property
9 by air between two points in the United States using
10 aircraft with advanced technologies, including elec-
11 tric aircraft or electric vertical take-off and landing
12 aircraft, in both controlled and uncontrolled air-
13 space.

14 (2) 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 (3) ELECTRIC AIRCRAFT.—The term “electric
22 aircraft” means an aircraft with a fully electric or
23 hybrid (fuel and electric) driven propulsion system
24 used for flight.

1 (4) **FIXED-BASE OPERATOR.**—The term “fixed-
2 base operator” means a business granted the right
3 by an airport sponsor or heliport sponsor to operate
4 on an airport or heliport and provide aeronautical
5 services, including fueling and charging, aircraft
6 hanging, tiedown and parking, aircraft rental, air-
7 craft maintenance, and flight instruction.

8 (5) **STATE.**—The term “State” has the mean-
9 ing given such term in section 47102 of title 49,
10 United States Code.

11 (6) **VERTICAL TAKE-OFF AND LANDING.**—The
12 term “vertical take-off and landing” means an air-
13 craft with lift/thrust units used to generate powered
14 lift and control and with two or more lift/thrust
15 units used to provide lift during vertical take-off or
16 landing.

17 **SEC. 3. GAO STUDY AND REPORT.**

18 (a) **IN GENERAL.**—Not later than 180 days after the
19 date of enactment of this Act, the Comptroller General
20 of the United States shall—

21 (1) conduct a study on the interests, roles, and
22 responsibilities of Federal, State, local, and Tribal
23 governments affected by AAM aircraft and oper-
24 ations; and

1 (2) submit to the appropriate committees of
2 Congress a report on the study, including the Comptroller General's findings and conclusions.

3
4 (b) REQUIREMENTS.—In conducting the study re-
5 quired under subsection (a), the Comptroller General shall
6 review the following:

7 (1) The state of the law as of the enactment of
8 this Act with respect to Federal authority over oper-
9 ations of AAM aircraft systems in the national air-
10 space system.

11 (2) The state of the law as of the enactment of
12 this Act with respect to State, local, and Tribal au-
13 thority over operations of AAM aircraft in the na-
14 tional airspace system.

15 (3) Potential gaps between authorities under
16 paragraphs (1) and (2).

17 (4) Proposals to facilitate the safe and finan-
18 cially viable growth and development of the AAM in-
19 dustry and integration of AAM aircraft into the na-
20 tional airspace system.