
PROVIDING FOR CONSIDERATION OF THE BILL (H.R. 3935) TO AMEND TITLE 49, UNITED STATES CODE, TO REAUTHORIZE AND IMPROVE THE FEDERAL AVIATION ADMINISTRATION AND OTHER CIVIL AVIATION PROGRAMS, AND FOR OTHER PURPOSES, AND PROVIDING FOR CONSIDERATION OF THE BILL (H.R. 3941) TO PROHIBIT THE USE OF THE FACILITIES OF A PUBLIC ELEMENTARY SCHOOL, A PUBLIC SECONDARY SCHOOL, OR AN INSTITUTION OF HIGHER EDUCATION TO PROVIDE SHELTER FOR ALIENS WHO HAVE NOT BEEN ADMITTED INTO THE UNITED STATES, AND FOR OTHER PURPOSES.

July 18, 2023.—Referred to the House Calendar and ordered to be printed.

MRS. HOUCHIN, from the Committee on Rules, submitted the following

R E P O R T

[To accompany H. Res. __]

The Committee on Rules, having had under consideration House Resolution ____, by a record vote of 8 to 4, report the same to the House with the recommendation that the resolution be adopted.

SUMMARY OF PROVISIONS OF THE RESOLUTION

The resolution provides for consideration of H.R. 3935, the Securing Growth and Robust Leadership in American Aviation Act, under a structured rule. The resolution waives all points of order against consideration of the bill. The resolution provides one hour of general debate equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees. The resolution provides that an amendment in the nature of a substitute consisting of the text of Rules Committee Print 118-11 shall be considered as adopted and the bill, as amended, shall be considered as read. The resolution waives all points of order against provisions in the bill, as amended. The resolution provides that following debate, each further amendment printed in part A of the Rules Committee report not earlier considered as part of amendments en bloc pursuant to section 3 shall be

considered only in the order printed in the report, may be offered only by a Member designated in the report, shall be considered as read, shall be debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question in the House or in the Committee of the Whole. The resolution waives all points of order against the amendments printed in part A of the Rules Committee report or amendments en bloc described in section 3. The resolution provides that at any time after debate the chair of the Committee on Transportation and Infrastructure or his designee may offer amendments en bloc consisting of amendments printed in part A of the Rules Committee report not earlier disposed of. Amendments en bloc shall be considered as read, shall be debatable for 30 minutes equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question in the House or in the Committee of the Whole. The resolution provides one motion to recommit. The resolution provides for consideration of H.R. 3941, the Schools Not Shelters Act, under a structured rule. The resolution waives all points of order against consideration of the bill. The resolution provides that an amendment in the nature of a substitute recommended by the Committee on Education and the Workforce now printed in the bill shall be considered as adopted and the bill, as amended, shall be considered as read. The resolution waives all points of order against provisions in the bill, as amended. The resolution provides one hour of general debate equally divided and controlled by the chair and ranking minority member of the Committee on Education and the Workforce or their respective designees. The resolution further makes in order only the amendment printed in part B of this report. Each such amendment may be offered only in the order printed in this report, may be offered only by a Member designated, shall be considered as read, shall be debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question. The resolution waives all points of order against the amendment printed in part B of this report. The resolution provides one motion to recommit.

EXPLANATION OF WAIVERS

The waiver of all points of order against consideration of H.R. 3935 includes:

- Clause 10 of rule XXI, which prohibits consideration of a measure if it has the net effect of increasing mandatory spending over the five-year or ten-year period.
- Section 303(a) of the Congressional Budget Act, which prohibits consideration of legislation, as reported, providing new budget authority, change in revenues, change in public debt, new entitlement authority or new credit authority for a fiscal year until the budget resolution for that year has been agreed to.

The waiver of all points of order against provisions in H.R. 3935, as amended, includes:

- Clause 4 of rule XXI, which prohibits reporting a bill carrying an

appropriation from a committee not having jurisdiction to report an appropriation.

--Clause 5(a) of rule XXI, which prohibits a bill or joint resolution carrying a tax or tariff measure from being reported by a committee not having jurisdiction to report tax or tariff measures.

Although the resolution waives all points of order against the amendments printed in part A of this report or against amendments en bloc described in section 3, the Committee is not aware of any points of order. The waiver is prophylactic in nature.

Although the resolution waives all points of order against consideration of H.R. 3941, the Committee is not aware of any points of order. The waiver is prophylactic in nature.

Although the resolution waives all points of order against provisions in H.R. 3941, as amended, the Committee is not aware of any points of order. The waiver is prophylactic in nature.

Although the resolution waives all points of order against the amendment printed in part B of this report, the Committee is not aware of any points of order. The waiver is prophylactic in nature.

COMMITTEE VOTES

The results of each record vote on an amendment or motion to report, together with the names of those voting for and against, are printed below:

Rules Committee Record Vote No. 104

Motion by Mr. McGovern to amend the rule to make in order amendment #35 to H.R. 3935, offered by Representative Porter, which requires air carriers to provide passengers experiencing a controllable significant delay or cancellation with an alternative flight, including on another air carrier if necessary, and codifies the existing requirement for airlines to provide a full cash refund if the passenger chooses not to travel after experiencing such a delay or cancellation. Defeated: 4–8

Majority Members	Vote	Minority Members	Vote
Mr. Burgess.....	Nay	Mr. McGovern.....	Yea
Mr. Resenthaler.....	Nay	Ms. Scanlon.....	Yea
Mrs. Fischbach.....	Nay	Mr. Neguse.....	Yea
Mr. Massie.....		Ms. Leger Fernández.....	Yea
Mr. Norman.....	Nay		
Mr. Roy.....	Nay		
Mrs. Houchin.....	Nay		
Mr. Langworthy.....	Nay		
Mr. Cole, Chairman.....	Nay		

Rules Committee Record Vote No. 105

Motion by Mr. McGovern to amend the rule to make in order en bloc amendments #106 and #107 to H.R. 3935, both offered by Representative Pascrell. These important amendments both deal with the issue of FAA regulations surrounding helicopter noise. Defeated: 4–8

Majority Members	Vote	Minority Members	Vote
Mr. Burgess.....	Nay	Mr. McGovern.....	Yea
Mr. Reschenthaler.....	Nay	Ms. Scanlon.....	Yea
Mrs. Fischbach.....	Nay	Mr. Neguse.....	Yea
Mr. Massie.....		Ms. Leger Fernández.....	Yea
Mr. Norman.....	Nay		
Mr. Roy.....	Nay		
Mrs. Houchin.....	Nay		
Mr. Langworthy.....	Nay		
Mr. Cole, Chairman.....	Nay		

Rules Committee Record Vote No. 106

Motion by Ms. Scanlon to amend the rule to make in order amendment #7 to H.R. 3935, offered by Representative Bergman, which strikes section 330 to prevent raising the retirement age of pilots from 65 to 67. Defeated: 4–8

Majority Members	Vote	Minority Members	Vote
Mr. Burgess.....	Nay	Mr. McGovern.....	Yea
Mr. Reschenthaler.....	Nay	Ms. Scanlon.....	Yea
Mrs. Fischbach.....	Nay	Mr. Neguse.....	Yea
Mr. Massie.....		Ms. Leger Fernández.....	Yea
Mr. Norman.....	Nay		
Mr. Roy.....	Nay		
Mrs. Houchin.....	Nay		
Mr. Langworthy.....	Nay		
Mr. Cole, Chairman.....	Nay		

Rules Committee Record Vote No. 107

Motion by Ms. Scanlon to amend the rule to make in order amendment #21 to H.R. 3935, offered by Representative Fitzpatrick, which strikes Sec. 522 and replaces it with the text of H.R. 911, the Saracini Enhanced Aviation Safety Act. Defeated: 4–8

Majority Members	Vote	Minority Members	Vote
Mr. Burgess.....	Nay	Mr. McGovern.....	Yea
Mr. Resenthaler.....	Nay	Ms. Scanlon.....	Yea
Mrs. Fischbach.....	Nay	Mr. Neguse.....	Yea
Mr. Massie.....		Ms. Leger Fernández.....	Yea
Mr. Norman.....	Nay		
Mr. Roy.....	Nay		
Mrs. Houchin.....	Nay		
Mr. Langworthy.....	Nay		
Mr. Cole, Chairman.....	Nay		

Rules Committee Record Vote No. 108

Motion by Ms. Scanlon to amend the rule to make in order amendment #43 to H.R. 3935, offered by Representative Van Drew, which aligns the Motorcoach Enplanement Pilot program with intent for both Airport Improvement Program and Passenger Facility Charges eligibility. Defeated: 4–8

Majority Members	Vote	Minority Members	Vote
Mr. Burgess.....	Nay	Mr. McGovern.....	Yea
Mr. Resenthaler.....	Nay	Ms. Scanlon.....	Yea
Mrs. Fischbach.....	Nay	Mr. Neguse.....	Yea
Mr. Massie.....		Ms. Leger Fernández.....	Yea
Mr. Norman.....	Nay		
Mr. Roy.....	Nay		
Mrs. Houchin.....	Nay		
Mr. Langworthy.....	Nay		
Mr. Cole, Chairman.....	Nay		

Rules Committee Record Vote No. 109

Motion by Ms. Scanlon to amend the rule to make in order amendment #6 to H.R. 3941, offered by Representative Ramirez, which would strike the bill text to the Schools Not Shelters Act and insert the bill text of the American Dream and Promise Act. Defeated: 4–8

Majority Members	Vote	Minority Members	Vote
Mr. Burgess.....	Nay	Mr. McGovern.....	Yea
Mr. Resenthaler.....	Nay	Ms. Scanlon.....	Yea
Mrs. Fischbach.....	Nay	Mr. Neguse.....	Yea
Mr. Massie.....		Ms. Leger Fernández.....	Yea
Mr. Norman.....	Nay		
Mr. Roy.....	Nay		
Mrs. Houchin.....	Nay		
Mr. Langworthy.....	Nay		
Mr. Cole, Chairman.....	Nay		

Rules Committee Record Vote No. 110

Motion by Mr. Neguse to amend the rule to make in order amendment #159 to H.R. 3935, offered by Representative Neguse, which gives General Aviation Airports the authority to impose their own restrictions relating to aircraft noise concerns. Defeated: 4–8

Majority Members	Vote	Minority Members	Vote
Mr. Burgess.....	Nay	Mr. McGovern.....	Yea
Mr. Resenthaler.....	Nay	Ms. Scanlon.....	Yea
Mrs. Fischbach.....	Nay	Mr. Neguse.....	Yea
Mr. Massie.....		Ms. Leger Fernández.....	Yea
Mr. Norman.....	Nay		
Mr. Roy.....	Nay		
Mrs. Houchin.....	Nay		
Mr. Langworthy.....	Nay		
Mr. Cole, Chairman.....	Nay		

Rules Committee Record Vote No. 111

Motion by Ms. Leger Fernández to amend the rule to make in order amendment #17 to H.R. 3941, offered by Representative Leger Fernández, which condemns efforts to transport migrants to other states without prior coordination with the receiving local officials and without the explicit consent of the affected migrants. Defeated: 4–8

Majority Members	Vote	Minority Members	Vote
Mr. Burgess.....	Nay	Mr. McGovern.....	Yea
Mr. Reschenthaler.....	Nay	Ms. Scanlon.....	Yea
Mrs. Fischbach.....	Nay	Mr. Neguse.....	Yea
Mr. Massie.....		Ms. Leger Fernández.....	Yea
Mr. Norman.....	Nay		
Mr. Roy.....	Nay		
Mrs. Houchin.....	Nay		
Mr. Langworthy.....	Nay		
Mr. Cole, Chairman.....	Nay		

Rules Committee Record Vote No. 112

Motion by Ms. Leger Fernández to amend the rule to make in order amendment #9 to H.R. 3935, offered by Representative Brownley, which extends the production tax credit for sustainable aviation fuel through 2032. Defeated: 4–8

Majority Members	Vote	Minority Members	Vote
Mr. Burgess.....	Nay	Mr. McGovern.....	Yea
Mr. Reschenthaler.....	Nay	Ms. Scanlon.....	Yea
Mrs. Fischbach.....	Nay	Mr. Neguse.....	Yea
Mr. Massie.....		Ms. Leger Fernández.....	Yea
Mr. Norman.....	Nay		
Mr. Roy.....	Nay		
Mrs. Houchin.....	Nay		
Mr. Langworthy.....	Nay		
Mr. Cole, Chairman.....	Nay		

Rules Committee Record Vote No. 113

Motion by Ms. Leger Fernández to amend the rule to make in order amendment #16 to H.R. 3935, offered by Representative Garamendi, which directs the FAA to promulgate a rule phasing out leaded aviation fuel if and when the EPA finalizes the October 2022 endangerment finding under the Clean Air Act. Defeated: 4–8

Majority Members	Vote	Minority Members	Vote
Mr. Burgess.....	Nay	Mr. McGovern.....	Yea
Mr. Resenthaler.....	Nay	Ms. Scanlon.....	Yea
Mrs. Fischbach.....	Nay	Mr. Neguse.....	Yea
Mr. Massie.....		Ms. Leger Fernández.....	Yea
Mr. Norman.....	Nay		
Mr. Roy.....	Nay		
Mrs. Houchin.....	Nay		
Mr. Langworthy.....	Nay		
Mr. Cole, Chairman.....	Nay		

Rules Committee Record Vote No. 114

Motion by Mrs. Houchin to report the rule. Adopted: 8–4

Majority Members	Vote	Minority Members	Vote
Mr. Burgess.....	Yea	Mr. McGovern.....	Nay
Mr. Resenthaler.....	Yea	Ms. Scanlon.....	Nay
Mrs. Fischbach.....	Yea	Mr. Neguse.....	Nay
Mr. Massie.....		Ms. Leger Fernández.....	Nay
Mr. Norman.....	Yea		
Mr. Roy.....	Yea		
Mrs. Houchin.....	Yea		
Mr. Langworthy.....	Yea		
Mr. Cole, Chairman.....	Yea		

SUMMARY OF THE AMENDMENTS TO H.R. 3935 IN PART A MADE IN
ORDER

1. Graves (MO), Larsen (WA): Makes technical, conforming, and clarifying changes throughout the bill. Further, it incorporates new provisions and revisions based on amendments offered and withdrawn at the Transportation Committee's markup. (10 minutes)
2. Bean (FL): This amendment would expand eligibility to include connecting taxiways under Sec. 685. AIP Eligibility For Certain Spaceport Infrastructure. (10 minutes)
3. Brecheen (OK): Tasks the National Academy of Sciences with only studying the cybersecurity workforce and coming up with recommendations to increase its size and quality, not increase the force's diversity. (10 minutes)
4. Brecheen (OK): Prohibits funding for the Airport Disadvantaged Business Enterprise Program and the Airport Concessions Disadvantaged Business Enterprise Program. (10 minutes)
5. Brown (OH): Requires air carriers and foreign air carriers to provide complementary drinking water to all passengers on all domestic and international flights over 1 hour. (10 minutes)
6. Buchanan (FL): Requires the Comptroller General of the United States to conduct a study into raising the retirement age of air traffic controllers. (10 minutes)
7. Burgess (TX): Allows the use of electronic shipping papers for air transportation of dangerous goods (10 minutes)
8. Cammack (FL): Makes catchment area analyses eligible for Airport Improvement Program (AIP) funds. (10 minutes)
9. Carbajal (CA), Yakym (IN), Davids (KS): Directs the FAA to start a pilot program for mobile clearance for general aviation and Part 135 air carriers. (10 minutes)
10. Langworthy (NY), Higgins (NY), Tenney (NY): Strikes Sec. 546 to maintain current training requirements for a person who is applying for an airline transport certificate with an airplane category and class rating. (10 minutes)
11. Case (HI): Directs the Federal Aviation Administration, in consultation with the Department of State, to submit a report to Congress on airports of strategic importance in the Indo-Pacific region. (10 minutes)
12. Case (HI): Directs GAO to conduct a study on grant implementation at airports in the Freely Associated States. (10 minutes)
13. Castro (TX), Salazar (FL), Garcia (IL), Lee (CA), Moore (WI), Barragán (CA), Evans (PA), Norton (DC), Carson (IN): Requires the Department of Transportation to make publicly available the Uniform report of DBE awards commitments and payment for each airport sponsor beginning with fiscal year 2024. (10 minutes)
14. Ciscomani (AZ): Directs the FAA to prioritize funding for certain projects and details how they should go about dispensing funds. (10 minutes)

15. Ciscomani (AZ), Stanton (AZ): Creates new priority criteria for the secretary to consider regarding air traffic controllers. (10 minutes)
16. Cloud (TX): Requires energy project applicants submitted to the FAA to submit a foreign agent and principal disclosure. (10 minutes)
17. Davids (KS): Revises language in Section 507 to change the deadline in Section 507(2)(b) from 30 days to 60 days. (10 minutes)
18. DelBene (WA): Expands the Center of Excellence for Alternative Jet Fuels and Environment (ASCENT) to conduct research on hydrogen to increase aviation decarbonization, in addition to other research authorized to be carried out by ASCENT. (10 minutes)
19. Deluzio (PA), Garcia (IL): Directs GAO to conduct a report on the effect of airline mergers for consumers. (10 minutes)
20. DeSaulnier (CA): Creates a Task Force on Human Factors in Aviation Safety to analyze current risks related to human factors and identify recommendations to decrease the risks (10 minutes)
21. Donalds (FL): Expresses the Sense of Congress that Congress encourages the FAA to welcome the use of drones to bolster and augment traditional manual inspection, survey, and maintenance operations (e.g. operations relating to electric transmission infrastructure, water quality and detecting harmful algal blooms, transportation infrastructure, telecommunications infrastructure, etc.) (10 minutes)
22. Donalds (FL): Directs the Comptroller General to consult with FAA-certified airports and industry stakeholders to evaluate the airports' emergency response plans and determine whether such plans appropriately assess electricity-related considerations relating to primary power source disruption events stemming from natural disasters. (10 minutes)
23. Donalds (FL), Crockett (TX), Mace (SC), Davis (NC), Gosar (AZ), Nehls (TX): Directs the FAA Secretary to consult with Part 141 flight schools and industry stakeholders to establish an apprenticeship program to bolster the qualified pilot pipeline. (10 minutes)
24. Eshoo (CA): Requires the FAA to solicit feedback from communities impacted by aircraft noise as part of the Community Collaboration Program. (10 minutes)
25. Espaillat (NY): Requires the FAA to consider vulnerabilities of in-flight wifi that may lead to the exposure of passenger data. (10 minutes)
26. Feenstra (IA), Ciscomani (AZ), Miller (IL), Miller-Meeks (IA): Directs the Secretary of Transportation to take such actions as are necessary to respond with an approval or denial of any application for the provision of essential air service to the greatest extent practicable no later than 6 months after receiving such application. (10 minutes)
27. Feenstra (IA), Miller (IL): Exempts nonhub airports from the requirement to have at least one individual who maintains certification as an emergency medical technician during air carrier operations. (10 minutes)
28. Fitzpatrick (PA), Carson (IN), Gottheimer (NJ), Kean (NJ), Lynch (MA), Houlahan (PA), Golden (ME), Nadler (NY), Smith (NJ), Goldman (NY): Makes alterations to the structure and timeframe of the aviation rulemaking committee established by Sec. 522. (10 minutes)
29. Fitzpatrick (PA), Carson (IN), Lynch (MA), Smith (NJ), Gottheimer (NJ), Kean (NJ), Houlahan (PA), Golden (ME), Nadler (NY), Goldman (NY): Requires the FAA to implement as a rule the recommendations issued by the aviation rulemaking committee for commercial passenger aircraft established by Sec. 522. (10 minutes)

