

AMENDMENT NO. \_\_\_\_\_ Calendar No. \_\_\_\_\_

Purpose: In the nature of a substitute.

**IN THE SENATE OF THE UNITED STATES—118th Cong., 2d Sess.**

**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.

Referred to the Committee on \_\_\_\_\_ and  
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT IN THE NATURE OF A SUBSTITUTE intended  
to be proposed by Ms. CANTWELL (for herself, Mr.  
CRUZ, Ms. DUCKWORTH, and Mr. MORAN)

Viz:

1 Strike all after the enacting clause and insert the fol-  
2 lowing:

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

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

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

Sec. 1. Short title; table of contents.

Sec. 2. Definitions.

**TITLE I—AUTHORIZATIONS**

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

Sec. 102. Facilities and equipment.

Sec. 103. Operations.

Sec. 104. Extension of miscellaneous expiring authorities.

## TITLE II—FAA OVERSIGHT AND ORGANIZATIONAL REFORM

- Sec. 201. FAA leadership.
- Sec. 202. Assistant Administrator for Rulemaking and Regulatory Improvement.
- Sec. 203. Prohibition on conflicting pecuniary interests.
- Sec. 204. Authority of Secretary and Administrator.
- Sec. 205. Regulatory materials improvement.
- Sec. 206. Future of NextGen.
- Sec. 207. Airspace Modernization Office.
- Sec. 208. Application dashboard and feedback portal.
- Sec. 209. Sense of Congress on FAA engagement during rulemaking activities.
- Sec. 210. Civil Aeromedical Institute.
- Sec. 211. Management Advisory Council.
- Sec. 212. Chief Operating Officer.
- Sec. 213. Report on unfunded capital investment needs of air traffic control system.
- Sec. 214. Chief Technology Officer.
- Sec. 215. Definition of air traffic control system.
- Sec. 216. Peer review of Office of Whistleblower Protection and Aviation Safety Investigations.
- Sec. 217. Cybersecurity lead.
- Sec. 218. Eliminating FAA reporting and unnecessary requirements.
- Sec. 219. Authority to use electronic service.
- Sec. 220. Safety and efficiency through digitization of FAA systems.
- Sec. 221. FAA telework.
- Sec. 222. Review of office space.
- Sec. 223. Restoration of authority.
- Sec. 224. FAA participation in industry standards organizations.
- Sec. 225. Sense of Congress on use of voluntary consensus standards.
- Sec. 226. Required designation.
- Sec. 227. Administrative Services Franchise Fund.
- Sec. 228. Commercial preference.
- Sec. 229. Advanced Aviation Technology and Innovation Steering Committee.
- Sec. 230. Review and updates of categorical exclusions.
- Sec. 231. Implementation of anti-terrorist and narcotic air events programs.

## TITLE III—AVIATION SAFETY IMPROVEMENTS

### Subtitle A—General Provisions

- Sec. 301. Helicopter air ambulance operations.
- Sec. 302. Global aircraft maintenance safety improvements.
- Sec. 303. ODA best practice sharing.
- Sec. 304. Training of organization delegation authorization unit members.
- Sec. 305. Clarification on safety management system information disclosure.
- Sec. 306. Reauthorization of certain provisions of the Aircraft Certification, Safety, and Accountability Act.
- Sec. 307. Continued oversight of FAA compliance program.
- Sec. 308. Scalability of safety management systems.
- Sec. 309. Review of safety management system rulemaking.
- Sec. 310. Independent study on future state of type certification processes.
- Sec. 311. Use of advanced tools and high-risk flight testing in certifying aerospace products.