30. Garcia, Robert (CA): Modifies cockpit voice recording preservation requirements to include real-world nearly catastrophic close-call incidents (for example, almost landing on another plane when lined up on a taxiway rather than a runway at SFO in 2017; or flying way past its destination airport at MSP in 2009). Also restates protections for pilots' privacy. (10 minutes)
31. González-Colón (PR): Authorizes a GAO study on air cargo operations in Puerto Rico. (10 minutes)
32. Gooden (TX), Crockett (TX), Johnson (SD), Gallagher (WI): Applies equal NOTAM prohibitions to air carriers and foreign air carriers landing in or taking off from a U.S. airport from overflying Russian airspace. (10 minutes)
33. Gosar (AZ), Johnson (SD): Prohibits changes to existing National Park air tour management plans (10 minutes)
34. Gottheimer (NJ): Requires a GAO study on flight delays at airports in New York, New Jersey, and Connecticut and possible causes. (10 minutes)
35. Greene (GA): Requires the Inspector General to investigate the FAA's decision to broaden the acceptable EKG range for pilots to fly (10 minutes)
36. Greene (GA), Grothman (WI): Requires airlines to reinstate pilots who were fired or forced to resign because of vaccine mandates (10 minutes)
37. Hageman (WY): Includes language that requires the Administrator, when implementing and updating the acquisition management system, to take into account the life cycle, reliability, performance, service support, and costs to guarantee the acquisition of equipment that is of high quality and reliability resulting in greater performance and cost-related benefits for airports. (10 minutes)
38. Hageman (WY): Requires the FAA to take necessary actions to provide easily accessible and streamlined non-federal weather observer training to airport personnel in that such personnel can manually provide weather observations when automated surface observing systems and automated weather observing systems experience outages and errors. (10 minutes)
39. Hageman (WY): Requires the Comptroller General of the United States to conduct a study on methods related to the recruitment, retention, employment, education, training, and well-being of the aviation workforce specifically within rural communities, and report the findings to Congress. (10 minutes)

40. Higgins (LA): Directs the Inspector General of the Department of Transportation to conduct and submit an assessment on the mitigation of unmanned aircraft systems at the border. (10 minutes)
41. Hill (AR): Requires the FAA to brief the Senate and House Committees of jurisdiction on the status of the Little Rock VORTAC relocation project. (10 minutes)
42. Houlahan (PA), Harris (MD): Requires FAA to provide notification and financial reimbursement to specified aviation entities for financial losses incurred because of closures due to Presidential Temporary Flight Restrictions (TFRs) related to any residence of the President which is secured by the U.S. Secret Service, subject to an audit of the financial losses incurred. (10 minutes)
43. Hoyle (OR), Van Orden (WI), Ryan (NY), Chavez-DeRemer (OR), Houchin (IN): Requires the FAA to develop and publish safety training materials for airport ground crew workers (including supervisory employees) to help prevent accidents involving aircraft engine ingestion and jet blast hazards. (10 minutes)
44. Huizenga (MI): Requires the Secretary of Transportation -- in the process for prioritizing awarding grants under the Advanced Air Mobility Infrastructure Pilot Program established and described in P.L. 119-328 -- to also prioritize eligible entities that collaborate with the DOD or National Guard. (10 minutes)
45. Huizenga (MI): Prevents Secretary of Transportation from requiring that an airport shorten or narrow their runway, apron, or taxiway as a condition for funding if the airport supports an Air Force or Air National Guard base at the airport, regardless of stationing of military aircraft. (10 minutes)
46. Huizenga (MI), Pfluger (TX): Allows volunteer pilot organizations to reimburse a volunteer pilot for certain aircraft operating expenses incurred by the pilot when making a charitable flight in support of the volunteer pilot organization's mission. (10 minutes)
47. Issa (CA): Requires the FAA Administrator to make an objective, independent assessment of a NOTAM request when the request comes from outside the FAA (10 minutes)
48. Jackson (TX): Revises Section 608 to add concentrated animal feeding operations and eligible meat and food processing facilities to the list of Applications for Designation. (10 minutes)
49. Johnson (SD), Stanton (AZ): Encourages the FAA to utilize cloud-based, interactive digital platforms to meet community engagement and agency coordination requirements in the environmental review process. (10 minutes)
50. Kean (NJ), Chavez-DeRemer (OR), Larson (CT): Requires the Secretary of Transportation to refine the reporting directives to provide more detailed information about the cause of a commercial passenger flight cancellation or delay, allowing greater transparency to the traveling public regarding the cause of a canceled or delayed flight. (10 minutes)
51. Kean (NJ), Panetta (CA): Directs the FAA to consult the DOD regarding powered-lift aircraft operating regulations. (10 minutes)
52. Kilmer (WA), LaMalfa (CA), Blumenauer (OR): Revises the expansion of AIP for resiliency improvements to include Incident Support Bases,

defines natural disasters, and clarifies the full scope of AIP improvement projects for eligible airports. (10 minutes)

53. LaMalfa (CA), Carbajal (CA): Requires the FAA to promulgate a rule which will allow for restricted category aircraft performing a wildfire suppression operation to transport firefighters to and from the site of a wildfire if those firefighters are performing ground wildfire suppression. (10 minutes)
54. Lawler (NY): Directs the GAO to conduct a study on the shortage of pilots faced by air carriers. (10 minutes)
55. Lee (NV), Amodei (NV): Adds research to sections on use of UAS in wildfire prevention, response and mitigation, as well as agricultural uses, to make clear that processes to allow for research into wildfires and agriculture must be considered in any federal rulemaking process related to UAS. (10 minutes)
56. Lucas (OK), Bice (OK): Ensures FAA's future plans to expand air traffic controller training facilities focuses on improving staff training without duplicating existing federal investments. (10 minutes)
57. Lynch (MA), Nadler (NY), Norton (DC), Williams (GA), Moulton (MA): Revises the representative in the task force on Aviation and Airport Community Engagement to ensure that multiple airport communities and communities around airports are included. (10 minutes)
58. Lynch (MA), Nadler (NY), Norton (DC), Williams (GA), Moulton (MA), Lieu (CA): Ensures deliberate engagement with local community groups for the Community Collaboration Program. (10 minutes)
59. Magaziner (RI): Allows Airport Improvement Program funds to be used for projects to comply with cybersecurity standards and recommendations from the Civil Aviation Cybersecurity Rulemaking Committee. (10 minutes)
60. Manning (NC): Adds a Sense of Congress on FAA engagement with HBCUs and MSIs on aviation workforce development. (10 minutes)
61. Manning (NC): Requires the FAA Administrator to report to Congress on implementation of the FAA Youth Access to American Jobs in Aviation Task Force's recommendations on increasing access to information and enhancing collaboration. (10 minutes)
62. McClintock (CA), Perry (PA): Strikes authorization for the Essential Air Service (10 minutes)
63. Meng (NY), Norton (DC), Johnson (GA), Nadler (NY), Raskin (MD), Moulton (MA), Garcia (IL), Lieu (CA): Clarifies that as part of the Part 150 Noise Standard Update, feedback should be solicited from individuals living in overflight communities. (10 minutes)
64. Miller (IL): Requires a report on the Secretary of Transportation flight records (10 minutes)
65. Miller (IL), Grothman (WI): Restricts funding for diversity, equity, and inclusion officials or training (10 minutes)
66. Neguse (CO): Requires the Community Collaboration Program to directly interview impacted residents. (10 minutes)
67. Obernolte (CA): Requires the FAA to implement an accountability system that ensures students can schedule an airman practical test in no more than fourteen (14) calendar days after the test is requested. (10 minutes)
68. Obernolte (CA): Allows FAA approved high-octane unleaded aviation gasoline to be sold at airports in lieu of 100 octane low-lead aviation gasoline. (10 minutes)
69. Ogles (TN): Strikes "social" from the scope of factors examined under the FAA Beyond Program (10 minutes)

70. Ogles (TN): Clarifies that a study of turbulence should include a focus on weather conditions rather than climate change since weather is the proximate cause. (10 minutes)
71. Owens (UT), Johnson (GA), McBath (GA), Gonzales, Tony (TX), Collins (GA), Edwards (NC), Moore (UT), Stewart (UT), Escobar (TX), Curtis (UT): Protects all existing flights at Ronald Reagan National Airport (DCA). This amendment adds 7 new roundtrip in-and-beyond perimeter slots to DCA split between the 7 airlines servicing the airport. (10 minutes)
72. Peltola (AK): Adds extensions needed for fuel/ firefighting operations/etc. that are often pushed out as ineligible, yet very much needed to allow Alaska's aviation system to function more smoothly and allow for heavier payloads to remote locations. (10 minutes)
73. Perry (PA): Strikes sec. 1132 (CLEEN) (10 minutes)
74. Perry (PA): Reduces the authorization levels in sections 101, 103, and 1111. (10 minutes)
75. Perry (PA): Strikes vertiport from the AIP definitions section. (10 minutes)
76. Perry (PA), Boebert (CO): Strikes sections 206 and 207 relating to N number restrictions. (10 minutes)
77. Perry (PA), Good (VA): Strikes the telework provisions in the underlying bill and applies the SHOW UP Act (HR 139) telework restrictions to the FAA. (10 minutes)
78. Pettersen (CO): Strikes "in decision-making processes" in Sec. 135 to allow more avenues for the public to have their concerns relayed to the Aviation Noise Officer to provide to the Administrator. (10 minutes)
79. Pettersen (CO): Requires the FAA, within 1 year of enactment, to develop guidance on what medications should be readily available without additional approval on the in-flight medical kits. (10 minutes)
80. Pettersen (CO): Requires the Pilot Mental Health Task Group to review protocols of allowable antidepressants for a pilot's medical certification. (10 minutes)
81. Pettersen (CO): Directs the Pilot Mental Health Task Force to consider implementing the recommendations from the Department of Transportation Inspector General's report on Comprehensive Evaluations of Pilots with Mental Health Challenges. (10 minutes)
82. Pfluger (TX): Provides a sense of Congress that route structures to rural airports serve a critical function to our Nation by connecting many of our military installations to major regional airline hubs. (10 minutes)

83. Porter (CA), Westerman (AR): Requires the Comptroller General of the United States to conduct a study on the response time of the FAA Administrator in regard to congressional inquiries and requests, in addition to requiring the FAA Administrator to annually testify before Congress on the agency's efforts activities, objectives, plans, and efforts to engage with Congress and the public. (10 minutes)
84. Pressley (MA): Requires GAO study on transit access to airports (10 minutes)
85. Quigley (IL): Clarifies requirements of the joint DoD and FAA dynamic scheduling airspace system pilot program and requires a report to Congress on the impact of dynamic scheduling and management of special activity airspace and special use airspace. (10 minutes)
86. Rose (TN): Requires GAO to issue a report to Congress on the recent mass flight cancellations that occurred over the Fourth of July holiday. The report would require an examination of the period beginning two weeks before July 4th, 2023, and ending two weeks after July 4th, 2023. The report would examine the actions of the Secretary of Transportation and the Administrator of the Federal Aviation Administration to mitigate flight cancellations and disruptions as well as any actions not taken by the Secretary or Administrator that may have mitigated flight cancellations and disruptions. (10 minutes)
87. Rouzer (NC): Clarifies adoption of the Aeromedical Innovation and Modernization Working Group's findings and creates a Medical Portal Modernization Task Group, comprised of working group members, to study creating a portal for pilots to track the status of their medical application. (10 minutes)
88. Rouzer (NC), Nehls (TX), Garamendi (CA), Bost (IL), Edwards (NC), Brownley (CA), Collins (GA), Yakym (IN), Van Drew (NJ), González-Colón (PR), Crawford (AR), Burchett (TN), Kean (NJ), Duarte (CA), Gimenez (FL), Ezell (MS), Fitzpatrick (PA), Miller (OH), Kim (CA), Houchin (IN), Hudson (NC), Wittman (VA), Davis (NC), Amodei (NV), Bergman (MI), McHenry (NC), D'Esposito (NY), Guest (MS): Prohibits DOT procurement of drones from certain foreign adversaries, including China and Russia. (10 minutes)
89. Ruiz (CA), LaMalfa (CA), Calvert (CA), Carbajal (CA): Requires the Comptroller General to conduct a study on the closure of the Banning Municipal Airport in Banning, California. (10 minutes)
90. Scott, David (GA): Revises Sec. 483 (Engagement Events) to increase the number of annual events the FAA must convene to engage with aviation-impacted communities in each geographic region of the Administration from one to two. (10 minutes)
91. Self (TX): Provides a feasibility study to determine what the cost would be to harden satellites that contribute to U.S. aerospace navigation. (10 minutes)
92. Sherrill (NJ), Gimenez (FL), Radewagen (AS), Garcia (TX), Carson (IN): Mandates an FAA study within 180 days that researches prior instances and national security implications of airborne incidents or misrepresentations of domestically launched, unbeaconed, unmanned free balloons and the technical efficacy of putting an electronic emitter onboard said launches. Includes a survey of the private/commercial community's use of current tracking technology and the ability of civil

and military authorities' to harness those emissions for use in the national airspace domain awareness enterprise. (10 minutes)

93. Steil (WI), Gooden (TX): Directs the FAA to update FAA Order 7031.2C to lower the remote radar bright display scope installation requirement from 30,000 annual itinerant operations to 15,000. (10 minutes)
94. Thompson (PA), Vasquez (NM), Smucker (PA), Meuser (PA): Requires the Department of Transportation and National Academies to conduct a study on the loss of commercial air service in small communities throughout the country, and to provide recommendations on how to restore service to these communities. (10 minutes)
95. Van Drew (NJ), Eshoo (CA): Adds large UAS operators as a member of the Unmanned and Autonomous Flight Advisory Committee. (10 minutes)
96. Westerman (AR): Makes technical corrections to Section 204 to ensure data privacy and enhance the safety of general aviation aircraft personnel and passengers. (10 minutes)
97. Westerman (AR), Crawford (AR): Clarifies that BVLOS rulemaking should ensure the safety of manned aircraft in the national airspace. (10 minutes)
98. Wexton (VA): Directs the FAA, in collaboration with the exclusive bargaining representative of air traffic controllers, to develop and submit to Congress a plan to test and evaluate space-based ADS-B technology within U.S. airspace or international airspace delegated to the U.S. for air traffic control, air traffic flow management, search and rescue, and accident investigation. (10 minutes)
99. Williams (NY): Conducts a study of surface surveillance systems that are operational as of the date of enactment of this Act. Demonstrates that any change to the configuration of such systems or decommissioning of a sensor from such systems provides an equivalent level of safety as the current system. (10 minutes)
100. Yakym (IN), Titus (NV): Extends the air traffic control maximum hiring requirement through Fiscal Year 2028. (10 minutes)
101. Smith (NJ), Van Drew (NJ), Harris (MD): Requires the President or his designee to certify offshore wind projects in the North Atlantic and Mid Atlantic Planning Area will not compromise radar or create risks to aviation and space activities. Requires the Inspector General to audit the sufficiency of the offshore wind project approval process and the consideration of parties effected by radar interference. (10 minutes)
102. Boebert (CO): Requires the report on future electric grid resiliency in the underlying bill to also be made available to the American people on a public website. (10 minutes)
103. Boebert (CO): Requires the report on telework in the underlying bill to also be made available to the American people on a public website. (10 minutes)
104. Beyer (VA): Commissions study to modernize aeronautical standards. (10 minutes)

SUMMARY OF THE AMENDMENT TO H.R. 3941 IN PART B MADE IN ORDER

1. Ogles (TN): Defines short-term as a period of up to 72 hours. (10 minutes)

PART A—TEXT OF AMENDMENTS TO H.R. 3935 MADE IN ORDER

1. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GRAVES OF MISSOURI OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 21, line 2, strike “and”.

Page 21, after line 2, insert the following (and redesignate the subsequent clause accordingly):

(iii) coordinate the safe integration of new entrants and technologies into the national airspace system; and

Page 31, strike lines 22 through page 32, line 11 and insert the following:

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

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

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

“(ii) PETITIONS FOR RULEMAKING.—The Administrator shall act”;

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

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

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

“(iv) REPORTING REQUIREMENT.—On February 1”;

and

Page 59, strike lines 24 through 25 and insert the following:

(1) by transferring paragraph (8) of subsection (p) to subsection (r) and redesignating such paragraph as paragraph (7); and

Page 80, line 13, strike “and”.

Page 80, line 17, strike the period and insert “; and”.

Page 80, after line 17, insert the following:

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

Page 81, strike lines 17 and 18 and insert the following:

(A) by striking “(B) WORKLOAD OF SYSTEMS SPECIALISTS.—”; and

Page 81, line 21, insert “and header casing” after “margins”.

Page 153, line 24, insert “(including in any headings)” before the semicolon.

Page 173, after line 24, insert the following (and redesignate the subsequent subparagraphs accordingly):

“(C) to establish or improve apprenticeship, internship, or scholarship programs for individuals pursuing employment as an aviation pilot;”.

Page 197, line 19, insert “, including veterans of the Armed Forces,” after “professionals”.

Page 200, line 2, strike “or”.

Page 200, line 13, strike the period and insert “; or”.

Page 200, after line 13, insert the following:

“(10) a non-profit organization described in section 501(c)(3) of the Internal Revenue Code of 1986 that is exempt from taxation under 501(a) of such Code that assists veterans of the Armed Forces seeking to transition to careers in civil aviation.

Page 201, line 8, strike “and”.

Page 201, line 13, strike the period and insert “; and”.

Page 201, after line 13, insert the following:

“(4) a review of how many recipients engaged veteran populations and how many veterans were recruited and retrained as part of the aviation workforce.

Page 247, line 13, strike “and”.

Page 247, line 16, strike the period and insert “; and”.

Page 247, after line 16, insert the following:

(15) assess and evaluate the user interface and information-sharing capabilities of any online medical portal administered by the Federal Aviation Administration.

Page 257, line 2, insert “for airport airside and landside activities” after “demand”.

Page 260, line 2, insert “and section 47133,” after “(c),”.

Page 262, beginning on line 20, strike “December 30, 1987” and insert “January 1, 1989”.

Page 262, beginning on line 23, strike “used as a recreational and public park since January 1, 1995” and insert “leased or licensed through a written agreement with a governmental entity or non-profit entity for recreational or public park uses since July 1, 2003”.

Page 263, line 3, insert “recreational and public use does not impact the aeronautical use of the airport and that the” before “property”.

Page 263, strike lines 10 through 12 (and redesignate the subsequent clauses accordingly).

Page 263, line 14, insert “to the Administrator” after “certification”.

Page 263, line 20, insert “and” after the semicolon.

Page 263, strike line 21 and all that follows through page 264, line 6 and insert the following:

“(vi) if the airport sponsor will—

“(I) lease the property to a local government entity or non-profit entity to operate and maintain the property at no cost to the airport sponsor; or

“(II) sell the property to a local government entity or non-profit entity subject to a permanent deed restriction ensuring compatible airport use under regulations issued pursuant to section 47502.

Page 264, line 9, insert “leasing or” before “selling”.

Page 264, line 11, strike “(2)(B)(viii)(II)” and insert “(2)(B)(vi)”.

Page 264, line 12, insert “lease or” before “sell”.

Page 264, line 15, insert “lease or” before “sale”.

Page 264, line 21, strike the closing quotation marks and the second period.

Page 264, after line 21, insert the following:

“(5) AERONAUTICAL USE; AERONAUTICAL PURPOSE DEFINED.—In this subsection, the terms ‘aeronautical use’ and ‘aeronautical purpose’—

“(A) mean all activities that involve or are directly related to the operation of aircraft, including activities that make the operation of aircraft possible and safe;

“(B) include services located on an airport that are directly and substantially related to the movement of passengers, baggage, mail, and cargo; and

“(C) do not include any uses of an airport that are not described in subparagraph (A) or (B), including any aviation-related uses that do not need to be located on an airport, such as flight kitchens and airline reservation centers.

“(6) ADMINISTRATOR REVIEW AND APPROVAL.—

“(A) IN GENERAL.—Notwithstanding any other provision of law and subject to the sponsor providing any written statements or certifications to the Administrator required under this subsection, no actions of or requirements on the sponsor under this subsection shall require the review or approval of the Secretary of Transportation or Administrator.

“(B) BURDEN OF DEMONSTRATION.—The Secretary shall have the burden of demonstrating that a sponsor does not meet the requirements or restrictions of this subsection.”.

Page 281, line 5, strike “and”.

Page 281, after line 5, insert the following (and redesignate the subsequent subparagraph accordingly):

(B) in subparagraph (A) by striking “50 percent” and inserting “40 percent” each place it appears; and

Page 287, strike lines 4 through 7 and insert “paragraph (1)(A) from apportionment funds made available under section 47114 that are not required during the fiscal year pursuant to subsection (b)(1) in an amount that is not less than—”.

Page 287, line 14, strike “section 47116(a)(2)” and insert “section 47116(b)(2)”.

Page 296, line 5, insert “through alternative project delivery methods, including construction manager-at-risk and progressive design build” after “by a contractor”.

Page 309, line 4, insert “(including a leaded or unleaded gasoline)” after “1986”.

Page 309, line 7, insert “under an investigation initiated by the Administrator under part 13 or 16 of title 14, Code of Federal Regulations, relating to the availability of aviation gasoline” after “airport sponsor”.

Page 309, line 10, insert “or” after the semicolon.

Page 309, strike lines 11 through 14 (and redesignate the subsequent paragraph accordingly).

Page 327, line 3, strike “ELECTRICAL” and insert “ENERGY” (and adjust the table of contents for the bill accordingly).

Page 327, line 6, strike “electrical” and insert “energy”.

Page 327, line 15, strike “electrical” and insert “energy”.

Page 327, beginning on line 18, strike “, including” and insert “and”.

Page 327, line 20, strike “and”.

Page 327, after line 22, insert the following:

“(V) vehicles and equipment used to transport passengers and employees between the airport and—

“(aa) nearby facilities owned or controlled by the airport or which otherwise directly support the functions or services provided by the airport; or

“(bb) an intermodal surface transportation facility adjacent to the airport; and

Page 327, line 23, strike “electrical” and insert “energy”.

Page 328, line 17, strike the closing quotation marks and the period.

Page 328, after line 17, insert the following:

“(c) APPLICATION.—To be eligible for a grant under paragraph (1), the sponsor of a public-use airport shall submit an application, including a certification that no safety projects are being deferred by requesting a grant under this section, to the Secretary at such time, in such manner, and containing such information as the Secretary may require.”.

Page 328, line 21 in the quoted material, strike “electrical” and insert “energy”.

Page 328, strike line 10 and insert the following (and adjust the margin of the subsequent text accordingly):

“(b) GRANTS.—

“(1) IN GENERAL.—The Secretary shall make grants from

Page 328, line 14, redesignate paragraph (1) as subparagraph (A) (and adjust the margins of the text accordingly).

Page 328, line 16, redesignate paragraph (2) as subparagraph (B) (and adjust the margins of the text accordingly).

Page 330, after line 16, insert the following:

SEC. 447. NOTICE OF FUNDING OPPORTUNITY.

Notwithstanding part 200 of title 2, Code of Federal Regulations, or any other provision of law, funds made available as part of the airport improvement program under subchapter I of chapter 471 or chapter 475 of title 49, United States Code, shall not be subject to any public notice of funding opportunity requirement.

SEC. 448. SPECIAL CARRYOVER ASSUMPTION RULE.

Section 47115 of title 49, United States Code, is amended by adding at the end the following:

“(l) **SPECIAL CARRYOVER ASSUMPTION RULE.**—In addition to amounts made available under paragraphs (1) and (2) of subsection (a), the Secretary may add to the discretionary fund an amount equal to one-third of the apportionment funds made available under section 47114 that were not required during the previous fiscal year pursuant to section 47117(b)(1) out of the anticipated amount of apportionment funds made available under section 47114 that will not be required during the current fiscal year pursuant to section 47117(b)(1).”.

Page 403, line 19, strike “paragraph (1)” and insert “paragraph (2)”.

Page 403, beginning on line 19, strike “Comptroller General” and insert “inspector general”.

Page 413, line 9, strike “(3)” and insert “(4)”.

Page 422, beginning on line 16, strike “**AUTHORITY**” and inserting “**AUTHORIZATION**” (and adjust the table of contents for the bill accordingly).

Page 427, line 13, strike the period.

Page 453, line 3, insert “that are not also type certificate holders as included under paragraph (1), production certificate holders as included under paragraph (2), or aircraft operators as included under paragraph (5) (or associated with any such entities)” before the semicolon.

Page 453, line 5, insert “and engineers” after “inspectors”.

Page 453, line 13, insert “described in paragraph (6)” before the semicolon.

Page 469, after line 16, insert the following:

(k) **RULE OF CONSTRUCTION.**—Nothing in this section shall be construed to permit the public disclosure of information submitted under a voluntary safety reporting program or that is otherwise protected under section 44735 of title 49, United States Code.

Page 470, line 14, insert “prospective” after “flightcrew”.

Page 471, after line 6, insert the following:

(d) **ORGAN TRANSPORTATION FLIGHTS.**—In updating guidance and policy pursuant to subsection (b), the Administrator shall consider and allow for appropriate accommodations, including accommodations related to subsections (b)(2) and (b)(4) for operators—

(1) performing organ transportation operations; and

(2) who have in place a means by which to identify and mitigate risks associated with flightcrew duty and rest.

Page 471, line 7, strike “**AND VIDEO**” (and adjust the table of contents for the bill accordingly).

Page 490, beginning on line 26, strike “have on the” and all that follows through “in a timely manner” and insert “have on the national airspace system in a timely manner”.

Page 521, line 2, insert “design” before “change”.

Page 521, line 2, strike “and” at the end.

Page 521, strike line 3 and insert the following:

“(B) improve the overall safety of the aircraft;

“(C) not decrease the level of safety of other components or systems on the aircraft;

- “(D) be in the public interest;
- “(E) not include any substantial changes;
- “(F) be recorded on a type certificate data sheet or other public instrument that notifies the public of such design changes; and
- “(G) be considered through a process that applies appropriate requirements as determined by the Administrator.

Page 521, line 7, strike the closing quotation marks and the second period.

Page 521, after line 7, insert the following:

“(4) DEADLINE.—In issuing an approval under this subsection, the Administrator shall impose a deadline by which all non-compliant conditions related to the design change shall be addressed.

“(5) SAFETY-RELATED DESIGN CHANGE DEFINED.—In this subsection, the term ‘safety-related design change’ means a design change that has any effect on the safety of the aircraft.”.

SEC. 548. VOLUNTARY REPORTING PROTECTIONS.

(a) IN GENERAL.—Section 40123(a) of title 49, United States Code, is amended in the matter preceding paragraph (1) by inserting “or third party” after “nor any agency”.

(b) PROTECTED INFORMATION.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall promulgate regulations to amend part 193 of title 14, Code of Federal Regulations, to designate and protect from disclosure information or data submitted, collected, or contained by the Administrator under voluntary safety programs, including the following:

- (1) Aviation Safety Action Program.
- (2) Flight Operational Quality Assurance.
- (3) Line Operations Safety Assessments.
- (4) Air Traffic Safety Action Program.
- (5) Technical Operations Safety Action Program.
- (6) Such other voluntarily submitted information or programs as the Administrator determines appropriate.

Page 551, line 2, insert “designation and” before “heading”.

Page 553, strike lines 12 through 14 and insert the following:

(a) IN GENERAL.—Section 44810(c) of title 49, United States Code, is amended by inserting “, and any other location the Administrator determines appropriate” after “Data”.

(b) APPLICATIONS FOR DESIGNATION.—Section 2209 of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 44802 note) is further amended—

Page 553, line 13, strike “(Public Law 114–190)” and insert “(49 U.S.C. 44802 note)”.

Page 553, line 13, strike “further”.

Page 553, strike lines 15 through 19 and insert the following:

(1) in subsection (a) by inserting “, including temporarily,” after “restrict”;

Page 553, strike line 20 and all that follows through page 554, line 13 and insert the following:

(2) in subsection (b)(1)(C)(iv) by striking “Other locations that warrant such restrictions” and inserting “State correctional facilities”;

and

(3) by adding at the end the following:

Page 578, line 15, strike “Administrator” and insert “Secretary”.

Page 593, strike lines 14 through 21 (and redesignate the subsequent paragraphs accordingly).

Page 595, line 2, strike “system technology” and insert “systems”.

Page 611, after line 16, insert the following:

SEC. 635. PROTECTION OF PUBLIC GATHERINGS.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish a process to allow applicants to request temporary prohibitions of

unmanned aircraft operations in close proximity to an eligible large public gathering for a specified period of time.

(b) APPLICATION PROCEDURES.—

(1) IN GENERAL.—In making a determination whether to grant or deny an application for a designation, the Administrator shall consider

- (A) aviation safety;
- (B) protection of persons and property on the ground;
- (C) national security; or
- (D) homeland security.

(2) REQUIREMENTS.—The application procedures under this section shall allow eligible petitions to apply for a prohibition individually or collectively.

(3) ELIGIBLE LARGE GATHERINGS.—Large public gatherings eligible for application under this section shall—

- (A) have an estimated attendance of greater than 20,000 people;
- (B) be primarily outdoors;
- (C) have defined and static geographical boundaries; and
- (D) be advertised in the public domain.

(4) ELIGIBLE PETITIONERS.—Applicants eligible to submit petitions for consideration in subsection (a) shall be a credentialed law enforcement organization or public safety organization otherwise recognized by a Federal, State, local, Tribal, or territorial governmental entity.

(c) REVIEW PROCESS.—

(1) IN GENERAL.—The Administrator shall provide for a timely determination on an application submitted under subsection (a) to allow for the public to be notified of a prohibition in advance of the public gathering.

(2) ADDITIONAL REQUIREMENT.—The Administrator shall make every practicable effort to make a determination on an application submitted under subsection (a) not later than 7 days before the expected start date of the large public gathering.

(d) PUBLIC INFORMATION.—Temporary prohibition designated under subsection (a) shall be published by the Federal Aviation Administration in a publicly accessible manner, in English and other non-English languages, at least 2 days before the large public gathering.

(e) SAVINGS CLAUSE.—Nothing in this section may be construed as prohibiting the Administrator from authorizing operation of an aircraft, including an unmanned aircraft system, over, under, or within a specified distance from that large public gathering designated under subsection (b).

(f) DEFINITIONS.—In this section, the terms “unmanned aircraft” and “unmanned aircraft system” have the meanings given such terms in section 44801 of title 49, United States Code.

Page 614, line 8, strike “and”.

Page 616, line 16, insert “, as appropriate” after “operations”.

Page 614, line 16, strike the period and insert “; and”.

Page 614, after line 16, insert the following:

- (D) inform such rulemakings based on operations and efforts that occur as a result of the special Federal aviation regulation pursuant to subsection (b).

Page 618, line 12, strike “version of”.

Page 618, beginning on line 13, strike “in effect on the date of enactment of this Act.”.

Page 618, strike lines 21 through 24 and insert the following:

(3) affirm the general permissibility of vertical takeoff and landing capable aircraft to use a heliport when such heliport can safely accommodate the physical and operating characteristics of such aircraft; and

Page 621, strike line 21 through page 622, line 1 (and redesignate the subsequent paragraphs accordingly).

Page 629, line 12, strike “At” and insert “Subject to the availability of appropriations, at”.

Page 688, after line 10, insert the following:

SEC. 725. SEATING ACCOMMODATIONS FOR QUALIFIED INDIVIDUALS WITH DISABILITIES.

(a) **IN GENERAL.**—

(1) **ADVANCED NOTICE OF PROPOSED RULEMAKING.**—Not later than 180 days after the date of enactment of this section, the Secretary of Transportation shall issue an advanced notice of proposed rulemaking regarding seating accommodations for any qualified individual with a disability.

(2) **NOTICE OF PROPOSED RULEMAKING.**—Not later than 2 years after the date on which the advanced notice of proposed rulemaking under paragraph (1) is completed, the Secretary shall issue a notice of proposed rulemaking regarding seating accommodations for any qualified individual with a disability.

(b) **CONSIDERATIONS.**—In carrying out the advanced notice of proposed rulemaking required in subsection (a)(1), the Secretary shall consider the following:

(1) The scope and anticipated number of qualified individuals with a disability who—

(A) may need to be seated with a companion to receive assistance during a flight; or

(B) should be afforded bulkhead seats or other seating considerations.

(2) The types of disabilities that may need seating accommodations.

(3) Whether such qualified individuals with a disability are unable to obtain, or have difficulty obtaining, such a seat.

(4) The scope and anticipated number of individuals assisting a qualified individual with a disability who should be afforded an adjoining seat pursuant to section 382.81 of title 14, Code of Federal Regulations.

(5) Any notification given to qualified individuals with a disability regarding available seating accommodations.

(6) Any method that is adequate to identify fraudulent claims for seating accommodations.

(7) Any other information determined appropriate by the Secretary.

(c) **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—

(1) accredited programs that train service animals; and

(2) authorized registrars that evaluate service animals.

(d) **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 Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on requests for air travel with service animals, including—

(1) during the reporting period, how many requests to board an aircraft with a service animal were made; and

(2) the number and percentage of such requests, categorized by type of request, that were reported by air carriers or foreign air carriers as—

(A) granted;

(B) denied; or

(C) fraudulent.

(e) **TRAINING.**—

(1) **IN GENERAL.**—Not later than 180 days after the date of enactment of this section, the Secretary shall, in consultation with the

Air Carrier Access Act Advisory Committee, issue guidance regarding improvements to training for airline personnel (including contractors) in recognizing when a qualified individual with a disability is traveling with a service animal.

(2) REQUIREMENTS.—The guidance issued under paragraph (1) shall—

(A) take into account respectful engagement with and assistance for individuals with a wide range of visible and non-visible disabilities;

(B) provide information on—

(i) service animal behavior and whether the service animal is appropriately harnessed, leashed, or otherwise tethered; and

(ii) the various types of service animals, such as guide dogs, hearing or signal dogs, psychiatric service dogs, sensory or social signal dogs, and seizure response dogs; and

(C) outline the rights and responsibilities of the handler of the service animal.

(f) DEFINITIONS.—In this section, the following definitions apply:

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

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

(3) QUALIFIED INDIVIDUAL WITH A DISABILITY.—The term “qualified individual with a disability” has the meaning given that term in section 382.3 of title 14, Code of Federal Regulations.

(4) SERVICE ANIMAL.—The term “service animal” has the meaning given that term in section 382.3 of title 14, Code of Federal Regulations.

Page 703, strike line 8.

Page 703, line 17, strike the period and insert “; and”.

Page 703, after line 17, insert the following:

(4) consult with the exclusive bargaining representative of the air traffic controllers certified under section 7111 of title 5, United States Code.

Page 710, strike lines 16 through 24 and insert the following:

(2) EXCEPTION.—The amendment made by paragraph (1) shall not apply to an eligible place that is served by an air carrier selected to receive essential air service compensation under subchapter II of chapter 417 of title 49, if—

(A) such service is in effect upon the date of enactment of this Act; and

(B) such service is provided by the same air carrier that provided service on the date of enactment of this Act.

Page 719, line 7, insert “and engineers” after “inspectors”.

Page 742, beginning on line 3, strike “, or with the concurrence of,”.

Page 742, strike lines 8 and 9 and insert “pursuant to section 541 of division F of the Consolidated Appropriations Act, 2004 (49 U.S.C. 40103 note), the conditions”.

Page 742, beginning on line 19, strike “section 352(a)(3) of the Consolidated Appropriations Resolution, 2003 (Public Law 108–7)” and insert “section 521 of division F of the Consolidated Appropriations Act, 2004 (49 U.S.C. 40103 note)”.

Page 742, strike line 24 and all that follows through page 743, line 2 and insert the following:

(c) REQUIRED COORDINATION.—

(1) IN GENERAL.—On an annual basis, the Administrator shall convene a meeting with representatives of Administration-approved air shows, the general aviation community, stadiums and other large

outdoor events and venues or organizations that run such events, the Department of Homeland Security, and the Department of Justice—

(A) to identify scheduling conflicts between Administration-approved air shows and large outdoor events and venues where—

(i) flight restrictions will be imposed pursuant to section 521 of division F of the Consolidated Appropriations Act, 2004 (49 U.S.C. 40103 note); or

(ii) any other restriction will be imposed pursuant to Federal Aviation Administration Flight Data Center Notice to Airmen 4/3621 (or any successor notice to airmen); and

(B) in instances where a scheduling conflict between events is identified or is found to be likely to occur, develop appropriate operational and communication procedures to ensure for the safety and security of both events, pursuant to the authority prescribed in subsection (a).

(2) **SCHEDULING CONFLICT.**—If the Administrator or any other stakeholder party to the required annual coordination required in paragraph (1) identifies a scheduling conflict outside of the annual meeting at any point prior to the scheduling conflict, the Administrator shall work with impacted stakeholders to develop appropriate operational and communication procedures to ensure for the safety and security of both events, pursuant to the authority prescribed in subsection (a).

(3) **NOTICE.**—Prior to issuing a certificate of authorization or waiver pursuant to subsection (a), the Administrator shall give appropriate due notice to impacted stakeholders and develop appropriate operational and communication procedures to ensure for the safety and security of all impacted events, pursuant to the authority prescribed in subsection (a).

Page 743, beginning on line 12, strike “Section 352(a)(3)(B) of the Consolidated Appropriations Resolution, 2003 (Public Law 109–7)” and insert “Section 521(a)(2)(B)(ii) of division F of the Consolidated Appropriations Act, 2004 (49 U.S.C. 40103 note)”.

Page 743, strike lines 16 and 17.

Page 775, line 21, insert “economic” after “study on the”.

Page 785, after line 11, insert the following:

SEC. 844. LIMITATIONS FOR CERTAIN CARGO AIRCRAFT.

(a) **IN GENERAL.**—The standards adopted by the Administrator of the Environmental Protection Agency in part 1030 of title 40, Code of Federal Regulations, and the requirements finalized by the Administrator of the Federal Aviation Administration from the notice of proposed rulemaking titled “Airplane Fuel Efficiency Certification”, and published on June 15, 2022 (RIN2120-AL54) in part 38 of title 14, Code of Federal Regulations, shall not apply to any covered airplane before the date that is 5 years after January 1, 2028.

(b) **OPERATIONAL LIMITATION.**—The Administrator of the Federal Aviation Administration shall limit the operation of any covered airplane to domestic use or international operations, consistent with relevant international agreements and standards, that—

(1) does not meet the standards and requirements described in subsection (a); and

(2) received an original certificate of airworthiness issued by the Administrator of the Federal Aviation Administration on or after January 1, 2028.

(c) **DEFINITIONS.**—In this section:

(1) **COVERED AIRPLANE.**—The term “covered airplane” means an airplane that—

(A) is a subsonic jet that is a purpose-built freighter;

(B) has a maximum takeoff mass greater than 180,000 kilograms but not greater than 240,000 kilograms; and

(C) has a type design certificated prior to January 1, 2023.

(2) **PURPOSE-BUILT FREIGHTER.**—The term “purpose-built freighter” means any airplane that—

(A) was configured to carry cargo rather than passengers prior to receiving an original certificate of airworthiness; and

(B) is configured to carry cargo rather than passengers.

SEC. 845. COPYRIGHT PROTECTION FOR ORIGINAL DESIGNS OF AIRCRAFT FLOATS.

(a) **IN GENERAL.**—The Administrator of the Federal Aviation Administration shall, as appropriate, coordinate with the Register of Copyrights to help, to the extent feasible, aircraft float manufacturers receive design protections provided under section 1301 of title 17, United States Code.

(b) **AIRCRAFT FLOAT DEFINED.**—In this section, the term “aircraft float” means a device suitable for use on an airplane that meets the standards set forth in the technical standard order related to Twin Seaplane Floats issued by the Federal Aviation Administration on July 31, 2018 (TSO-C27a), or any successor standard.

Page 791, beginning on line 18, strike “which shall be incorporated into the annual budget request of the Board”.

Page 814, after line 14, insert the following:

SEC. 925. AIR SAFETY INVESTIGATORS.

(a) **REMOVAL OF FAA MEDICAL CERTIFICATE REQUIREMENT.**—Not later than 60 days after the date of enactment of this Act, the Director of the Office of Personnel Management, in consultation with the Administrator of the Federal Aviation Administration and the Chairman of the National Transportation Safety Board, shall take such actions as may be necessary to revise the eligibility requirements for the Air Safety Investigating Series 1815 occupational series (and any similar occupational series relating to transportation accident investigating) to remove any requirement that an individual hold a current medical certificate issued by Administrator.

(b) **UPDATES TO OTHER REQUIREMENTS.**—

(1) **IN GENERAL.**—Not later than 2 years after the date of enactment of this Act, the Director, in coordination with the with the Administrator and Chairman, shall take such actions as may be necessary to update and revise experiential, educational, and other eligibility requirements for the Air Safety Investigating Series 1815 occupational series (and any similar occupational series relating to transportation accident investigating).

(2) **CONSIDERATIONS.**—In updating the requirements under paragraph (1), the Director shall consider—

(A) the direct relationship between any requirement and the duties expected to be performed by the position;

(B) changes in the skills and tools necessary to perform transportation accident investigations; and

(C) such other considerations as the Director, Administrator, or Chairman determines appropriate.

2. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BEAN
OF FLORIDA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 639, line 3, insert “, including connecting taxiways, if the runway is” before “existing”.

Page 639, line 11, strike “runway is” and insert “runways and taxiways are”.

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3. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
BRECHEEN OF OKLAHOMA OR HIS DESIGNEE, DEBATABLE FOR
10 MINUTES

Page 523, beginning on line 12, strike “size, quality, and diversity” and insert “size and quality”.

4. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
BRECHEEN OF OKLAHOMA OR HIS DESIGNEE, DEBATABLE FOR
10 MINUTES

Strike section 426 of the bill and insert the following:

**SEC. 426. PROHIBITION OF FUNDING MINORITY AND DISADVANTAGED
BUSINESS PARTICIPATION.**

None of the funds authorized to be appropriated by this Act may be used to carry out either the Airport Disadvantaged Business Enterprise Program or the Airport Concessions Disadvantaged Business Enterprise Program under sections 47113 and 47107(e) of title 49, United States Code.

5. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BROWN
OF OHIO OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle A of title VII, add the following:

SEC. __. PROVISION OF DRINKING WATER TO PASSENGERS.

The Administrator of the Federal Aviation Administration shall issue such regulations as are necessary to require air carriers and foreign air carriers to provide complementary drinking water to passengers on all domestic and international flights with a scheduled duration of 1 hour or more.

6. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
BUCHANAN OF FLORIDA OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of title VIII, add the following:

SEC. . STUDY ON AIR TRAFFIC CONTROLLERS.

The Comptroller General of the United States shall conduct a study on raising the retirement age for air traffic controllers to alleviate a shortage of air traffic controllers.

7. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BURGESS OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. __. ELECTRONIC SHIPPING PAPERS.

(a) **IN GENERAL.**—No later than two years after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall, in direct coordination with the Administrator of the Pipeline and Hazardous Materials Safety Administration, issue implementing regulations that amend section 172.201 of title 49, Code of Federal Regulations, and other applicable regulations, to allow for the use of electronic shipping papers.

(b) **CONSIDERATIONS.**—In carrying out subsection (a), the Administrators shall consider—

(1) the potential financial and environmental benefits that would be achieved by allowing for the use of electronic shipping papers;

(2) the extent to which the use of electronic shipping papers would improve the operating efficiency of carriers and increase the resiliency of the supply chain;

(3) the experiences of rail carriers, who are already authorized to accept electronic shipping papers under section 172.201(a)(5) of title 49, Code of Federal Regulations; and

(4) the extent to which authorizing the use of electronic shipping papers would increase harmonization with existing international regulations.

(c) **SAVING CLAUSE.**—Nothing in this section shall be construed to confer upon the Administrator of the Federal Aviation Administration the authorities of the Administrator of the Pipeline and Hazardous Materials Safety Administration, as described in part 175 of title 49, Code of Federal Regulations, and chapter 51 of title 49, United States Code.

(d) **EFFECT OF FAILURE TO MEET DEADLINE.**—If the Administrators determine that the Administrations have not or will not meet a deadline established under subsection (a) of this section, the Administrators shall, not later than 30 days after such determination, jointly notify the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate about the failure to meet the target deadline.

(e) **CONTENTS OF NOTIFICATION.**—A notification under subsection (d) shall be accompanied by the following:

(1) An explanation as to why the Administrations will not or did not meet the target deadline.

(2) A description of the actions that each Administration plans to take to either meet the target deadline or implement the regulations as soon as possible.

(f) **BRIEFING.**—If the Administrators are required to provide notice under subsection (d), the Administrators shall provide the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate monthly, in-person briefings as to the progress made by the Administrations regarding implementation of the regulations until such time as the Administrators have completed the required work.

8. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
CAMMACK OF FLORIDA OR HER DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 256, strike lines 24 through 25 and insert the following:

(3) in paragraph (5)—

(A) in subparagraph (A) by inserting “and catchment area analyses” after “planning”;

(B) in subparagraph (B) by striking “and” at the end;

(C) in subsection (C) by striking the period at the end and inserting “; and”; and

(D) by adding at the end the following:

9. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
CARBAJAL OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR
10 MINUTES

At the end of title VIII, add the following:

SEC. __. DELIVERY OF CLEARANCE TO PILOTS VIA INTERNET PROTOCOL.

(a) **IN GENERAL.**—Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall conduct testing and an evaluation to determine the feasibility of the use, in air traffic control towers, technology for delivering clearances via internet protocol to enable mobile device access for general aviation and on-demand Part 135 air carriers at airports that do not have Towered Data Link Services.

(b) **AIRPORT SELECTION.**—The Administrator shall designate five airports for participation in the initial airport pilot program after consultation with the exclusive representatives of air traffic controllers certified under section 7111 of title 5, United States Code, airport sponsors, aircraft and avionics manufacturers, MITRE, and aircraft operators and the designation should include airports of different size and complexity.

(c) **PROGRAM OBJECTIVE.**—The program shall address and include safety, security, and operational requirements for mobile clearance delivery at airports and heliports across the United States.

(d) **DEFINITIONS.**—In this section:

(1) **MOBILE CLEARANCE DELIVERY.**—The term “mobile clearance delivery” means providing access to departure clearance and clearance cancellation via Internet Protocol via applications to pilots while aircraft are on the ground where traditional data link installations are not feasible or possible.

(2) **PART 135.**—The term “Part 135” means part 135 of title 14, Code of Federal Regulations.

(3) **TOWER DATA LINK SERVICES.**—The term “tower data link services” means communications between controllers and pilots using controller-pilot data link communications.

(4) **SUITABLE AIRPORT.**—The term “suitable airport” shall include towered airports, non-towered airports, and heliports.

(e) **REPORT.**—Not later than 1 year after the date on which the mobile clearance delivery program becoming operational, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the safety, security, and operational performance of the mobile clearance services at airports pursuant to this section and recommendations on how best to improve the program.

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10. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
LANGWORTHY OF NEW YORK OR HIS DESIGNEE, DEBATABLE
FOR 10 MINUTES

Strike section 546 (and redesignate the subsequent section accordingly).

11. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CASE
OF HAWAII OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. __. REPORT ON INDO-PACIFIC AIRPORTS.

The Administrator of the Federal Aviation Administration, in consultation with the Secretary of State, shall submit to Congress a report on airports of strategic importance in the Indo-Pacific region that includes each of the following:

(1) An identification of airports and air routes critical to national security, defense operations, emergency response, and continuity of government activities.

(2) An assessment of the economic impact and contribution of airports and air routes to national and regional economies.

(3) An evaluation of the connectivity and accessibility of airports and air routes, including their importance in supporting domestic and international travel, trade, and tourism.

(4) An analysis of infrastructure and technological requirements necessary to maintain and enhance the strategic importance of identified airports and air routes.

(5) An identification of potential vulnerabilities, risks, and challenges faced by airports and air routes of strategic importance, including cybersecurity threats and physical infrastructure vulnerabilities.

(6) Any recommendations for improving the security, resilience, and efficiency of the identified airports and air routes, including potential infrastructure investments and policy changes.

12. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CASE
OF HAWAII OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. __. GAO STUDY ON THE IMPLEMENTATION OF GRANTS AT AIRPORTS.

The Comptroller General of the United States shall conduct a study on the implementation of grants provided to airports located in the Freely Associated States under section 47115(i) of title 49, United States Code.

13. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
CASTRO OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of title VIII, add the following:

SECTION __.MINORITY AND DISADVANTAGED BUSINESS PARTICIPATION.

Section 157(b)(2) of the FAA Reauthorization Act of 2018 (49 U.S.C. 47113 note) is amended by adding at the end the following:

“(D) PUBLISHING DATA.—The Secretary of Transportation shall report on a publicly accessible website the uniform report of DBE awards—commitments and payments specified in part 26 of title 49, Code of Federal Regulations, and the uniform report of ACDBE Participation for non-car rental and car rental concessions, for each airport sponsor beginning with fiscal year 2024.”.

14. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
CISCOMANI OF ARIZONA OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of subtitle A of title IV, add the following:

SEC. __. RUNWAY SAFETY PROJECTS.

In awarding grants under section 47115 of title 49, United States Code, for runway safety projects, the Administrator of the Federal Aviation Administration shall, to the maximum extent practicable—

- (1) reduce unnecessary or undesirable project segmentation; and
- (2) complete the entire project in an expeditious manner.

15. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
CISCOMANI OF ARIZONA OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of subtitle B of title VII, add the following:

SEC. __. AGREEMENTS FOR STATE AND LOCAL OPERATION OF AIRPORT
FACILITIES.

Section 47124(b)(3)(C) of title 49, United States Code, is amended by
adding at the end the following:

“(viii) Air traffic control towers at airports with safety or
operational problems related to the lack of an existing tower.

“(ix) Air traffic control towers at airports with projected
commercial and military increases in aircraft or flight
operations.

“(x) Air traffic control towers at airports with a variety of
aircraft operations, including a variety of commercial and
military flight operations”.

16. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE CLOUD OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. __.STRUCTURES INTERFERING WITH AIR COMMERCE OR NATIONAL SECURITY.

Section 44718 of title 49, United States Code, is amended—

(1) in subsection (a) by inserting “on a publicly available website” after “public notice”;

(2) by redesignating subsection (h) as subsection (i);

(3) in subsection (i) (as so redesignated) by adding at the end the following:

“(3) ENERGY PROJECT.—The term ‘energy project’ has the meaning given such term in section 183a(h) of title 10.

“(4) FOREIGN PRINCIPAL; AGENT OF A FOREIGN PRINCIPAL.—The terms ‘foreign principal’ and ‘agent of a foreign principal’ have the meaning given such terms in section 1 of the Foreign Agents Registration Act of 1938 (22 U.S.C. 611).”; and

(4) by inserting after subsection (g) the following:

“(h) SPECIAL RULE FOR ENERGY PROJECTS.—

“(1) IN GENERAL.—Any person who is required to submit an application for an energy project under this section shall include in such application a disclosure of any relationship such person has with a foreign principal or with an agent of a foreign principal.

“(2) INACCURATE DISCLOSURE OF RELATIONSHIP WITH FOREIGN PRINCIPAL.—

“(A) IN GENERAL.—The Secretary of Transportation, in consultation with the Attorney General of the United States and the head of any other relevant Federal agency, shall establish a process to evaluate the accuracy of a disclosure made under paragraph (1) and determine whether a person has violated such paragraph.

“(B) INITIAL PENALTY FOR INACCURATE DISCLOSURE.—If the Secretary determines that a person has knowingly violated paragraph (1), such person shall be prohibited from submitting an application for an energy project under this section during the period beginning on the date on which the Secretary made the determination under subparagraph (A) and ending on the date that is 2 years after such determination.

“(C) PENALTIES FOR SUBSEQUENT INACCURATE DISCLOSURES.—If the Secretary determines that a person knowingly violates paragraph (1) after an initial violation under subparagraph (B), such person shall be permanently prohibited from submitting an application for an energy project under this section.”.

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17. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
DAVIDS OF KANSAS OR HER DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 424, line 24, strike "30" and insert "60".

18. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
DELBENE OF WASHINGTON OR HER DESIGNEE, DEBATABLE
FOR 10 MINUTES

At the end of subtitle C of title XI, add the following:

SEC. __. CENTER OF EXCELLENCE FOR ALTERNATIVE JET FUELS AND
ENVIRONMENT (ASCENT).

The Center of Excellence for Alternative Jet Fuels and Environment (ASCENT) shall subject to the availability of appropriations for such purpose and consistent with the research and development strategy in section 1133, conduct research on hydrogen to increase aviation decarbonization. Such research shall be in addition to any other research authorized to be carried out by the Center, including other research relating to hydrogen.

19. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
DELUZIO OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE
FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. __. EFFECT OF AIRLINE MERGERS FOR CONSUMERS.

(a) **IN GENERAL.**—The Comptroller General of the United States shall submit a report to Congress on the effect of airline mergers for consumers, including passenger fares (including add-on fees), the number of routes, the number of nonstop routes eliminated, and the number of flight delays and cancellations.

(b) **REPORT.**—Not later than 180 days after the date of the enactment of this Act, the Comptroller General shall submit a report on the results of the study conducted under subsection (a) to the following congressional committees:

(1) the Committee on Transportation and Infrastructure and the Committee on the Judiciary of the House of Representatives; and

(2) the Committee on Commerce, Science, and Transportation and the Committee on the Judiciary of the Senate.

20. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
DESAULNIER OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE
FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. __. TASK FORCE ON HUMAN FACTORS IN AVIATION SAFETY.

(a) IN GENERAL.—Not later than 6 months after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall convene a task force on human factors in aviation safety (in this section referred to as the “Task Force”).

(b) COMPOSITION.—The Task Force shall consist of members appointed by the Administrator and having expertise in an operational or academic discipline that is relevant to the analysis of human errors in aviation. The number of members shall be determined by the Administrator to ensure sufficient representation of relevant operational and academic disciplines.

(c) DURATION.—

(1) IN GENERAL.—Members of the Task Force shall be appointed for the length of the existence of the Task Force.

(2) LENGTH OF EXISTENCE.—

(A) IN GENERAL.—The Task Force shall have an initial length of existence of 2 years.

(B) OPTION.—The Administrator may exercise an option to lengthen the duration of the existence of the Task Force for a period of 2 years.

(d) DISCIPLINES.—For purposes of subsection (b), disciplines may include air carrier operations, line pilot expertise, air traffic control, technical operations, aeronautical information, aircraft maintenance and mechanics psychology, linguistics, human-machine integration, general aviation operations, and organizational behavior and culture.

(e) EXPERTISE.—

(1) IN GENERAL.—No less than half of the members shall have expertise in aviation.

(2) ADDITIONAL EXPERTISE.—The Task Force shall include members with expertise on human factors but whose experience and training are not in aviation specifically and who have not previously been engaged in work related to the Federal Aviation Administration or the aviation industry. The Task Force shall also include pilot labor organization, certificated mechanic labor organizations, and at least one member from an air traffic controller labor organization.

(f) FEDERAL AVIATION ADMINISTRATION MEMBERS.—

(1) IN GENERAL.—Not more than 4 members may be employees of the Federal Aviation Administration and National Transportation Safety Board, excluding representatives of the labor representatives of employees of the air traffic control system. Not more than 2 members may be employees of the National Transportation Safety Board. The Federal Aviation Administration and the National Transportation Safety Board members shall be non-voting.

(2) FEDERAL AVIATION ADMINISTRATION EMPLOYEES.—Any member who is an Federal Aviation Administration employee shall have expertise in safety.

(g) DUTIES.—In coordination with the Research, Engineering, and Development Advisory Committee established under section 44508 of title 49, United States Code, the Task Force shall—

(1) not later than the date on which the Task Force is no longer in existence, produce a written report that—

(A) to the greatest extent possible, identifies the most significant human factors and the relative contribution of such factors to aviation safety risk;

(B) identifies new research priorities for research in human factors in aviation safety;

(C) reviews existing products by other working groups related to human factors in aviation safety including the Commercial Aviation Safety Team (CAST)'s work pertaining to flight crew responses to abnormal events;

(D) provides recommendations on potential revisions to any Federal Aviation Administration regulations and guidance pertaining to the certification of aircraft under part 25 of title 14, Code of Federal Regulations, including sections related to presumed pilot response times and assumptions about the reliability of pilot performance during unexpected, stressful events;

(E) reviews rules, regulations, or standards regarding flight crew rest and fatigue, as well as maintenance personnel rest and fatigue, that are used by a sample of international air carriers, including those deemed to be more stringent and less stringent than the current standards pertaining to United States air carriers, and identify risks to the National Airspace System from any such variation in standards across countries;

(F) reviews pilot training requirements and recommend any revisions necessary to ensure adequate understanding of automated systems on aircraft;

(G) reviews approach and landing misalignment and make any recommendations for improving these events;

(H) identifies ways to enhance instrument landing system maintenance schedules; determines how a real-time smart system should be developed that informs the Air Traffic Control System, Airlines, and Airports about any changes in the state of runway and taxiway lights; and identifies how this system could be connected to the Federal Aviation Administration's maintenance system;

(I) analyzes, with respect to human errors related to aviation safety of part 121 air carriers—

(i) fatigue and distraction during critical phases of work among pilots or other aviation personnel;

(ii) tasks and workload;

(iii) organizational culture;

(iv) communication among personnel;

(v) adherence to safety procedures;

(vi) mental state of personnel; and

(vii) any other relevant factors that are the cause or potential cause of human error related to aviation safety;

(J) includes a tabulation of the number of accidents, incidents, or aviation safety database entries received in which an item identified under subparagraph (I) was a cause or potential cause of human error related to aviation safety; and

(K) includes a list of causes or potential causes of human error related to aviation safety about which the Administrator believes additional information is needed; and

(2) if the Secretary exercises the option described in subsection (c)(2)(B), not later than the date that is 2 years after the date of establishment of the Task Force, produce an interim report containing the information described in paragraph (1).

(h) **METHODOLOGY.**—To complete the report under subparagraphs (I) through (K) of subsection (g)(1), the Task Force shall consult with the National Transportation Safety Board and use all available data compiled

and analysis conducted on safety incidents and irregularities collected during the relevant fiscal year from the following:

- (1) Flight Operations Quality Assurance.
- (2) Aviation Safety Action Program.
- (3) Aviation Safety Information Analysis and Sharing.
- (4) The Aviation Safety Reporting System.
- (5) Aviation safety recommendations and investigation findings of the National Transportation Safety Board.
- (6) Other relevant programs or sources.

(i) APPLICABLE LAW.—Section 1013 of title 5, United States Code, shall not apply to the Task Force.

21. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
DONALDS OF FLORIDA OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of title VIII, add the following:

**SEC. __. SENSE OF CONGRESS ENCOURAGING THE FAA TO WELCOME THE USE
OF UNMANNED AERIAL VEHICLES.**

It is the sense of Congress that Congress encourages the Federal Aviation Administration to welcome the use of unmanned aerial vehicles, such as drones, to bolster and augment traditional manual inspection, survey, and maintenance operations, including operations that relate to electric transmission infrastructure, water quality and the presence of harmful algal blooms, transportation infrastructure, national parks, and telecommunications infrastructure.

22. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DONALDS OF FLORIDA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. __. EVALUATION OF EMERGENCY RESPONSE PLANS.

(a) IN GENERAL.—The Comptroller General of the United States shall, in consultation with industry stakeholders and the owners or operators of airports certified by the Administrator of the Federal Aviation Administration, conduct an evaluation of a representative sample of the emergency plans in place at such airports.

(b) CONTENTS.—In conducting the evaluation under subsection (a), the Comptroller General shall assess, with respect to such airports, the following:

(1) Electricity supply on normal operating procedures.

(2) Resiliency plans for maintaining appropriate electricity supply to continue airport operations in the case a natural disaster disrupts the airport's primary power source.

(3) Backup electricity plans in the event a natural disaster disrupts, partially or completely, the airport's primary power source.

(4) A comparison of previous versions of the airport's emergency response plans and how current and future airport emergency response plans may be similar or different than the emergency response plans of the past.

(5) The overall impact of an airport losing its primary power source on communities surrounding the airport and any public health and safety risks that may result.

(c) SUBMISSION.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing the results of the evaluation conducted under subsection (a).

23. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE DONALDS OF FLORIDA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. __. APPRENTICESHIP PROGRAM FOR PILOTS.

(a) **DEFINITIONS.**—In this section:

(1) **APPRENTICE.**—The term “apprentice” means a student enrolled at a flight school.

(2) **FLIGHT SCHOOL.**—The term “flight school” means a flight academy certified under part 141 of title 14, Code of Federal Regulations.

(3) **SECRETARY.**—The term “Secretary” means the Secretary of Transportation.

(b) **ESTABLISHMENT.**—The Secretary, in consultation with flight schools and other industry stakeholders, shall establish an apprenticeship program with flight schools to establish a pipeline of qualified and interested individuals to become commercial pilots.

(c) **SELECTION.**—Under the apprenticeship program established under subsection (b), each flight school participating in the apprenticeship program established under subsection (b) may select up to 8 applicants to flight school to serve as apprentices each academic year.