- Sec. 312. Transport airplane and propulsion certification modernization.
- Sec. 313. Fire protection standards.
- Sec. 314. Risk model for production facility inspections.
- Sec. 315. Review of FAA use of aviation safety data.
- Sec. 316. Weather reporting systems study.
- Sec. 317. GAO study on expansion of the FAA weather camera program.
- Sec. 318. Audit on aviation safety in era of wireless connectivity.
- Sec. 319. Safety data analysis for aircraft without transponders.
- Sec. 320. Crash-resistant fuel systems in rotorcraft.
- Sec. 321. Reducing turbulence-related injuries on part 121 aircraft operations.
- Sec. 322. Study on radiation exposure.
- Sec. 323. Study on impacts of temperature in aircraft cabins.
- Sec. 324. Lithium-ion powered wheelchairs.
- Sec. 325. National simulator program policies and guidance.
- Sec. 326. Briefing on agricultural application approval timing.
- Sec. 327. Sense of Congress regarding safety and security of aviation infrastructure.
- Sec. 328. Restricted category aircraft maintenance and operations.
- Sec. 329. Aircraft interchange agreement limitations.
- Sec. 330. Task Force on human factors in aviation safety.
- Sec. 331. Update of FAA standards to allow distribution and use of certain restricted routes and terminal procedures.
- Sec. 332. ASOS/AWOS service report dashboard.
- Sec. 333. Helicopter safety.
- Sec. 334. Review and incorporation of human readiness levels into agency guidance material.
- Sec. 335. Service difficulty reports.
- Sec. 336. Consistent and timely pilot checks for air carriers.
- Sec. 337. Flight service stations.
- Sec. 338. Tarmac operations monitoring study.
- Sec. 339. Improved safety in rural areas.
- Sec. 340. Study on FAA use of mandatory Equal Access to Justice Act waivers.
- Sec. 341. Airport air safety.
- Sec. 342. Don Young Alaska Aviation Safety Initiative.
- Sec. 343. Accountability and compliance.
- Sec. 344. Changed product rule reform.
- Sec. 345. Administrative authority for civil penalties.
- Sec. 346. Study on airworthiness standards compliance.
- Sec. 347. Zero tolerance for near misses, runway incursions, and surface safety risks.
- Sec. 348. Improvements to Aviation Safety Information Analysis and Sharing Program.
- Sec. 349. Instructions for continued airworthiness aviation rulemaking committee.
- Sec. 350. Secondary cockpit barriers.
- Sec. 351. Part 135 duty and rest.
- Sec. 352. Flight data recovery from overwater operations.
- Sec. 353. Ramp worker safety call to action.
- Sec. 354. Voluntary reporting protections.
- Sec. 355. Tower marking notice of proposed rulemaking.
- Sec. 356. Promotion of civil aeronautics and safety of air commerce.
- Sec. 357. Educational and professional development.
- Sec. 358. Global aviation safety.
- Sec. 359. Availability of personnel for inspections, site visits, and training.

## 4

- Sec. 360. Wildfire suppression.
- Sec. 361. Continuous aircraft tracking and transmission for high altitude balloons.
- Sec. 362. Cabin air safety.
- Sec. 363. Commercial air tour and sport parachuting safety.
- Sec. 364. Hawaii air noise and safety task force.
- Sec. 365. Modernization and improvements to aircraft evacuation.
- Sec. 366. 25-hour cockpit voice recorder.
- Sec. 367. Sense of Congress regarding mandated contents of onboard emergency medical kits.
- Sec. 368. Passenger aircraft first aid and emergency medical kit equipment and training.
- Sec. 369. International aviation safety assessment program.
- Sec. 370. Whistleblower protection enforcement.
- Sec. 371. Civil penalties for whistleblower protection program violations.
- Sec. 372. Enhanced qualification program for restricted airline transport pilot certificate.

#### Subtitle B—Aviation Cybersecurity

- Sec. 391. Findings.
- Sec. 392. Aerospace product safety.
- Sec. 393. Federal Aviation Administration regulations, policy, and guidance.
- Sec. 394. Securing aircraft avionics systems.
- Sec. 395. Civil aviation cybersecurity rulemaking committee.
- Sec. 396. GAO report on cybersecurity of commercial aviation avionics.