(d) **CURRICULUM AND REQUIREMENTS.**—

(1) **IN GENERAL.**—To graduate from an apprenticeship program established under subsection (b), an apprentice shall satisfy any relevant requirements and minimum curriculum under part 141 of title 14, Code of Federal Regulations (or successor regulations), including all curriculum under subpart C of such part.

(2) **MINIMUM REQUIREMENTS.**—Nothing in this Act prevents a flight school from imposing additional requirements, such as modifying the terms of service of the apprenticeship program, on an apprentice taking part in an apprenticeship program established pursuant to this section.

(e) **OPTIONAL PROGRAM.**—A flight school may choose not to participate in an apprenticeship program established under this section.

(f) **REGULATIONS.**—Not later than 1 year after the date of enactment of this Act, the Secretary shall issue such regulations as are necessary to implement this Act.

(g) **INCENTIVIZING RETIRED PILOTS.**—The Secretary shall take such actions as may be appropriate to develop methods to incentivize pilots, including retired military pilots, retiring airline pilots, and graduates of the apprenticeship program established under this section, to become instructors at flight schools, including through the development of pathway programs for such pilots to gain initial qualification or concurrent qualification as certified flight instructors under part 61 of title 14, Code of Federal Regulations.

24. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ESHOO
OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 380, line 11, strike “and” and insert a comma.

Page 380, line 13, insert “, and recommendations solicited from individuals and local government officials in communities adversely impacted by aircraft noise” after “community engagement”.

25. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
ESPAILLAT OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR
10 MINUTES

Page 526, line 14, strike “and”.

Page 526, after line 14, insert the following (and redesignate accordingly):

(8) conduct a review of potential vulnerabilities in inflight Wi-Fi service that may put the data of passengers at risk; and

26. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
FEENSTRA OF IOWA OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of subtitle C of title VII, add the following:

**SEC. __.RESPONSE TIME FOR APPLICATIONS TO PROVIDE ESSENTIAL AIR
SERVICE.**

The Secretary of Transportation shall take such actions as are necessary to respond with an approval or denial of any application filed by an applicant to provide essential air service under subchapter II of chapter 417 of title 49, United States Code, to the greatest extent practicable no later than 6 months after receiving such application.

27. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
FEENSTRA OF IOWA OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 316, after line 3, insert the following:

(d) EXCEPTIONS.—The Administrator shall ensure that the requirements described in subsection (a) do not apply to nonhub airports, as such term is defined in section 40102 of title 49, United States Code.

28. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
FITZPATRICK OF PENNSYLVANIA OR HIS DESIGNEE,
DEBATABLE FOR 10 MINUTES

Page 462, line 3, insert "commercial passenger" after "barrier on".

Page 462, line 7, insert "chair and" after "shall".

Page 462, line 10, strike "each of" and insert "from the constituencies
of".

Page 462, strike line 13.

Page 462, line 14, strike "(4)" and insert "(3)".

Page 462, strike lines 15 through 17 and insert the following:

(4) passenger aircraft pilots represented by a labor group;

(5) flight attendants represented by a labor group;

(6) airline passengers; and

Page 463, beginning on line 17, strike "18 months" and insert "12
months".

29. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
FITZPATRICK OF PENNSYLVANIA OR HIS DESIGNEE,
DEBATABLE FOR 10 MINUTES

Page 464, after line 5, insert the following:

(e) INSTALLATION OF SECONDARY COCKPIT BARRIERS OF EXISTING AIRCRAFT.—Not later than 36 months after the date of the submission of the report of subsection (d), the Administrator of the Federal Aviation Administration shall, taking into consideration the final reported findings and recommendations of the aviation rulemaking committee, issue a final rule requiring installation of a secondary cockpit barrier on each commercial passenger aircraft operated under the provisions of part 121 of title 14, Code of Federal Regulations.

30. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
GARCIA OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 472, line 1, insert “or where crew would reasonably believe an aircraft lined up on an incorrect runway or incorrect taxiway, the aircraft landing at the wrong airport, the aircraft significantly overpassed the destination airport, or the crew have been alerted of a possible pilot deviation” after “Regulations,”.

Page 473, line 11, strike the closing quotation mark and final period.

Page 473, after line 11, insert the following:

“(d) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to affect—

“(1) the confidentiality of recordings and transcripts under section 1114(c);

“(2) the ban on recordings for civil penalty or certificate action under section 121.359(h) of title 14, Code of Federal Regulations; or

“(3) the prohibition against use of data from flight operational quality assurance programs for enforcement purposes under section 13.401 of 14, Code of Federal Regulations.”.

31. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
GONZÁLEZ-COLÓN OF PUERTO RICO OR HER DESIGNEE,
DEBATABLE FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. __. STUDY ON AIR CARGO OPERATIONS IN PUERTO RICO.

(a) **IN GENERAL.**—No later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall conduct a study on air cargo operations in Puerto Rico.

(b) **CONTENTS.**—In conducting the study required under subsection (a), the Comptroller General shall address the following:

(1) The economic impact of waivers authorized by the Secretary of the Department of Transportation related to air cargo operations in Puerto Rico.

(2) Recommendations for security measures that may be necessary to support increased air cargo operations in Puerto Rico.

(3) Potential need for additional staff to safely accommodate additional air cargo operations.

(4) Airport infrastructure improvements that may be needed in the 3 international airports located in Puerto Rico to support increased air cargo operations.

(5) Alternatives to increase private stakeholder engagement and use of the 3 international airports in Puerto Rico to attract increased air cargo operations.

(6) Possible national benefits of increasing air cargo operations in Puerto Rico.

(c) **REPORT.**—Not later than 12 months after the date of enactment of this Act, the Comptroller General shall submit to the appropriate Committees of Congress a report on the results of the study described in subsection (a).

32. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
GOODEN OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of title VIII, insert the following:

**SEC. 8_. PROHIBITION ON OPERATION OF AIRCRAFT OVER RUSSIAN
AIRSPACE.**

(a) **IN GENERAL.**—Not later than 60 days after the date of the enactment of this Act, the Secretary of Transportation, in consultation with the Secretary of State and other relevant Federal officials, shall—

(1) amend NOTAM KICZ NOTAM A0005/22-Security, titled “United States of America Prohibition Against Certain Flights in specified areas of the Moscow (UUWV), Samara (UWWW) and Rostov-Na Donu (URRV) Flight Information Regions (FIR)” to apply the prohibitions equally to air carriers and foreign air carriers landing in or taking off from an airport in the United States;

(2) take other actions within the authorities of the Secretary to apply to foreign air carriers landing in, or taking off from, an airport in the United States prohibitions consistent with the prohibitions in the NOTAM referred to in paragraph (1); or

(3) provide to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, a briefing, in a classified or unclassified setting, if the Secretary finds that the implementation of paragraph (1) or (2) is—

(A) unnecessary;

(B) not in the public interest; or

(C) not consistent with the foreign policy priorities of the United States.

(b) **SUNSET.**—Any prohibition implemented pursuant to subsection (a) shall terminate on the date on which the NOTAM referred to in subsection (a) is rescinded.

(c) **SAVINGS CLAUSE.**—Nothing in this section shall be construed as putting any limitation on the authority of the Secretary of Transportation to implement any prohibition in addition or subsequent to a prohibition implemented under subsection (a).

(d) **DEFINITIONS.**—Each of the terms used in this section shall have the meanings given such terms in section 40102(a) of title 49, United States Code.

33. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE GOSAR
OF ARIZONA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Strike section 261 and insert the following:

SEC. 261. AIR TOUR MANAGEMENT PLANS.

Section 40128(b) of title 49, United States Code, is amended—

(1) in paragraph (3)—

(A) in subparagraph (A) by striking “in whole or”;

(B) in subparagraph (E) by striking “and” at the end;

(C) in subparagraph (F) by striking “through (E)” and inserting
“through (F)”;

(D) by redesignating subparagraph (F) as subparagraph (G);

(E) by inserting after subparagraph (E) the following:

“(F) shall consider the economic viability of commercial air tour
operations that would result from an air tour management plan;
and”;

(2) in paragraph (4)—

(A) in subparagraph (C) by striking “and” at the end;

(B) in subparagraph (D) by striking the period and inserting “;
and”; and

(C) by adding at the end the following:

“(E) consult with the National Parks Overflights Advisory
Group established pursuant to section 805 of the National Parks Air
Tour Management Act of 2000 (49 U.S.C. 40128 note).”; and

(3) by adding at the end the following:

“(8) **EXISTING AIR TOUR OPERATORS.**—Beginning on the
effective date of a new air tour management plan, a commercial tour
operator carrying out operations within the boundaries of a national
park or tribal area as of such date may not be prohibited from operating
pursuant to such plan.”.

34. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
GOTTHEIMER OF NEW JERSEY OR HIS DESIGNEE, DEBATABLE
FOR 10 MINUTES

At the end of title VII, add the following:

SEC. __. GAO STUDY ON CERTAIN AIRPORT DELAYS.

The Comptroller General of the United States shall conduct a study on flight delays in the States of New York, New Jersey, and Connecticut and the possible causes of such delays.

35. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
GREENE OF GEORGIA OR HER DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of title VIII, insert the following:

**SEC. 8__. INSPECTOR GENERAL INVESTIGATION OF DECISION TO INCREASE
THE PERMISSIBLE ELECTROCARDIOGRAM RANGE FOR AIRMEN TO
FLY.**

Not later than 90 days after the date of the enactment of this Act, the Inspector General of the Department of Transportation shall conduct an investigation into the decision of the Federal Aviation Administration to increase the permissible electrocardiogram (ECG/EKG) range for airmen to fly.

36. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
GREENE OF GEORGIA OR HER DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of title X, add at the end:

SEC. __. REINSTATING PILOTS.

The Administrator of the Federal Aviation Administration shall take such actions as are necessary to require air carriers to reinstate any pilot who was fired or forced to resign because of a COVID–19 vaccine mandate.

37. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
HAGEMAN OF WYOMING OR HER DESIGNEE, DEBATABLE FOR
10 MINUTES

Page 738, after line 17, insert the following (and redesignate the subsequent subparagraph accordingly):

“(E) ensure that any procurement of new equipment takes into account the life cycle, reliability, performance, service support, and costs to guarantee the acquisition of equipment that is of high quality and reliability resulting in greater performance and cost-related benefits for airports;

38. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
HAGEMAN OF WYOMING OR HER DESIGNEE, DEBATABLE FOR
10 MINUTES

At the end of subtitle A of title V, add the following:

**SEC. __. PROVIDING NON-FEDERAL WEATHER OBSERVER TRAINING TO
AIRPORT PERSONNEL.**

The Administrator of the Federal Aviation Administration shall take such actions as are necessary to provide training that is easily accessible and streamlined for airport personnel to become certified as non-Federal weather observers so that such personnel can manually provide weather observations when automated surface observing systems and automated weather observing systems experience outages and errors in order to ensure operational safety at airports.

39. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
HAGEMAN OF WYOMING OR HER DESIGNEE, DEBATABLE FOR
10 MINUTES

At the end of title VIII, add the following:

SEC. __. GAO STUDY ON AVIATION WORKFORCE.

(a) IN GENERAL.—The Comptroller General of the United States shall conduct a study on methods related to the recruitment, retention, employment, education, training, and well-being of the aviation workforce specifically within rural communities.

(b) COLLABORATION.—In conducting the study under subsection (a), the Comptroller General shall collaborate with industry stakeholders and rural aviation facilities to ascertain the best policies for increasing participating in the aviation workforce community from individuals from rural communities.

(c) REPORT TO CONGRESS.—Not later than 120 days after the date of enactment of this Act, the Comptroller General shall submit the results of the study under subsection (a) to the appropriate congressional committees.

(d) ADMINISTRATIVE ACTIONS.—The Administrator of the Federal Aviation Administration shall take such actions as are reasonable to implement the recommendations made by the Comptroller General from the study conducted under subsection (a).

40. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE HIGGINS OF LOUISIANA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Add at the end of title VIII the following:

SEC. 844. ASSESSMENT BY INSPECTOR GENERAL OF THE DEPARTMENT OF TRANSPORTATION OF COUNTER-UAS SYSTEM OPERATIONS.

(a) **ASSESSMENT.**—Not later than 180 days after the date of the enactment of this Act, the Inspector General of the Department of Transportation shall assess all actions taken by the Federal Aviation Administration affecting the ability of U.S. Customs and Border Protection to conduct counter-UAS system operations at the southern border of the United States from January 1, 2021, to such date of enactment.

(b) **CONSIDERATIONS.**—The assessment under subsection (a) shall consider the following impacts:

(1) Operational capabilities of U.S. Customs and Border Protection in detecting and mitigating unauthorized unmanned aircraft systems.

(2) Coordination efforts and information sharing between the Federal Aviation Administration and U.S. Customs and Border Protection regarding counter-UAS system operations.

(3) Any other impacts or considerations the Inspector General of the Department of Transportation determines relevant.

(c) **REPORT.**—Not later than 90 days after the completion of the assessment under subsection (a), the Inspector General of the Department of Transportation shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report detailing the findings of such assessment.

(d) **DEFINITIONS.**—In this section:

(1) **COUNTER-UAS SYSTEM.**—The term “counter-UAS system” has the meaning given such term in section 44801 of title 49, United States Code.

(2) **UNMANNED AIRCRAFT SYSTEM.**—The term “unmanned aircraft system” has the meaning given such term in section 44801 of title 49, United States Code.

41. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE HILL
OF ARKANSAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. __. BRIEFING ON LIT VORTAC PROJECT.

(a) **IN GENERAL.**—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall provide a briefing on the Little Rock Port Authority Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid Project (LIT VORTAC) to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

(b) **BRIEFING CONTENTS.**—The briefing required under subsection (a) shall include the following:

(1) (1) The status of the efforts by the Federal Aviation Administration to relocate the LIT VORTAC.

(2) The status of new flight planning of the relocated VORTAC.

(3) A description of and timeline for each remaining phase of the relocation project.

42. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
HOULAHAN OF PENNSYLVANIA OR HER DESIGNEE,
DEBATABLE FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. __. REIMBURSEMENT FOR FINANCIAL LOSSES DUE TO CERTAIN AIRPORT
CLOSURES.

(a) NOTIFICATION REQUIRED.—Not later than 30 days after the date on which a President takes office, the Administrator of the Federal Aviation Administration shall provide notification to specified aviation entities located at any airports that may be expected to close at any point during the term of such President due to temporary flight restrictions related to any residence of the President that is designated or identified to be secured by the United States Secret Service.

(b) REIMBURSEMENT REQUIRED.—Subject to the availability of appropriations, the Administrator shall provide financial reimbursement to specified aviation entities in an amount equal to the direct and incremental financial losses incurred while an airport, or portion thereof, is closed solely due to the actions of the Federal Government as described in subsection (a). The Administrator shall provide reimbursement for such losses.

(c) AUDIT REQUIRED.—The Administrator may not obligate or distribute reimbursement funding described in subsection (b) until an audit of the financial losses incurred by a specified aviation entity is completed by the Administrator. The Administrator may request that specified aviation entities provide documentation which the Administrator determines is necessary to complete such audit.

(d) INELIGIBLE COSTS.—In carrying out this section, the Administrator shall ensure that any loss incurred as a result of a violation of law, or through fault or negligence, of a specified aviation entity are not eligible for reimbursements

(e) GOVERNMENT RELEASE FROM LIABILITY.—The United States Government shall not be liable for claims for financial losses resulting from airport closures described in subsection (a).

(f) SPECIFIED AVIATION ENTITY DEFINED.—In this section, the term “specified aviation entity” means—

- (1) an airport sponsor that does not provide gateway operations;
- (2) a provider of general aviation ground support services; or
- (3) an impacted aviation tenant.

43. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE HOYLE
OF OREGON OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 494, after line 12, insert the following:

(d) TRAINING MATERIALS.—Not later than 6 months after the completion of the safety review required under subsection (a), the Administrator shall develop and publish training and related educational materials about aircraft engine ingestion and jet blast hazards for ground crews (including supervisory employees) that includes information on—

(1) the specific dangers and consequences of entering engine ingestion or jet blast zones;

(2) proper protocols to avoid entering an engine ingestion or jet blast zone; and

(3) on-the-job, instructor-led training to physically demonstrate the engine ingestion zone boundaries and jet blast zones for each kind of aircraft the ground crew may encounter.

44. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
HUIZENGA OF MICHIGAN OR HIS DESIGNEE, DEBATABLE FOR
10 MINUTES

Page 626, line 2, strike “and”.

Page 626, after line 2, insert the following (and redesignate accordingly):

(B) in paragraph (4)(B) by inserting “the Department of
Defense, the National Guard,” before “or”; and

45. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
HUIZENGA OF MICHIGAN OR HIS DESIGNEE, DEBATABLE FOR
10 MINUTES

At the end of title VIII, add the following:

SEC. __. PROHIBITION ON CERTAIN RUNWAY LENGTH REQUIREMENTS.

Notwithstanding any other provision of law, the Secretary of Transportation may not require an airport to shorten the length or width of the airport's runway, apron, or taxiway as a condition for the receipt of federal financial assistance if the airport directly supports a base of the United States Air Force or the Air National Guard at the airport, regardless of the stationing of military aircraft.

46. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
HUIZENGA OF MICHIGAN OR HIS DESIGNEE, DEBATABLE FOR
10 MINUTES

At the end of title VIII, add the following:

SEC. __. VOLUNTEER PILOT SUPPORT ACT.

(a) **IN GENERAL.**—Notwithstanding any other provision of law, on and after the date of enactment of this section, the following rules shall apply:

(1) A volunteer pilot may accept reimbursement for a covered operational cost if—

(A) such pilot operates a covered flight; and

(B) such pilot or volunteer pilot organization notifies each passenger that the flight is for charitable purposes and is not subject to the same safety requirements as a flight operated by an air carrier or a commercial operator certified by the Administrator (as described in paragraph (2)(B)).

(2) A volunteer pilot receiving a covered operational cost for a covered flight and a volunteer pilot organization that arranges a covered flight are excepted from—

(A) the certificate requirements under parts 119 and 125 of title 14, Code of Federal Regulations; and

(B) the operating requirements under parts 121, 125, and 135 of such title 14.

(3) A volunteer pilot receiving a covered operational cost for a covered flight—

(A) does not constitute common carriage (as such term is used in title 49, United States Code, and such title 14); and

(B) does not constitute a flight operation for compensation or hire (as such term is used in such title 49 and such title 14).

(4) A covered operational cost is not compensation (as such term is used in such title 49 and such title 14).

(b) **ADDITIONAL REQUIREMENTS.**—

(1) **VOLUNTEER PILOT ORGANIZATION.**—A volunteer pilot organization may impose eligibility requirements that exceed the applicable eligibility requirements described in subsection (d)(5)(B) and the general operating rules in part 91 of title 14, Code of Federal Regulations, without being considered an air carrier, a commercial operator, or common carrier.

(2) **REGULATIONS.**—The Administrator shall revise regulations as necessary to implement the subsection (a). In revising such regulations, the Administrator may not impose on a volunteer pilot or volunteer pilot organization any operating requirements, aircraft qualifications, or pilot qualifications to conduct a covered flight that are in addition to the requirements under this section and the requirements under the general operating rules in part 91 of title 14, Code of Federal Regulations.

(c) **EFFECT ON OTHER FAA AUTHORITY.**—

(1) **EFFECT ON EXISTING EXEMPTION AUTHORITY.**—

(A) **IN GENERAL.**—Nothing in this section shall—

(i) affect the authority of the Administrator to exempt a pilot (exercising the privilege of a private pilot certificate issued under part 61 of title 14, Code of Federal Regulations) from a restriction on receiving reimbursement; or

(ii) affect any such exemptions existing before the date of enactment of this section.

(B) CLARIFICATION.—Subparagraph (A)(ii) shall not be construed to prohibit a person from voluntarily relinquishing an exemption described in subparagraph (A).

(2) EFFECT ON OTHER VOLUNTEER FLIGHTS.—Nothing in this section shall impose or authorize the imposition of any additional requirements on a flight that is arranged by a volunteer pilot organization in which the pilot in command is not reimbursed or the pilot in command pays a pro rata share of expenses as described under section 61.113(c) of title 14, Code of Federal Regulations.

(d) DEFINITIONS.—In this section:

(1) AIR CARRIER; AIRCRAFT; AIRPORT.—The terms “air carrier”, “aircraft”, and “airport” have the meanings given those terms in section 40102 of title 49, United States Code.

(2) COMMERCIAL OPERATOR.—The term “commercial operator” has the meaning given such term in section 1.1 of title 14, Code of Federal Regulations.

(3) COVERED FLIGHT.—The term “covered flight”—

(A) means a flight that is operated by a volunteer pilot in any airworthy aircraft in support of the mission of a volunteer pilot organization; and

(B) includes any flight or flight segment that is between the airport in which the aircraft for the covered flight is based and the airport the passengers of a flight described in subparagraph (A) board or disembark.

(4) COVERED OPERATIONAL COST.—The term “covered operational cost” means the following:

(A) A cost that is actually incurred in connection with a covered flight, including the following:

(i) In the case of a volunteer pilot who rents the aircraft used for a covered flight, the cost of rental fees and other operating expenses not included in the rental fees that are incurred by such pilot for a covered flight, except that such costs may not unreasonably exceed the cost of owning and operating the aircraft, which includes maintenance costs, storage fees, airport expenditures, and, for an owner that is in the business of renting aircraft, the cost of doing business and making a reasonable profit.

(ii) In the case of a volunteer pilot who does not rent the aircraft used for a covered flight, the cost of fuel, oil, and airport expenditures incurred by such pilot for a covered flight.

(iii) Meals, lodging, and related expenses.

(B) Any nonmonetary benefit that may be considered compensation (as such term is used in title 49, United States Code, and title 14, Code of Federal Regulations), including logged flight hours, goodwill, any applicable tax deduction permitted under the Internal Revenue Code of 1986, and any other indirect economic benefit.

(5) VOLUNTEER PILOT.—

(A) IN GENERAL.—The term “volunteer pilot” means a person who—

(i) acts as pilot in command of a covered flight; and

(ii) meets each applicable eligibility requirement described in subparagraph (B).

(B) ELIGIBILITY REQUIREMENTS DESCRIBED.—The applicable eligibility requirements described in this subparagraph are the following:

(i) The volunteer pilot holds at least a private pilot certificate with appropriate category, class, and type rating (if a

type rating is applicable) issued under part 61 of title 14, Code of Federal Regulations.

(ii) The volunteer pilot holds an instrument rating or airline transport pilot certificate for the category of aircraft used for a covered flight issued under such part 61.

(iii) The volunteer pilot logged at least 500 hours as pilot in command in the category of aircraft used for a covered flight.

(iv) The volunteer pilot—

(I) holds a valid medical certificate issued under part 67 of title 14, Code of Federal Regulations; or

(II) complies with the requirements of section 61.113(i) of title 14, Code of Federal Regulations.

(6) VOLUNTEER PILOT ORGANIZATION.—The term “volunteer pilot organization” means an organization that—

(A) is operated exclusively for religious, charitable, scientific, testing for public safety, literary, or educational purposes, or to foster national or international amateur sports competition (but only if no part of its activities involve the provision of athletic facilities or equipment), or for the prevention of cruelty to children or animals, no part of the net earnings of which inures to the benefit of any private shareholder or individual, no substantial part of the activities of which is carrying on propaganda, or otherwise attempting, to influence legislation, and which does not participate in, or intervene in (including the publishing or distributing of statements), any political campaign on behalf of (or in opposition to) any candidate for public office; and

(B) arranges or coordinates flights by volunteer pilots for purposes described in subparagraph (A).

47. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ISSA
OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of title VIII, add the following:

SEC. __. INDEPENDENT REVIEW OF NOTAM REQUESTS BY FAA.

The Administrator of the Federal Aviation Administration shall make an objective, independent assessment for the necessity of each Notice to Air Missions request from an agency outside of the Administration.

48. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE JACKSON OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. __. DESIGNATIONS FOR MEAT AND FOOD PROCESSING FACILITIES.

Section 2209 of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 44802 note) is further amended—

(1) in subsection (b)(1)(C), by adding at the end the following:

“(v) A concentrated animal feeding operation.

“(vi) An eligible meat and food processing facility.”;

and

(2) by adding at the end the following:

“(g) **ELIGIBLE MEAT AND FOOD PROCESSING FACILITY DEFINED.**— In this section, the term ‘eligible meat and food processing facility’ means a facility that—

“(1) is an establishment operated under Federal meat inspection pursuant to the Meat Inspection Act (21 U.S.C. 71 et seq.), and—

“(A) with respect to cattle, has a slaughter capacity of greater than 500 animals per day; or

“(B) with respect to pork and sheep, has a slaughter capacity of greater than 1,000 animals per day;

“(2) is an official establishment operated under Federal poultry inspection pursuant to the Poultry Products Inspection Act (21 U.S.C. 453) and, with respect to poultry, has a slaughter capacity of greater than 10,000 animals per day;

“(3) is an official plant operated under Federal egg inspection pursuant to the Egg Products Inspection Act (21 U.S.C. 1033) with at least 500,000 laying hens;

“(4) is a facility that processes (e.g., washes, grades, packs) shell eggs for the table egg market with at least 500,000 laying hens; or

“(5) is a facility that manufactures or processes food located in any of the State or Territories and operated under section 415(c) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 350d(c)).”.

49. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
JOHNSON OF SOUTH DAKOTA OR HIS DESIGNEE, DEBATABLE
FOR 10 MINUTES

Page 337, after line 25, insert the following:

“(B) CLOUD-BASED, INTERACTIVE DIGITAL PLATFORMS.
—The Administrator is encouraged to utilize cloud-based,
interactive digital platforms to meet community engagement and
agency coordination requirements under subparagraph (A).”.

50. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KEAN OF NEW JERSEY OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. ____. AIR STATISTIC REPORTS.

Not later than 60 days after the date of the enactment of this Act, the Secretary of Transportation shall ensure that the Bureau of Transportation Statistics revises and maintains Technical Reporting Directive No. 31 (14 C.F.R. Part 234) to provide that the following events are not included within the air carrier codes specified in such Directive:

(1) Aircraft cleaning necessitated by such incidents as the death of a passenger, excessive bleeding, service animal (SVAN) soiling, and extensive debris left by customers.

(2) Aircraft damage caused by extreme weather, bird strike, foreign object debris (FOD), sabotage, and other similar causes.

(3) Awaiting the arrival of connecting passengers or crew due to weather or local or National Airspace System logistics.

(4) Awaiting the results of an unexpected alcohol test of a crewmember caused by the suspicion or accusation of a customer.

(5) Awaiting gate space due to congestion not within the carrier's control, including the utilization of common gates or uncontrollable gate returns resulting from constraints of the National Airspace System.

(6) A baggage or cargo loading delay caused by an outage of a bag system not controlled by a carrier, including wind affecting ramp conditions, late connecting bags resulting from an air traffic controller delay, airport infrastructure failure, and similar causes.

(7) Cabin servicing or catering delays due to weather or wind.

(8) Vendor computer outages, cybersecurity attacks (provided that the carrier is in compliance with applicable cybersecurity regulations), or issues related to the use of airport-supplied communications equipment (such as common-use gates and terminals, power outage, and lighting).

(9) Availability of crew related to hours flown, rest periods, and on-duty times not caused by a carrier, including a delay of a crew replacement or reserve necessitated by a non-controllable event, and pilot or flight attendant rest related to weather, air traffic controller, or local logistics.

(10) An unscheduled engineering or safety inspection.

(11) Public health issues.

(12) Fueling delays related to weather or airport fueling infrastructure issues, including the inoperability of a fuel farm or unusable fuel which does not meet specified requirements at delivery to an airport due to contamination in the supply chain.

(13) Government systems that are inoperable or otherwise unable to receive forms which have been properly completed by an air carrier.

(14) Overheated brakes resulting from a safety incident, including those resulting from emergency procedures.

(15) Mail from the U.S. Postal Service that was delayed in arrival.

(16) Unscheduled maintenance, including airworthiness issues manifesting outside a scheduled maintenance program and that cannot be deferred or must be addressed before flight.

(17) A medical emergency.

(18) Positive passenger bag match flags that require removal of a bag in order to ensure security.

(19) The removal of an unruly passenger.

(20) Ramp service from a third-party contractor, including servicing of potable water, lavatory servicing, and shortage of third-party ramp equipment.

(21) Snow removal or aircraft de-icing due to the occurrence of extreme weather despite adequate carrier resources, or the removal of snow on ramps.

(22) An airport closure due to such factors as the presence of volcanic ash, wind or wind shear.

51. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE KEAN
OF NEW JERSEY OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 613, line 15, strike “and”.

Page 613, line 19, strike the period and insert “; and”.

Page 613, after line 19, insert the following:

(F) consult with the Secretary of Defense with regard to—

(i) the U.S. Air Force Agility Prime Program and powered-lift aircraft evaluated and deployed for military purposes, including the F35B program;

(ii) the commonalities and differences between powered-lift aircraft types and the handling qualities of such aircraft; and

(iii) the pathways for pilots to gain proficiency and earn the necessary ratings required to act as a pilot in command of powered-lift aircraft.

52. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
KILMER OF WASHINGTON OR HIS DESIGNEE, DEBATABLE FOR
10 MINUTES

Page 256, beginning on line 9, strike “an improvement of any runway, taxiway, or apron” and insert “improvements, or planning for improvements,”.

Page 256, beginning on line 12, strike “under visual flight rules”.

Page 256, line 13, insert “(defined as an earthquake, flooding, high water, wildfires, hurricane, storm surge, tidal wave, tornado, tsunami, wind driven water, sea level rise, tropical storm, cyclone, land instability, or winter storm)” after “natural disaster”.

Page 256, line 17, insert “or Incident support base” after “staging area”.

53. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
LAMALFA OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR
10 MINUTES

At the end of title VIII, add the following:

SEC. __. WILDFIRE SUPPRESSION.

(a) **IN GENERAL.**—To ensure that sufficient firefighting resources are available to suppress wildfires and protect public safety and property, and notwithstanding any other provision of law or agency regulation, not later than 18 months after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall promulgate an interim final rule under which—

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

(2) the aircraft maintenance, inspections, and pilot training requirements under part 135 of such title 14 may apply to such an operation, if determined by the Administrator to be necessary to maintain the safety of firefighters carrying out wildfire suppression missions; and

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

(b) **SURPLUS MILITARY AIRCRAFT.**—In promulgating any rule under subsection (a), the Administrator shall not enable any aircraft of a type that has been manufactured in accordance with the requirements of and accepted for use by any branch of the United States Military and has been later modified to be used for wildfire suppression operations, unless such aircraft is later type-rated by the Administrator.

(c) **CONFORMING AMENDMENTS TO FAA DOCUMENTS.**—In promulgating an interim final rule under subsection (a), the Administrator shall amend FAA Order 8110.56, Restricted Category Type Certification (dated February 27, 2006), as well as any corresponding policy or guidance material, to reflect the requirements of subsection (a).

(d) **SAVINGS PROVISION.**—Nothing in this section shall be construed to limit the Administrator’s authority to take action otherwise authorized by law to protect aviation safety or passenger safety.

(e) **DEFINITIONS.**—In this section:

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

(2) **FIREFIGHTERS.**—The term “firefighters” means a trained fire suppression professional the transport of whom is necessary to accomplish a wildfire suppression operation.

54. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
LAWLER OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of title VIII, add the following:

SEC. .STUDY ON PILOT SUPPLY ISSUES.

(a) **IN GENERAL.**—The Comptroller General of the United States shall conduct a study on the shortage of pilots faced by air carriers.

(b) **CONTENTS.**—In conducting the study under subsection (a), the Comptroller General shall address ways to overcome challenges to the pilot workforce.

55. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LEE OF NEVADA OR HER DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 555, line 16, insert “including research” after “agricultural purposes”.

Page 581, line 15, insert “research,” before “wildfire detection, mitigation, and suppression”.

56. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LUCAS
OF OKLAHOMA OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 782, beginning on line 18, strike “a plan to” and all that follows through “expand overall” and insert “a plan to expand overall”.

Page 783, line 2, strike “; and” and insert a period.

Page 783, strike line 3.

Page 783, beginning on line 9, strike “Academies” and insert “Academy”.

Page 783, beginning on line 16, strike “, and whether field training can be administered more flexibly, such as at other Federal Aviation Administration locations across the country”.

Page 784, line 1, strike “virtual”.

Page 784, strike lines 5 through 8.

Page 784, beginning on line 9, strike “costs of” and all that follows through “expanding Federal” and insert “costs of expanding Federal”.

Page 784, line 11 insert “at the existing air traffic control academy” after “capacity”.

Page 784, line 12, strike “; and” and insert a period.

Page 784, strike lines 13 through 14.

57. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LYNCH
OF MASSACHUSETTS OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 374, strike lines 6 through 8 and insert the following:

- (i) multiple airport communities and communities in the vicinity of airports;

58. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE LYNCH
OF MASSACHUSETTS OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 382, line 20, strike "and".

Page 382, after line 20, insert the following:

(H) ensuring engagement with local community groups as appropriate in conducting the other responsibilities described in this section; and

59. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
MAGAZINER OF RHODE ISLAND OR HIS DESIGNEE, DEBATABLE
FOR 10 MINUTES

Page 256, after line 19, insert the following (and redesignate the
subsequent subparagraph accordingly):

(V) a project to comply with rulemakings and recommendations
on cybersecurity standards from the rulemaking committee
convened under section 574 of the Securing Growth and Robust
Leadership in American Aviation Act.

60. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
MANNING OF NORTH CAROLINA OR HIS DESIGNEE,
DEBATABLE FOR 10 MINUTES

At the end of title VIII, add the following:

**SEC. 844. SENSE OF CONGRESS ON FAA ENGAGEMENT AND COLLABORATION
WITH HBCUS AND MSIS.**

It is the sense of Congress that the Federal Aviation Administration should continue to partner with historically Black colleges and universities and minority-serving institutions to promote awareness of career opportunities and develop curriculum related to aerospace, aviation and air traffic control.

61. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
MANNING OF NORTH CAROLINA OR HIS DESIGNEE,
DEBATABLE FOR 10 MINUTES

At the end of title VIII, insert the following:

SEC. 8__. REPORT ON IMPLEMENTATION OF RECOMMENDATIONS OF FEDERAL
AVIATION ADMINISTRATION YOUTH ACCESS TO AMERICAN JOBS IN
AVIATION TASK FORCE.

Not later than 180 days after the date of the enactment of this Act, the Secretary of Transportation, acting through the Administrator of the Federal Aviation Administration, shall submit to Congress a report on the implementation of the following recommendations of the Federal Aviation Administration Youth Access to American Jobs in Aviation Task Force established under section 602 of the FAA Reauthorization Act of 2018 (Public Law 115–254):

- (1) The recommendation to improve information access about careers in aviation and aerospace.
- (2) The recommendation to collaboration across regions of the Federal Aviation Administration on outreach and workforce development programs.
- (3) The recommendation to increase opportunities for mentoring, pre-apprenticeships, and apprenticeships in aviation.

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62. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
MCCLINTOCK OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE
FOR 10 MINUTES

Strike section 772 of the bill.

63. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE MENG
OF NEW YORK OR HER DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 362, line 1, insert “and in overflight communities” after “in the vicinity of airports”.

Page 362, after line 11, insert the following:

(e) OVERFLIGHT COMMUNITY DEFINED.—In this section, the term “overflight community” means an area—

(1) located under the flight paths of aircraft;

(2) that experiences noise annoyance from such aircraft or airports;

and

(3) that is located in an area that experiences a day-night average sound level lower than the threshold of significant noise exposure established by the Administrator of the Federal Aviation Administration.

64. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
MILLER OF ILLINOIS OR HER DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of title VIII, add the following:

SEC. __. REPORT ON SECRETARY OF TRANSPORTATION FLIGHT RECORDS.

The Administrator of the Federal Aviation Administration shall submit to Congress a report containing the flight records of the Secretary of Transportation for any flight on an aircraft owned by the Federal Aviation Administration for the 3 years preceding the date of enactment of this Act.

65. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
MILLER OF ILLINOIS OR HER DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of subtitle C of title IV, add the following:

SEC. __. RESTRICTION ON DEI OFFICIALS.

None of the funds made available under this Act may be used to hire any diversity, equity, and inclusion officials or conduct training on diversity, equity, and inclusion.

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66. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
NEGUSE OF COLORADO OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 380, beginning on line 11, insert “interviews with impacted residents,” after “other Federal agencies,”.

67. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
OBERNOLTE OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE
FOR 10 MINUTES

Page 129, after line 25, insert the following:

(7) Put in place a system that ensures available resources so that applicants can schedule airman practical tests not more than 14 calendar days after requested.

68. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
OBERNOLTE OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE
FOR 10 MINUTES

Page 309, line 14, strike "or".

Page 309, line 18, strike the period at the end and insert "; or".

Page 309, after line 18, insert the following:

(4) prevent an airport or any retail fuel seller at such airport from making available for purchase and resale an unleaded aviation gasoline that has been approved by the Federal Aviation Administration and has an industry consensus standard for use in lieu of leaded aviation gasoline if such unleaded aviation gasoline is certified for use in all aircraft spark ignition piston engine models.

69. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE OGLES
OF TENNESSEE OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 609, line 14, strike "social and".

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70. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE OGLES
OF TENNESSEE OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

In section 1148(b)(5)(A), strike “climate change” and insert “weather”.

71. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE OWENS OF UTAH OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. __. SLOT EXEMPTIONS FOR RONALD REAGAN WASHINGTON NATIONAL AIRPORT.

(a) **IN GENERAL.**—Section 41718 of title 49, United States Code, is amended by adding at the end the following new subsection:

“(i) **ADDITIONAL SLOT EXEMPTIONS.**—

“(1) **GENERAL SLOT EXEMPTIONS.**—Not later than 90 days after the date of enactment of this subsection, the Secretary shall grant, by order, 14 exemptions from—

“(A) the application of sections 49104(a)(5), 49109, and 41714 of this title; and

“(B) the requirements of subparts K and S of part 93, Code of Federal Regulations.

“(2) **EXEMPTION CONDITIONS.**—The Secretary shall grant such exemptions to non-limited incumbent and limited incumbent air carriers serving Ronald Reagan Washington National Airport as of the date of enactment of this subsection to operate limited frequencies of aircraft on routes between Ronald Reagan Washington National Airport and other airports.

“(3) **CONSIDERATIONS.**—In granting exemptions under this subsection, the Secretary shall consider the extent to which the exemptions will—

“(A) have a positive impact on the overall level of competition in the markets that will be served as a result of such exemptions;

“(B) produce competitive benefits, including the likelihood that the service to airports will result in lower fares or improved service options for aviation consumers;

“(C) not result in a significant increase in delays at Ronald Reagan Washington National Airport;

“(D) ensure that travel options between Ronald Reagan Washington National Airport and airports located within the perimeter described in section 49104 will not be reduced;

“(E) benefit underserved markets; and

“(F) not reduce runway safety at Ronald Reagan Washington National Airport.

“(4) **SCHEDULING OF SLOT EXEMPTIONS.**—In granting exemptions under this subsection, the Secretary shall, in coordination with the Administrator of the Federal Aviation Administration and to the greatest extent practicable, seek to work with air carriers to schedule such exemptions—

“(A) at times during which operations are typically lower than the peak hourly capacity of Ronald Reagan Washington National Airport; and

“(B) at times and in a manner that will minimize the potential for additional delays.

“(5) **RESTRICTION.**—An exemption may not be granted under this subsection with respect to any aircraft—

“(A) that is not a Stage 4 aircraft (as defined by the Secretary) if the exemption is for an arrival or departure between the hours of 7:00 a.m. and 10:00 p.m.; or

“(B) that is not a Stage 5 aircraft (as defined by the Secretary) if the exemption is for an arrival or departure between the hours of—

“(i) 6:00 a.m. and 6:59 a.m.; or

“(ii) 10:01 p.m. and 11:00 p.m.

“(6) AIR CARRIER LIMITATIONS.—

“(A) EXEMPTIONS PER AIR CARRIER.—Of the exemptions described in paragraph (1), no air carrier may operate more than 2 of such exemptions.

“(B) LIMITATION ON AIRCRAFT SIZE.—An air carrier may not operate a multi-aisle or widebody aircraft under an exemption issued under this subsection.

“(C) PROHIBITION ON TRANSFER OF RIGHTS.—An air carrier granted an exemption under this subsection is prohibited from transferring the rights to its slot exemptions pursuant to section 41714(j).