#### TITLE IV—AEROSPACE WORKFORCE

- Sec. 401. Repeal of duplicative or obsolete workforce programs.
- Sec. 402. Civil airmen statistics.
- Sec. 403. Bessie Coleman Women in Aviation Advisory Committee.
- Sec. 404. FAA engagement and collaboration with HBCUs and MSIs.
- Sec. 405. Airman knowledge testing working group.
- Sec. 406. Airman Certification Standards.
- Sec. 407. Airman's Medical Bill of Rights.
- Sec. 408. Improved designee misconduct reporting process.
- Sec. 409. Report on safe uniform options for certain aviation employees.
- Sec. 410. Human factors professionals.
- Sec. 411. Aeromedical innovation and modernization working group.
- Sec. 412. Frontline manager workload study.
- Sec. 413. Medical Portal Modernization Task Group.
- Sec. 414. Study of high school aviation maintenance training programs.
- Sec. 415. Improved access to air traffic control simulation training.
- Sec. 416. Air traffic controller instructor recruitment, hiring, and retention.
- Sec. 417. Ensuring hiring of air traffic control specialists is based on assessment of job-relevant aptitudes.
- Sec. 418. Pilot program to provide veterans with pilot training services.
- Sec. 419. Providing non-Federal weather observer training to airport personnel.
- Sec. 420. Prohibition of remote dispatching.
- Sec. 421. Crewmember pumping guidance.
- Sec. 422. GAO study and report on extent and effects of commercial aviation pilot shortage on regional/commuter carriers.
- Sec. 423. Report on implementation of recommendations of Federal Aviation Administration Youth Access to American Jobs in Aviation Task Force.

## 5

- Sec. 424. Sense of Congress on improving unmanned aircraft system staffing at FAA.
- Sec. 425. Joint aviation employment training working group.
- Sec. 426. Military aviation maintenance technicians rule.
- Sec. 427. Crewmember self-defense training.
- Sec. 428. Direct-hire authority utilization.
- Sec. 429. FAA Workforce review audit.
- Sec. 430. Staffing model for aviation safety inspectors.
- Sec. 431. Safety-critical staffing.
- Sec. 432. Deterring crewmember interference.
- Sec. 433. Use of biographical assessments.
- Sec. 434. Employee assault prevention and response plan standards and best practices.
- Sec. 435. Formal policy on sexual assault and harassment on air carriers.
- Sec. 436. Interference with security screening personnel.
- Sec. 437. Air traffic control workforce staffing.
- Sec. 438. Airport service workforce analysis.
- Sec. 439. Federal Aviation Administration Academy and facility expansion plan.
- Sec. 440. Improving Federal aviation workforce development programs.
- Sec. 441. National strategic plan for aviation workforce development.

## TITLE V—PASSENGER EXPERIENCE IMPROVEMENTS

## Subtitle A—Consumer Enhancements

- Sec. 501. Establishment of Office of Aviation Consumer Protection.
- Sec. 502. Additional within and beyond perimeter slot exemptions at Ronald Reagan Washington National Airport.
- Sec. 503. Refunds.
- Sec. 504. Know Your Rights posters.
- Sec. 505. Access to customer service assistance for all travelers.
- Sec. 506. Airline customer service dashboards.
- Sec. 507. Increase in civil penalties.
- Sec. 508. Advisory committee for aviation consumer protection.
- Sec. 509. Extension of aviation consumer advocate reporting requirement.
- Sec. 510. Codification of consumer protection provisions.
- Sec. 511. Bureau of Transportation Statistics.
- Sec. 512. Reimbursement for incurred costs.
- Sec. 513. Streamlining of offline ticket disclosures.
- Sec. 514. GAO study on competition and consolidation in the air carrier industry.
- Sec. 515. GAO study and report on the operational preparedness of air carriers for certain events.
- Sec. 516. Family seating.
- Sec. 517. Passenger experience advisory committee.
- Sec. 518. Updating passenger information requirement regulations.
- Sec. 519. Seat dimensions.
- Sec. 520. Modernization of consumer complaint submissions.

## Subtitle B—Accessibility

- Sec. 541. Air Carrier Access Act advisory committee.
- Sec. 542. Improved training standards for assisting passengers who use wheelchairs.
- Sec. 543. Training standards for stowage of wheelchairs and scooters.