“(7) SAVINGS CLAUSE.—Nothing in this subsection shall be construed to—

“(A) allow for conversion of existing slots allocated to air carriers to serve communities located inside the perimeter described in section 49109 to fulfill the exemptions granted in paragraph (1); and

“(B) enable the reduction of nonstop travel to communities located within the perimeter described in section 49109.”.

(b) INFRASTRUCTURE NEEDS.—Section 44501(b) of title 49, United States Code, is further amended by adding at the end the following:

“(6) a list of projects or programs necessary to improve capacity, reliability, and efficiency for Level 2 schedule facilitated and Level 3 slot-controlled airports.”.

72. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
PELTOLA OF ALASKA OR HER DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 438, line 11, strike “reconstructing and rehabilitating” and insert
“rehabilitating, reconstructing, or extending”.

D071123.109.xml

73. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PERRY
OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

Strike section 1132 of the bill.

74. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PERRY
OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 11, line 14, strike "4,000,000,000" and insert "3,800,000,000".
Page 11, line 15, strike "4,000,000,000" and insert "3,800,000,000".
Page 11, line 16, strike "4,000,000,000" and insert "3,800,000,000".
Page 11, line 17, strike "4,000,000,000" and insert "3,800,000,000".
Page 11, line 18, strike "4,000,000,000" and insert "3,800,000,000".
Page 12, line 24, strike "12,730,000,000" and insert "12,037,000,000".
Page 12, line 25, strike "13,035,000,000" and insert "12,337,000,000".
Page 13, line 1, strike "13,334,000,000" and insert "12,637,000,000".
Page 13, line 3, strike "13,640,000,000" and insert "12,937,000,000".
Page 13, line 5, strike "13,954,000,000" and insert "13,237,000,000".
Page 818, line 1, strike "255,130,000" and insert "220,000,000".
Page 818, line 2, strike "261,000,000" and insert "223,000,000".
Page 818, line 3, strike "267,000,000" and insert "226,000,000".
Page 818, line 4, strike "273,000,000" and insert "229,000,000".
Page 818, line 5, strike "279,000,000" and insert "232,000,000".

75. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PERRY
OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 257, strike lines 11 and 12 and insert the following (and adjust the margin of the subsequent text accordingly):

“(9) ‘heliport’ means an area of land, water, or

Page 257, line 15, strike “and” and insert closing quotation marks and a semicolon.

Page 257, strike line 16.

76. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PERRY
OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 94, beginning on line 23, strike section 206.

Page 96, beginning on line 1, strike section 207.

77. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE PERRY OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Strike section 802 and insert the following:

SEC. 802. REINSTATEMENT OF PRE-PANDEMIC TELEWORK POLICIES, PRACTICES, AND LEVELS FOR EXECUTIVE AGENCIES.

(a) **IN GENERAL.**—Not later than 30 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall reinstate and apply the telework policies, practices, and levels of the agency as in effect on December 31, 2019, and may not expand any such policy, practices, or levels until the date on which the Administration plan is submitted to Congress with a certification by the Director of the Office of Personnel Management under subsection (b).

(b) **STUDY, PLAN, AND CERTIFICATION REGARDING EXECUTIVE AGENCY TELEWORK POLICIES, PRACTICES, AND LEVELS FOR EXECUTIVE AGENCIES.**—Not later than 6 months after the date of enactment of this Act, the Administrator, in consultation with the Director, shall submit to Congress—

(1) a study on the impacts on the agency and its mission of expanding telework by its employees during the SARS-CoV-2 pandemic that commenced in 2019, including an analysis of—

(A) any adverse impacts of that expansion on the agency's performance of its mission, including the performance of customer service by the agency;

(B) any costs to the agency during that expansion attributable to—

(i) owning, leasing, or maintaining under-utilized real property; or

(ii) paying higher rates of locality pay to teleworking employees as a result of incorrectly classifying such employees as teleworkers rather than remote workers;

(C) any degree to which the agency failed during that expansion to provide teleworking employees with secure network capacity, communications tools, necessary and secure access to appropriate agency data assets and Federal records, and equipment sufficient to enable each such employee to be fully productive;

(D) any degree to which that expansion facilitated dispersal of the agency workforce around the Nation; and

(E) any other impacts of that expansion that the agency or the Director considers appropriate;

(2) the Administration plan to expand telework policies, practices, or levels beyond those in place as a result of subsection (a); and

(3) a certification by the Director that such plan will—

(A) have a substantial positive effect on—

(i) the performance of the agency's mission, including the performance of customer service;

(ii) increasing the level of dispersal of agency personnel throughout the Nation; and

(iii) the reversal of any adverse impact set forth pursuant to paragraph (1)(D);

(B) substantially lower the agency's costs of owning, leasing, or maintaining real property;

(C) substantially lower the agency's costs attributable to paying locality pay to agency personnel working from locations outside the

pay locality of their position's official worksite; and

(D) ensure that teleworking employees will be provided with secure network capacity, communications tools, necessary and secure access to appropriate agency data assets and Federal records, and equipment sufficient to enable each such employee to be fully productive, without substantially increasing the agency's overall costs for secure network capacity, communications tools, and equipment.

(4) LIMITATION.—

(A) IN GENERAL.—The Administrator may not implement the plan submitted under paragraph (2) unless a certification by the Director was issued under paragraph (3).

(B) SUBSEQUENT PLANS.—In the event an initial agency plan submitted under paragraph (2) fails to receive such certification, the agency may submit to the Director subsequent plans until such certification is received, and submit such plan and certification to Congress.

(c) DEFINITIONS.—In this section—

(1) the term “agency” has the meaning given the term “Executive agency” in section 105 of title 5, United States Code;

(2) the term “Director” means the Director of the Office of Personnel Management;

(3) the term “locality pay” means locality pay provided for under section 5304 or 5304a of such title; and

(4) the terms “telework” and “teleworking” have the meaning given those terms in section 6501 of such title, and include remote work.

78. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
PETTERSEN OF COLORADO OR HER DESIGNEE, DEBATABLE
FOR 10 MINUTES

Page 67, line 6, strike "in decision making processes".

79. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
PETTERSEN OF COLORADO OR HER DESIGNEE, DEBATABLE
FOR 10 MINUTES

Page 476, line 4, strike “and”.

Page 476, line 13, strike the period and insert “; and”.

Page 476, after line 13, insert the following:

(3) what contents of the emergency medical kits should be readily available, to the extent practicable, for use by flight crews without prior approval by a medical professional.

80. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
PETERSEN OF COLORADO OR HER DESIGNEE, DEBATABLE
FOR 10 MINUTES

Page 247, line 8, insert “, including antidepressants” before the
semicolon.

81. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
PETTERSEN OF COLORADO OR HER DESIGNEE, DEBATABLE
FOR 10 MINUTES

Page 248, line 14, strike “and” at the end.

Page 248, after line 14, insert the following (and redesignate accordingly):

(C) consider implementing the final recommendations report issue by the Office of the inspector general of the Department of Transportation titled, “FAA Conduct Comprehensive Evaluations of Pilots With Mental Health Challenges, but Opportunities Exist to Further Mitigate Safety Risks” and published on July 12, 2023; and

82. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
PFLUGER OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

Page 712, after line 10, insert the following:

(e) SENSE OF CONGRESS.—It is the sense of Congress that route structures to rural airports serve a critical function to our Nation by connecting many of our military installations to major regional airline hubs.

83. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
PORTER OF CALIFORNIA OR HER DESIGNEE, DEBATABLE FOR
10 MINUTES

At the end of title VIII, add the following:

SEC. __GAO STUDY ON FAA RESPONSIVENESS TO CONGRESS.

(a) GAO STUDY.—The Comptroller General of the United States shall conduct a study on—

(1) the level of responsiveness of the Administrator of the Federal Aviation Administration to a request for information from a Member of Congress, including a written congressional inquiry and staffing a meeting at the request of such a Member; and

(2) the average timeframe responses are provided to the requests described in paragraph (1).

(b) ANNUAL BRIEFING TO CONGRESS.—Section 106 of title 49, United States Code, is amended by adding at the end the following:

“(u) ANNUAL BRIEFING TO CONGRESS.—The Administrator shall annually brief the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on—

“(1) the efforts, activities, objectives, and plans of the Administration; and

“(2) the efforts of the Administration to engage with Congress and the public.”.

84. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
PRESSLEY OF MASSACHUSETTS OR HER DESIGNEE,
DEBATABLE FOR 10 MINUTES

At the end of title VIII, add the following:

SEC. __. GAO STUDY ON TRANSIT ACCESS.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall conduct a study, and make the results of such study publicly accessible, on transit access to airports.

(b) CONTENTS.—In carrying out the study under subsection (a), the Comptroller General shall review public transportation access to commercial service airports throughout the United States, including cost, disability accessibility, and other potential barriers for individuals.

85. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
QUIGLEY OF ILLINOIS OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of title VIII, add the following:

**SEC. __. IMPLEMENTATION OF DYNAMIC SCHEDULING AND MANAGEMENT OF
CERTAIN AIRSPACE.**

(a) **IN GENERAL.**—In carrying out the pilot program established under section 1093 of Public Law 117-263 (49 U.S.C. 40103 note), the Administrator of the Federal Aviation Administration, in coordination with the Secretary of Defense, shall—

(1) evaluate the impact on the operation of the national airspace system of process improvements in how the Department of Defense shares real-time updates on the status of special activity airspace and special use airspace for activities described in paragraph (1) of section 1093 of Public Law 117-263 (49 U.S.C. 40103, note); and

(2) ensure that such improvements make the Federal Aviation Administration able to use such status changes to effectively grant access to special activity airspace and special use airspace to civil operators in the national airspace system.

**(b) DEVELOPMENT, TEST AND ASSESSMENT OF DYNAMIC AIRSPACE
TOOLS AND SYSTEMS.**—

(1) **TESTS.**—Under the pilot program referred to in subsection (a), and to complete the evaluations prescribed above, the Administrator and Secretary shall jointly test software and services that automate the means by which the Department of Defense shares changes in the status of special activity airspace and special use airspace established by the Federal Aviation Administration for use by civil operators in the national airspace system.

(2) **AUTOMATION.**—The Secretary and the Administrator shall ensure that the processes referred to in paragraph (1)(B) of section 1093 of Public Law 117-263 (49 U.S.C. 40103, note) are automated, adhere to advanced data protection protocols, and use tools and systems developed for this purpose that are in use by the Federal Aviation Administration and by civil operators in the national airspace system.

(c) **REPORT.**—Not more than 365 days following the date of enactment of this section, the Secretary and the Administrator shall jointly submit a report to Congress on the impact of dynamic scheduling and management of special activity airspace and special use airspace, with specific information on—

(1) impact on military training and readiness;

(2) impact on workload and accuracy of sharing status changes on airspace with the Federal Aviation Administration; and

(3) impact on the operation of the national airspace system including reductions in miles flown.

(d) **REQUIREMENTS.**—The capabilities referred to in subsection (a) shall not interfere with—

(1) the public's right of transit consistent with national security;

(2) the use of airspace necessary to ensure the safety of aircraft within the national airspace system; or

(3) the use of airspace necessary to ensure the efficient use of the national airspace system.

86. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE ROSE OF TENNESSEE OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle A of title VII, add the following:

SEC. __. GAO REPORT ON MASS FLIGHT CANCELLATION EVENT.

(a) **REPORT REQUIRED.**—Not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the actions of the Department of Transportation during the period beginning 2 weeks before July 4th, 2023, and ending two weeks after July 4th, 2023, that resulted in substantial flight cancellations during such period.

(b) **EXAMINATION.**—In developing the report under subsection (a), the Comptroller general shall examine—

(1) all actions the Secretary of Transportation and the Administrator of the Federal Aviation Administration took to mitigate flight disruptions and flight cancellations during such period; and

(2) any actions not taken by the Secretary or the Administrator that may have mitigated flight disruptions and cancellations during such period.

87. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
ROUZER OF NORTH CAROLINA OR HIS DESIGNEE, DEBATABLE
FOR 10 MINUTES

Page 250, strike lines 10 through 12, and insert the following:

(f) IMPLEMENTATION.—Not later than 1 year after receiving recommendations outlined in the report under subsection (b), the Administrator shall take such action, as appropriate, to implement those recommendations.

At the end of subtitle C of title III, add the following:

SEC. __. MEDICAL PORTAL MODERNIZATION TASK GROUP.

(a) ESTABLISHMENT.—Not later than 120 days after the working group pursuant to section 328 of this Act is established, the co-chairs of such working group shall establish a medical portal modernization task group (referred to in this subsection as the “task group”) to evaluate the user interface and information sharing capabilities of an online medical portal administered by the Federal Aviation Administration.

(b) COMPOSITION.—The co-chairs of the working group provided for in section 328 shall appoint—

(1) a Chair of the task group; and

(2) members of the task group from among the members of the working group appointed by the Administrator under section 328(b)

(c) ASSESSMENT; RECOMMENDATIONS.—The task group shall, at a minimum, assess and evaluate the capabilities of any such medical portal and provide recommendations to improve the following:

(1) The cyber security protections and protocols of any such medical portal, including the secure exchange of health information and records between Aviation Medical Examiners and pilots, or their designee, including the ability for an airman to submit additional information requested by the Administrator.

(2) The status of an airman’s medical application and the disclosure of how long an airman can expect to wait for a final determination to be issued by the Administrator.

(3) The disclosure of the name and contact information of the Administrator’s representative managing an airman’s case so that an Aviation Medical Examiner has a point of contact within the Administration who is familiar with an airman’s application.

(d) CONSULTATION.—In carrying out the duties described in subsection (c), the task group may consult cybersecurity experts and individuals with a knowledge of securing electronic health care transactions.

(e) REPORT.—Not later than 1 years after the date of the establishment of the task group, the task group shall submit to the Administrator, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate a report detailing activities and recommendations of the task group.

(f) IMPLEMENTATION.—Not later than 1 year after receiving the report described in subsection (e), the Administrator shall take such action as may be necessary to implement recommendations of the task group to improve any such medical portal.

88. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
ROUZER OF NORTH CAROLINA OR HIS DESIGNEE, DEBATABLE
FOR 10 MINUTES

At the end of title VIII, add the following:

**SEC. __. PROHIBITION ON PROCUREMENT OF FOREIGN-MADE UNMANNED
AIRCRAFT SYSTEMS.**

(a) **IN GENERAL.**—The Secretary of Transportation is prohibited from entering into a contract or awarding a grant for the procurement of a small unmanned aircraft system manufactured or assembled by a covered foreign entity.

(b) **EXEMPTION.**—

(1) **IN GENERAL.**—The Secretary is exempt from any restrictions under subsection (a) if the procurement is for the purposes of testing, evaluation, analysis, or training related to—

(A) counter-unmanned aircraft systems, including activities conducted under the Federal Aviation Administration’s Alliance for System Safety of UAS through Research Excellence Center of Excellence or by the UAS test sites under section 44803 of title 49, United States Code; or

(B) the safe, secure, or efficient operation of the National Airspace System or maintenance of public safety.

(2) **NATIONAL TRANSPORTATION SAFETY BOARD EXEMPTION.**—The National Transportation Safety Board, in consultation with the Secretary of Homeland Security, is exempt from any restrictions under subsection (a) if the procurement is necessary for the sole purpose of conducting safety investigations.

(c) **WAIVER.**—The Secretary of Transportation (or the Secretary's designee) may waive any restrictions under subsection (a) on a case by case basis by certifying in writing not later than 15 days after exercising such waiver to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives that the procurement is required in the national interest of the United States.

(d) **EFFECTIVE DATES.**—

(1) **IN GENERAL.**—Beginning on the date of enactment of this Act, the Secretary may not award a new grant for the procurement of an unmanned aircraft system manufactured by a covered foreign entity.

(2) **EXISTING GRANT.**—This section shall not apply to grants awarded before the date of enactment of this Act.

(e) **DEFINITIONS.**—In this section:

(1) **COVERED FOREIGN ENTITY.**—The term “covered foreign entity” means an entity—

(A) included on the Consolidated Screening List or Entity List as designated by the Secretary of Commerce;

(B) domiciled in the People’s Republic of China or the Russian Federation;

(C) subject to influence or control by the government of the People’s Republic of China or by the Russian Federation; or

(D) that is a subsidiary or affiliate of an entity described in subparagraphs (A) through (C).

(2) **SMALL UNMANNED AIRCRAFT; UNMANNED AIRCRAFT; UNMANNED AIRCRAFT SYSTEM.**—The terms “small unmanned aircraft”, “unmanned aircraft”, and “unmanned aircraft system” have

the meanings given such terms in section 44801 of title 49, United States Code.

89. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE RUIZ
OF CALIFORNIA OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of title VIII, add the following:

SEC. __. BANNING MUNICIPAL AIRPORT.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Comptroller General of the United States shall initiate a study on the Banning Municipal Airport to identify—

(1) aviation traffic at the Airport in each of the last 10 years, and estimated future traffic each year in the next 10 years;

(2) associated annual revenues and costs in each year to service aviation traffic during the last 10 years, and to continue to service it for another 10 years;

(3) use of the facility for fighting wildfires and the degree of its utility to the local County fire department or other emergency first responders;

(4) status of the Airport's current infrastructure and planned improvements, if any, and during the next 5 years and their associated costs;

(5) perspectives of and impact on the Morongo Band of Indians resulting from operation of the airport near tribal lands; and

(6) Federal funds that would be required to modernize the Airport's infrastructure to assure no annual operating financial losses for the next 10 years.

(b) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report on the results of the study.

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90. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SCOTT
OF GEORGIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 375; line 24, strike "1 annual event" and insert "2 annual events".

91. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SELF
OF TEXAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Add at the end of title VIII the following:

**SEC. 844. FEASIBILITY STUDY OF HARDENING SATELLITES THAT CONTRIBUTE
TO UNITED STATES AEROSPACE NAVIGATION.**

The Administrator of the Federal Aviation Administration shall conduct a feasibility study to determine the cost to harden satellites that contribute to United States aerospace navigation.

92. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
SHERRILL OF NEW JERSEY OR HER DESIGNEE, DEBATABLE
FOR 10 MINUTES

At the end of title VIII, add the following:

**SEC. __.STUDY AND REPORT ON EFFECTS OF UNMANNED FREE BALLOONS ON
AVIATION SAFETY.**

(a) **IN GENERAL.**—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration, in coordination with the heads of other relevant Federal agencies, shall submit a report to the appropriate committees of Congress on the effects unmanned free balloon operations, that do not emit electronic or radio signals for identification purposes, launched within the United States and its territories may have on aviation safety.

(b) **CONSIDERATIONS.**—In carrying out this section, the Administrator shall consider—

(1) current technology available and employed to track unmanned free balloon operations described under subsection (a);

(2) how the flights of such operations have affected, or could affect, aviation safety;

(3) how such operations have contributed, or could contribute, to misidentified threats to civil or military aviation operations or infrastructure; and

(4) how such operations have impacted, or could impact, national security and air traffic control operations.

(c) **RECOMMENDATIONS.**—The report specified under subsection (a) shall contain recommendations on the following:

(1) The need for unmanned free balloons launched within the United States and its territories to be equipped with technology that may increase the near real-time trackability of such balloons to deconflict airspace and maintain aviation safety of the national airspace system in support of Administration and Department of Defense aviation operations.

(2) The feasibility and efficacy in requiring the equipage and usage of such technology.

(d) **APPROPRIATE.**—In this section, the term “appropriate congressional committees” means—

(1) the Committee on Armed Services of the House of Representatives;

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

(3) the Committee on Armed Services of the Senate; and

(4) the Committee on Commerce, Science, and Transportation of the Senate.

93. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE STEIL
OF WISCONSIN OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of title VIII, add the following:

SEC. __. UPDATE TO FAA ORDER ON AIRWAY PLANNING STANDARD.

Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall take such actions as may be necessary to update FAA Order 7031.2c, titled “Airway Planning Standard Number One—Terminal Air Navigation Facilities and Air Traffic Control Services”, to lower the remote radar bright display scope installation requirement from 30,000 annual itinerant operations to 15,000 annual itinerant operations

94. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE THOMPSON OF PENNSYLVANIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the end of subtitle C of title VII, add the following:

SEC. __. REPORT ON RESTORATION OF SMALL COMMUNITY AIR SERVICE.

(a) **IN GENERAL.**—Not later than 90 days after the date of enactment of this Act, the Secretary of the Department of Transportation shall enter into the appropriate arrangements with the National Academies to conduct a study on the loss of commercial air service in small communities in the United States and options to restore such service.

(b) **CONTENTS.**—In conducting the study required under subsection (a), that National Academies shall—

(1) assess the reduction of scheduled commercial air service to small communities over a 5-year period ending on the date of enactment of this Act, to include small communities that have lost all scheduled commercial air service;

(2) review economic trends that have resulted in reduction or loss of scheduled commercial air service to such communities;

(3) review the economic losses of such communities who have suffered a reduction or loss of scheduled commercial air service;

(4) identify the causes that prompted air carriers to reduce or eliminate scheduled commercial air service to such communities;

(5) assess the impact of changing aircraft economics; and

(6) identify recommendations that can be implemented by such communities or Federal, State, or local agencies to aid in the restoration or replacement of scheduled commercial air service.

(c) **CASE STUDIES.**—In conducting the study required under subsection (a), the National Academies shall assess not fewer than 7 communities that have lost commercial air service or have had commercial air service significantly reduced in the past 15 years, including—

(1) Williamsport Regional Airport;

(2) Alamogordo-White Sands Regional Airport; and

(3) Chautauqua County Jamestown Airport.

(d) **REPORT.**—Not later than 1 year after the date of enactment of this Act, the National Academies shall submit to the Secretary, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science and Transportation of the Senate a report containing—

(1) the results of the study described in subsection (a); and

(2) recommendations to Congress and communities on action that can be taken to improve or restore scheduled commercial service to small communities.

95. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE VAN DREW OF NEW JERSEY OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 602, after line 15, insert the following:

(J) Operators pursuing or holding a certificate for the operation of an unmanned aircraft weighing 55 pounds or more.

96. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE WESTERMAN OF ARKANSAS OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Strike section 204 of the bill and insert the following:

SEC. 204. DATA PRIVACY.

(a) IN GENERAL.—Chapter 441 of title 49, United States Code, is amended by adding at the end the following:

“§44114. Privacy

“(a) IN GENERAL.—Notwithstanding any other provision of law, the Administrator of the Federal Aviation Administration shall establish and continuously improve a process by which, upon request of a private aircraft owner or operator, the Administrator blocks the registration number and other similar identifiable data or information, except for physical markings required by law, of the aircraft of the owner or operator from any public dissemination or display (except in furnished data or information made available to or from a Government agency pursuant to a government contract, subcontract, or agreement) for the noncommercial flights of the owner or operator.

“(b) WITHHOLDING PERSONALLY IDENTIFIABLE INFORMATION ON THE AIRCRAFT REGISTRY.—Not later than 1 year after the enactment of this Act and notwithstanding any other provision of law, the Administrator shall establish a procedure by which, upon request of a private aircraft owner or operator, the Administrator shall withhold from public disclosure (except in furnished data or information made available to or from a Government agency pursuant to a government contract, subcontract, or agreement, including that for traffic management purposes) the personally identifiable information of such individual, including on FAA websites.

“(c) ICAO AIRCRAFT IDENTIFICATION CODE.—

“(1) IN GENERAL.—The Administrator shall establish a program for aircraft owners and operators to apply for a new ICAO aircraft identification code.

“(2) LIMITATIONS.—In carrying out the program described in paragraph (1), the Administrator shall require—

“(A) each applicant to attest to a safety or security need in applying for a new ICAO aircraft identification code; and

“(B) each approved applicant who obtains a new ICAO aircraft identification code to comply with all applicable aspects of, or related to, part 45 of title 14, Code of Federal Regulations, including updating an aircraft’s registration number and N-Number to reflect such aircraft’s new ICAO aircraft identification code.

“(d) DECOUPLING MODE S CODES.—The Administrator shall develop a plan for which the Administrator could allow for a process to disassociate an assigned Mode S code with the number assigned to an aircraft that is registered pursuant to section 44103.

“(e) DEFINITIONS.—In this section:

“(1) ADS-B.—The term ‘ADS-B’ means automatic dependent surveillance-broadcast.

“(2) ICAO.—The term ‘ICAO’ means the International Civil Aviation Organization.

“(3) PERSONALLY IDENTIFIABLE INFORMATION.—The term ‘personally identifiable information’ means—

“(A) the mailing address or registration address of an individual;

“(B) an electronic address (including an email address) of an individual; or

“(C) the telephone number of an individual.

“(D) the names of the aircraft owner or operator.”.

(b) STUDY ON ENCRYPTING ADS-B.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall seek to enter into an agreement with a qualified organization to conduct a study assessing the technical challenges, impact to international aviation operations, benefits, and costs of encrypting ADS-B signals to provide for a safer and more secure environment for national airspace system users.

(2) CONSULTATION.—In carrying out the study under paragraph (1), a qualified organization shall consult with representatives of—

(A) air carriers;

(B) collective bargaining representatives of the Federal Aviation Administration and nautical information specialists;

(C) original equipment manufacturers of ADS-B equipment;

(D) general aviation;

(E) business aviation; and

(F) aviation safety experts with specific knowledge of aircraft cybersecurity.

(3) CONSIDERATIONS.—In carrying out the study under paragraph (1), a qualified organization shall consider—

(A) the technical requirements for encrypting ADS-B signals for both the 978 Mhz and 1090 Mhz frequencies;

(B) the advantages of encrypting ADS-B signals for both the 978 Mhz and 1090 Mhz frequencies, including those related to cybersecurity protections, safety, and privacy of national airspace system users;

(C) the disadvantages of encrypting ADS-B signals for both the 978 Mhz and 1090 Mhz frequencies, including those related to cybersecurity protections, safety, and privacy of national airspace system users;

(D) the challenges of encrypting ADS-B signals for both the 978 Mhz and 1090 Mhz frequencies, including coordination considerations with the International Civil Aviation Organization and foreign civil aviation authorities;

(E) potential new aircraft equipage requirements and estimated costs;

(F) the impact to nongovernmental third party users of ADS-B data;

(G) the estimated costs to—

(i) the Federal Aviation Administration;

(ii) aircraft owners required to equip with ADS-B equipment for aviation operations; and

(iii) other relevant persons the Administrator determines necessary; and

(H) the impact to national airspace system operations during implementation and post-implementation.

(4) REPORT.—In any agreement entered into under paragraph (1), the Administrator shall ensure that, not later than 1 year after the completion of the study required under paragraph (1), the qualified organization that has entered into such agreement shall submit to the Administrator, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study described in paragraph (1), including the findings and recommendations related to each item specified under paragraph (3).

(5) DEFINITION OF QUALIFIED ORGANIZATION.—In this subsection, the term “qualified organization” means an independent nonprofit organization, described in section 501(c)(3) of the Internal Revenue Code of 1986 and exempt from taxation under section 501(a) of such Code.

(c) CLERICAL AMENDMENT.—The analysis for chapter 441 of title 49, United States Code, is amended by adding at the end the following:

“44114. Privacy.”.

(d) CONFORMING AMENDMENT.—Section 566 of the FAA Reauthorization Act of 2018 (49 U.S.C. 44103 note) and the item relating to such section in the table of contents under section 1(b) of that Act are repealed.

97. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
WESTERMAN OF ARKANSAS OR HIS DESIGNEE, DEBATABLE
FOR 10 MINUTES

In section 609(b)(3), strike “and” after the semicolon.

In section 609(b)(4), strike the period and insert “; and”.

In section 609(b), add at the end the following:

(5) ensure the safety of manned aircraft operating in the national
airspace system.

98. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
WEXTON OF VIRGINIA OR HER DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of title VIII, add the following:

SEC. 8. USE OF ADVANCED SURVEILLANCE.

(a) **IN GENERAL.**—Not later than 120 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall develop a plan—

(1) to test and evaluate space-based ADS-B surveillance use, within United States airspace or international airspace delegated to the United States, for—

(A) positive air traffic control, including separation of aircraft by implementing the ICAO Advanced Surveillance-Enhanced Procedural Separation standard;

(B) air traffic flow management;

(C) search and rescue;

(D) accident investigation; and

(E) data analytics; and

(2) to work with counterparts at air service navigation providers in airspace that is adjacent to United States airspace or international airspace delegated to the United States on—

(A) separation standards in oceanic airspace;

(B) consideration of procedures that will permit user preferred routes to increase fuel efficiency and reduce greenhouse gas emissions; and

(C) harmonizing the safety and efficiency of air traffic operations in airspace neighboring airspace delegated to the United States.

(b) **COLLABORATION.**—In developing the plan specified in subsection (a), the Administrator shall collaborate with the exclusive bargaining representative of air traffic controllers certified under section 7111 of title 5, United States Code.

(c) **REPORT.**—Not later than 90 days after the date the plan under subsection (a) has been completed, the Administrator shall submit to Congress a report that—

(1) details the plan required under subsection (a), including outlining any required technical system upgrades, operational procedure modifications, new training requirements, and the transition requirements;

(2) details any schedule, with milestones, included in the plan; and

(3) describes anticipated safety enhancements, fuel and operating cost savings and reduction in carbon emissions of aircraft operating through airspace controlled under the plan.

99. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE WILLIAMS OF NEW YORK OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

At the appropriate place in the bill, insert the following:

SEC. __. SURFACE SURVEILLANCE.

(a) IN GENERAL.—Not later than 180 days after enactment of this Act, the Administrator shall conduct a study of surface surveillance systems that are operational as of the date of enactment of this Act.

(b) CONTENTS.—In carrying out the study required under subsection (a), the Administrator shall—

(1) demonstrate that any change to the configuration of such systems or decommissioning of a sensor from such systems provides an equivalent level of safety as the current system;

(2) determine how a technology refresh of legacy sensor equipment can reduce operational and maintenance costs compared to current costs and extend the useful life and affordability of such systems; and,

(3) consider how to enhance such systems through new capabilities and software tools that improve the safety of terminal airspace and the airport surface.

(c) CONSULTATION.—In carrying out the study under subsection (a), the Administrator shall consult with representatives of—

(1) National Transportation Safety Board;

(2) aviation safety experts with specific knowledge of surface surveillance technology, including multilateration and ADS-B; and,

(3) representatives with expertise in surface safety of the exclusive bargaining representative of the air traffic controllers certified under section 7111 of title 5, United States Code; and

(4) representatives of the certified bargaining representative of airway transportation systems specialists for the Federal Aviation Administration.

(d) REPORT.—Upon completion of the review initiated under subsection (a), the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report describing the findings of such review and shall make all data related to the safety analysis and conclusions developed under subsection (b) available to the public on the website of the Administration in a downloadable format.

(e) IMPLEMENTATION.—Upon submission of the report required by subsection (d), the Administrator may implement changes to surface surveillance systems based on the outcome of the review in subsection (b).

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100. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE YAKYM
OF INDIANA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 223, line 9, strike "2027" and insert "2028".

101. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE SMITH
OF NEW JERSEY OR HIS DESIGNEE, DEBATABLE FOR 10
MINUTES

At the end of title VIII, insert the following:

**SEC. 8. CERTIFICATION AND REPORT BY INSPECTOR GENERAL RELATING TO
RADAR IMPACTS AND OFFSHORE WIND DEVELOPMENT APPROVAL
PROCESS.**

(a) **CERTIFICATION.**—Not later than 90 days after the date of the enactment of this Act, the President (or a designee) shall certify in writing that—

(1) offshore wind projects in the North Atlantic and Mid-Atlantic Planning Areas will not weaken, degrade, interfere with, or nullify the performance and capabilities of radar relied upon by commercial aviation, military aviation, space launch vehicles, or other commercial space launch activities; and

(2) the development of offshore wind projects in the North Atlantic and Mid-Atlantic Planning Areas will not degrade the capabilities of the Federal Aviation Administration to monitor United States airspace, or hinder commercial, private, or military aviation activities.

(b) **AUDIT AND REPORT BY INSPECTOR GENERAL.**—

(1) **AUDIT AND REPORT.**—The Inspector General of the Department of Transportation shall audit and report to Congress on the effects of offshore wind industrialization related to radar, impacts to commercial air and military traffic, and the sufficiency of the review and approval process for offshore wind projects in the North Atlantic and Mid-Atlantic Planning Areas. Such report shall also include the following:

(A) An investigation of the sufficiency of the process for approving offshore wind projects, and these projects impact on radar, including the consultation process between the Bureau of Ocean Energy Management, the Federal Aviation Administration, and the Military Aviation and Installation Assurance Siting Clearinghouse, and whether concerns voiced by the Federal Aviation Administration, the United States Armed Forces were sufficiently considered in the approval process.

(B) A specific study on the impact of such projects on shore based radar capabilities.

(C) A determination whether offshore wind projects will weaken, compromise, or interfere with, or nullify the usage of radar utilized by the Federal Aviation Administration, the United States Armed Forces, and the National Aeronautics and Space Administration, as well as commercial space launch activities.

(D) An audit of the approval applications by the Military Aviation and Installation Assurance Siting Clearinghouse regarding concerns voiced over the impact to radar and ability to identify airborne threats, freedom to navigate United States airspace, and ability to train within United States airspace.

(E) A determination whether any offshore wind projects will impact, alter, or disrupt commercial, private, or military aviation flight paths.

(F) A determination whether any offshore wind projects will impact, compromise, inhibit, or nullify the usage of radar and sonar technologies utilized by the armed forces and any agencies carrying out space launch programs.

(G) A determination whether any offshore wind projects will impact, compromise, or inhibit the ability of the United States Coast Guard to conduct maritime safety and lifesaving operations.

(H) An assessment of how offshore wind energy projects impact low-level military airspace off the Atlantic Coast.

(I) A determination whether the mitigation strategies laid out in the 2016 Report on the Impact of Wind Energy Developments on Military Installations are sufficient, achievable and, realistic.

(2) SURVEY REQUIRED.—

(A) IN GENERAL.—The Inspector General of the Department of Transportation shall conduct a survey of individuals directly responsible for installations and units effected by offshore wind development projects, including those currently underway and those proposed, with respect to—

(i) mission critical capabilities related to radar interference, sonar interference, lifesaving operations, and training missions; and

(ii) the sufficiency of local military installation commander input in the approval process.

(B) REPORT.—The Inspector General of the Department of Transportation shall submit to Congress a report containing the results of the survey required by subparagraph (A) not later than 180 days after the date of the enactment of this Act.

(c) CLASSIFIED ANNEX.—The reports required under subsection(b)(1) and (b)(2)(B) shall be submitted in unclassified form, but may include a classified annex.

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102. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
BOEBERT OF COLORADO OR HER DESIGNEE, DEBATABLE FOR
10 MINUTES

Page 821, line 15, insert “, and make publicly available on a website of
the Administration,”.

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103. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE
BOEBERT OF COLORADO OR HER DESIGNEE, DEBATABLE FOR
10 MINUTES

Page 780, line 2, insert “, and make publicly available on a website of the Administration,” after “House of Representatives”.

104. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE BEYER
OF VIRGINIA OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Add at the end of subtitle C of title XI the following:

SEC. 1151. STUDY ON AERONAUTICAL STANDARDS.

(a) **STUDY REQUIRED.**—The Administrator of the National Aeronautics and Space Administration, in consultation with the Secretary of Defense, the Administrator of the Federal Aviation Administration, and the Administrator of the National Oceanic and Atmospheric Administration, shall conduct a study on the modernization of aeronautical standards.

(b) **DESIGNATION.**—The study conducted under subsection (a) shall be known as the “Modernization of Aeronautical Standards and Aircraft Performance Study”.

(c) **ELEMENTS.**—The study conducted under subsection (a) shall include the following:

(1) An assessment of differences between current atmospheric conditions and baseline atmospheric conditions, including both mean and extreme values.

(2) An analysis of the impacts to operation, maintenance, and sustainment costs of covered commercial aircraft due to the differences identified under paragraph (1).

(3) An estimation of the number of weight restriction hours for covered commercial aircraft at covered commercial airports under baseline, current, and projected atmospheric conditions.

(4) An assessment of required infrastructure investment at covered commercial airports such that the number of weight restriction hours under projected atmospheric conditions is equivalent to the number of weight restriction hours with current infrastructure and route structure under baseline and current atmospheric conditions.

(5) Recommendations for atmospheric and climatic design requirements for future commercial aircraft to account for projected atmospheric conditions.

(6) An analysis of impacts to operation, maintenance, and sustainment costs and aircraft performance of military aircraft due to the differences identified under paragraph (1).

(7) Atmospheric and climatic design requirements for military aircraft, or other equipment, which should be updated to account for current and projected atmospheric conditions.

(8) Recommended updates or supplements to atmospheric standards due to current atmospheric conditions.

(9) Criteria under which future updates or supplements to atmospheric standards should be made.

(d) **TRANSMITTAL.**—The Administrator of the National Aeronautics and Space Administration shall transmit the results of the study to the Committee on Science, Space, and Technology and the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Commerce, Science, and Transportation of the Senate, and the congressional defense committees not later than 18 months after the date of the enactment of this Act.

(e) **DEFINITIONS.**—In this section:

(1) **AIRCRAFT PERFORMANCE.**—The term “aircraft performance” includes the following:

(A) Range.

(B) Payload capacity.

- (C) Runway length requirement.
- (D) Climb rate.
- (E) Turn rate.
- (F) Operating altitude.
- (G) Acceleration.

(2) **ATMOSPHERIC STANDARDS.**—The term “atmospheric standards” means the following:

(A) The United States Standard Atmosphere of 1976.

(B) MIL–HDBK–310, Climatic Information to Determine Design and Test Requirements for Military Systems and Equipment.

(C) Any other standard as determined by the Administrator of the National Aeronautics and Space Administration.

(3) **BASELINE ATMOSPHERIC CONDITIONS.**—The term “baseline atmospheric conditions” means the atmospheric conditions referred to in the most recent release of an atmospheric standard.

(4) **COVERED COMMERCIAL AIRPORTS.**—The term “covered commercial airports” means the following:

(A) The 30 commercial service airports (as such term is defined in section 47102(7) of title 49, United States Code) with the most passenger boardings in the most recent calendar year ending before the date of the enactment of this Act.

(B) The five public airports (as such term is defined in section 47102(21) of title 49, United States Code) not described in clause (i) with the highest all-cargo landed weight in the most recent calendar year ending before the date of the enactment of this Act.

(5) **COVERED COMMERCIAL AIRCRAFT.**—The term “covered commercial aircraft” means the ten aircraft types still in production with the highest number of operations at covered commercial airports in the most recent calendar year ending before the date of the enactment of this Act.

(6) **COMMERCIAL AIRCRAFT.**—The term “commercial aircraft” means an air carrier operating under part 121 of title 14, Code of Federal Regulations.

(7) **CONGRESSIONAL DEFENSE COMMITTEES.**—The term “congressional defense committees” has the meaning given that term in section 101(a)(16) of title 10, United States Code.

(8) **CURRENT ATMOSPHERIC CONDITIONS.**—The term “current atmospheric conditions” means the atmospheric conditions observed in the five most recent calendar years ending before the date of the enactment of this Act.

(9) **PROJECTED ATMOSPHERIC CONDITIONS.**—The term “projected atmospheric conditions” means the mean atmospheric conditions projected by the International Panel on Climate Change under the Sixth Assessment Report in scenarios—

- (A) SSP1–1.9;
- (B) SSP1–2.6;
- (C) SSP2–4.5;
- (D) SSP3–7.0; and
- (E) SSP5–8.5.

(10) **MILITARY AIRCRAFT.**—The term “military aircraft” means an aircraft that—

(A) is currently being developed, procured, or operated by the Department of Defense; and

(B) is a bomber, fighter, attack helicopter, transport helicopter, strategic transport, tactical transport, or surveillance aircraft.

(11) **PASSENGER BOARDINGS.**—The term “passenger boardings” has the meaning given such term in section 47102(15) of title 49, United States Code.

(12) **WEIGHT RESTRICTION HOUR.**—The term “weight restriction hour” means an hour when the maximum temperature for that hour

matches or exceeds the weight-restriction temperature threshold for a specific aircraft.

PART B—TEXT OF AMENDMENT TO H.R. 3941 MADE IN ORDER

1. AN AMENDMENT TO BE OFFERED BY REPRESENTATIVE OGLES OF TENNESSEE OR HIS DESIGNEE, DEBATABLE FOR 10 MINUTES

Page 4, after line 20, insert the following:

(6) The term “short-term” means for a duration not to exceed 72 hours.