## 6

- Sec. 544. Mobility aids on board improve lives and empower all.
- Sec. 545. Prioritizing accountability and accessibility for aviation consumers.
- Sec. 546. Accommodations for qualified individuals with disabilities.
- Sec. 547. Equal accessibility to passenger portals.
- Sec. 548. Aircraft access standards.
- Sec. 549. Investigation of complaints.
- Sec. 550. Removal of outdated references to passengers with disabilities.
- Sec. 551. On-board wheelchairs in aircraft cabin.
- Sec. 552. Aircraft accessibility.

Subtitle C—Air Service Development

- Sec. 561. Essential air service reforms.
- Sec. 562. Small community air service development grants.
- Sec. 563. GAO study and report on the alternate essential air service pilot program.
- Sec. 564. Essential air service in parts of Alaska.
- Sec. 565. Essential air service community petition for review.
- Sec. 566. Essential air service authorization.
- Sec. 567. GAO study on costs of essential air service.
- Sec. 568. Response time for applications to provide essential air service.
- Sec. 569. GAO study on certain airport delays.
- Sec. 570. Report on restoration of small community air service.

TITLE VI—MODERNIZING THE NATIONAL AIRSPACE SYSTEM

- Sec. 601. Instrument landing system installation.
- Sec. 602. Navigation aids study.
- Sec. 603. NextGen accountability review.
- Sec. 604. Airspace access.
- Sec. 605. FAA contract tower workforce audit.
- Sec. 606. Air traffic control tower safety.
- Sec. 607. Air traffic services data reports.
- Sec. 608. Consideration of small hub control towers.
- Sec. 609. Flight profile optimization.
- Sec. 610. Extension of enhanced air traffic services pilot program.
- Sec. 611. Federal contract tower wage determinations and positions.
- Sec. 612. Briefing on radio communications coverage around mountainous terrain.
- Sec. 613. Aeronautical mobile communications services.
- Sec. 614. Delivery of clearance to pilots via internet protocol.
- Sec. 615. Study on congested airspace.
- Sec. 616. Briefing on LIT VORTAC project.
- Sec. 617. Surface surveillance.
- Sec. 618. Consideration of third-party services.
- Sec. 619. NextGen programs.
- Sec. 620. Contract Tower Program.
- Sec. 621. Remote towers.
- Sec. 622. Audit of legacy systems.
- Sec. 623. Air Traffic Control Facility Realignment study.
- Sec. 624. Air traffic control tower replacement process report.
- Sec. 625. Contract tower program safety enhancements.
- Sec. 626. Sense of Congress on use of advanced surveillance in oceanic airspace.
- Sec. 627. Low-altitude routes for vertical flight.

- Sec. 628. Required consultation with National Parks Overflights Advisory Group.
- Sec. 629. Upgrading and replacing aging air traffic systems.
- Sec. 630. Airspace integration for space launch and reentry.
- Sec. 631. Update to FAA order on airway planning standard.

## TITLE VII—MODERNIZING AIRPORT INFRASTRUCTURE

### Subtitle A—Airport Improvement Program Modifications

- Sec. 701. Development of airport plans.
- Sec. 702. AIP definitions.
- Sec. 703. Revenue diversion penalty enhancement.
- Sec. 704. Extension of competitive access report requirement.
- Sec. 705. Renewal of certain leases.
- Sec. 706. Community use of airport land.
- Sec. 707. Price adjustment provisions.
- Sec. 708. Updating United States Government's share of project costs.
- Sec. 709. Allowable project costs and letters of intent.
- Sec. 710. Small airport letters of intent.
- Sec. 711. Prohibition on provision of airport improvement grant funds to certain entities that have violated intellectual property rights of United States entities.
- Sec. 712. Apportionments.
- Sec. 713. PFC turnback reduction.
- Sec. 714. Airport safety and resilient infrastructure discretionary program.
- Sec. 715. Special carryover assumption rule.
- Sec. 716. Small airport fund.
- Sec. 717. Revision of discretionary categories.
- Sec. 718. Discretionary fund for terminal development costs.
- Sec. 719. Protecting general aviation airports from closure.
- Sec. 720. State block grant program.
- Sec. 721. Innovative financing techniques.
- Sec. 722. Long-term management plans.
- Sec. 723. Alternative project delivery.
- Sec. 724. Nonmovement area surveillance surface display systems pilot program.
- Sec. 725. Airport accessibility.
- Sec. 726. General aviation airport runway extension pilot program.
- Sec. 727. Repeal of obsolete criminal provisions.
- Sec. 728. Transfers of air traffic systems acquired with AIP funding.
- Sec. 729. National priority system formulas.
- Sec. 730. Minority and disadvantaged business participation.
- Sec. 731. Extension of provision relating to airport access roads in remote locations.
- Sec. 732. Populous counties without airports.
- Sec. 733. AIP handbook update.
- Sec. 734. GAO audit of airport financial reporting program.
- Sec. 735. GAO study of onsite airport generation.
- Sec. 736. Transportation demand management at airports.
- Sec. 737. Coastal airports assessment.
- Sec. 738. Airport investment partnership program.
- Sec. 739. Special rule for reclassification of certain unclassified airports.
- Sec. 740. Permanent solar powered taxiway edge lighting systems.
- Sec. 741. Secondary runways.

- Sec. 742. Increasing energy efficiency of airports and meeting current and future energy power demands.
- Sec. 743. Review of airport layout plans.
- Sec. 744. Protection of safe and efficient use of airspace at airports.
- Sec. 745. Electric aircraft infrastructure pilot program.
- Sec. 746. Curb management practices.
- Sec. 747. Notice of funding opportunity.
- Sec. 748. Runway safety projects.
- Sec. 749. Airport diagram terminology.
- Sec. 750. GAO study on fee transparency by fixed based operators.
- Sec. 751. Minority and disadvantaged business participation.
- Sec. 752. Prohibition on certain runway length requirements.
- Sec. 753. Report on Indo-Pacific airports.
- Sec. 754. GAO study on implementation of grants at certain airports.
- Sec. 755. GAO study on transit access.
- Sec. 756. Banning municipal airport.
- Sec. 757. Disputed changes of sponsorship at federally obligated, publicly owned airport.
- Sec. 758. Procurement regulations applicable to FAA multimodal projects.
- Sec. 759. Buckeye 940 release of deed restrictions.
- Sec. 760. Washington, DC Metropolitan Area Special Flight Rules Area.
- Sec. 761. Study on air cargo operations in Puerto Rico.
- Sec. 762. Progress reports on the national transition plan related to a fluorine-free firefighting foam.
- Sec. 763. Report on airport notifications.
- Sec. 764. Study on competition and airport access.
- Sec. 765. Regional airport capacity study.
- Sec. 766. Study on autonomous and electric-powered track systems.
- Sec. 767. PFAS-related resources for airports.
- Sec. 768. Limitation on certain rolling stock procurements.
- Sec. 769. Maintaining safe fire and rescue staffing levels.
- Sec. 770. Grant assurances.
- Sec. 771. Aviation fuel in Alaska.
- Sec. 772. Application of amendments.
- Sec. 773. Prohibition on use of amounts to process or administer any application for the joint use of Homestead Air Reserve Base with civil aviation.
- Sec. 774. Universal changing station.
- Sec. 774A. Airport human trafficking prevention grants.
- Sec. 774B. Study on improvements for certain nonhub airports.

#### Subtitle B—Passenger Facility Charges

- Sec. 775. Additional permitted uses of passenger facility charge revenue.
- Sec. 776. Passenger facility charge streamlining.

#### Subtitle C—Noise And Environmental Programs And Streamlining

- Sec. 781. Streamlining consultation process.
- Sec. 782. Repeal of burdensome emissions credit requirements.
- Sec. 783. Expedited environmental review and one Federal decision.
- Sec. 784. Subchapter III definitions.
- Sec. 785. Pilot program extension.
- Sec. 786. Part 150 noise standards update.
- Sec. 787. Reducing community aircraft noise exposure.
- Sec. 788. Categorical exclusions.



## 9

- Sec. 789. Updating presumed to conform limits.
- Sec. 790. Recommendations on reducing rotorcraft noise in District of Columbia.
- Sec. 791. UFP study.
- Sec. 792. Aircraft Noise Advisory Committee.
- Sec. 793. Community collaboration program.
- Sec. 794. Information sharing requirement.
- Sec. 795. Mechanisms to reduce helicopter noise.

## TITLE VIII—GENERAL AVIATION

- Sec. 801. Reexamination of pilots or certificate holders.
- Sec. 802. GAO review of Pilot's Bill of Rights.
- Sec. 803. Data privacy.
- Sec. 804. Accountability for aircraft registration numbers.
- Sec. 805. Timely resolution of investigations.
- Sec. 806. All makes and models authorization.
- Sec. 807. Response to letter of investigation.
- Sec. 808. ADS-B out equipage study; Vehicle-to-Vehicle link program.
- Sec. 809. Ensuring safe landings during off-airport operations.
- Sec. 810. Development of low-cost voluntary ADS-B.
- Sec. 811. Airshow safety team.
- Sec. 812. Aircraft registration validity during renewal.
- Sec. 813. Temporary airman certificates.
- Sec. 814. Letter of deviation authority.
- Sec. 815. BasicMed for examiners administering tests or proficiency checks.
- Sec. 816. Designee locator tool improvements.
- Sec. 817. Deadline to eliminate aircraft registration backlog.
- Sec. 818. Part 135 air carrier certificate backlog.
- Sec. 819. Enhancing processes for authorizing aircraft for service in commuter and on-demand operations.
- Sec. 820. Flight instructor certificates.
- Sec. 821. Consistency of policy application in flight standards and aircraft certification.
- Sec. 822. Application of policies, orders, and guidance.
- Sec. 823. Expansion of the regulatory consistency communications board.
- Sec. 824. Modernization of special airworthiness certification rulemaking deadline.
- Sec. 825. Exclusion of gyroplanes from fuel system requirements.
- Sec. 826. Public aircraft flight time logging eligibility.
- Sec. 827. EAGLE initiative.
- Sec. 828. Expansion of BasicMed.
- Sec. 829. Prohibition on using ADS-B out data to initiate an investigation.
- Sec. 830. Charitable flight fuel reimbursement exemptions.
- Sec. 831. GAO report on charitable flights.
- Sec. 832. Flight instruction or testing.
- Sec. 833. National coordination and oversight of designated pilot examiners.
- Sec. 834. Part 135 pilot supplemental oxygen requirement.

## TITLE IX—NEW ENTRANTS AND AEROSPACE INNOVATION

## Subtitle A—Unmanned Aircraft Systems

- Sec. 901. Definitions.
- Sec. 902. Unmanned aircraft in the Arctic.
- Sec. 903. Small UAS safety standards technical corrections.

## 10

- Sec. 904. Airport safety and airspace hazard mitigation and enforcement.
- Sec. 905. Radar data pilot program.
- Sec. 906. Electronic conspicuity study.
- Sec. 907. Remote identification alternative means of compliance.
- Sec. 908. Part 107 waiver improvements.
- Sec. 909. Environmental review and noise certification.
- Sec. 910. Unmanned aircraft system use in wildfire response.
- Sec. 911. Pilot program for UAS inspections of FAA infrastructure.
- Sec. 912. Drone infrastructure inspection grant program.
- Sec. 913. Drone education and workforce training grant program.
- Sec. 914. Drone workforce training program study.
- Sec. 915. Termination of Advanced Aviation Advisory Committee.
- Sec. 916. Unmanned and Autonomous Flight Advisory Committee.
- Sec. 917. NextGen Advisory Committee membership expansion.
- Sec. 918. Interagency coordination.
- Sec. 919. Review of regulations to enable unescorted UAS operations.
- Sec. 920. Extension of BEYOND program.
- Sec. 921. UAS integration strategy.
- Sec. 922. Extension of Know Before You Fly campaign.
- Sec. 923. Public aircraft definition.
- Sec. 924. FAA comprehensive plan on UAS automation.
- Sec. 925. UAS test ranges.
- Sec. 926. Public safety use of tethered UAS.
- Sec. 927. Extending special authority for certain unmanned aircraft systems.
- Sec. 928. Recreational operations of drone systems.
- Sec. 929. Applications for designation.
- Sec. 930. Beyond visual line of sight operations for unmanned aircraft systems.
- Sec. 931. Acceptable levels of risk and risk assessment methodology.
- Sec. 932. Third-party service approvals.
- Sec. 933. Special authority for transport of hazardous materials by commercial package delivery unmanned aircraft systems.
- Sec. 934. Operations over high seas.
- Sec. 935. Protection of public gatherings.
- Sec. 936. Covered drone prohibition.
- Sec. 937. Expanding use of innovative technologies in the Gulf of Mexico.

## Subtitle B—Advanced Air Mobility

- Sec. 951. Definitions.
- Sec. 952. Sense of Congress on FAA leadership in advanced air mobility.
- Sec. 953. Application of National Environmental Policy Act categorical exclusions for vertiport projects.
- Sec. 954. Advanced Air Mobility Working Group amendments.
- Sec. 955. Rules for operation of powered-lift aircraft.
- Sec. 956. Advanced propulsion systems regulations.
- Sec. 957. Powered-lift aircraft entry into service.
- Sec. 958. Infrastructure supporting vertical flight.
- Sec. 959. Charting of aviation infrastructure.
- Sec. 960. Advanced air mobility infrastructure pilot program extension.
- Sec. 961. Center for Advanced Aviation Technologies.

## TITLE X—RESEARCH AND DEVELOPMENT

## Subtitle A—General Provisions

- Sec. 1001. Definitions.

## 11

- Sec. 1002. Research, engineering, and development authorization of appropriations.
- Sec. 1003. Report on implementation; funding for safety research and development.
- Sec. 1004. National aviation research plan modification.
- Sec. 1005. Advanced Materials Center of Excellence enhancements.
- Sec. 1006. Center of Excellence for Unmanned Aircraft Systems.
- Sec. 1007. ASSUREd Safe credentialing authority.
- Sec. 1008. CLEEN engine and airframe technology partnership.
- Sec. 1009. High-speed flight testing.
- Sec. 1010. High-speed aircraft pathway to integration study.
- Sec. 1011. Operating high-speed flights in high altitude Class E airspace.
- Sec. 1012. Electric propulsion aircraft operations study.
- Sec. 1013. Contract weather observers program.
- Sec. 1014. Airfield pavement technology program.
- Sec. 1015. Review of FAA management of research and development.
- Sec. 1016. Research and development of FAA's aeronautical information systems modernization activities.
- Sec. 1017. Center of Excellence for Alternative Jet Fuels and Environment.
- Sec. 1018. Next generation radio altimeters.
- Sec. 1019. Hydrogen aviation strategy.
- Sec. 1020. Aviation fuel systems.
- Sec. 1021. Air traffic surveillance over United States controlled oceanic airspace and other remote locations.
- Sec. 1022. Aviation weather technology review.
- Sec. 1023. Air traffic surface operations safety.
- Sec. 1024. Technology review of artificial intelligence and machine learning technologies.
- Sec. 1025. Research plan for commercial supersonic research.
- Sec. 1026. Electromagnetic spectrum research and development.
- Sec. 1027. Research plan on the remote tower program.
- Sec. 1028. Air traffic control training.
- Sec. 1029. Report on aviation cybersecurity directives.
- Sec. 1030. Turbulence research and development.
- Sec. 1031. Rule of construction regarding collaborations.
- Sec. 1032. Limitation.

Subtitle B—Unmanned Aircraft Systems and Advanced Air Mobility

- Sec. 1041. Definitions.
- Sec. 1042. Interagency working group.
- Sec. 1043. Strategic research plan.
- Sec. 1044. Federal Aviation Administration unmanned aircraft system and advanced air mobility research and development.
- Sec. 1045. Partnerships for research, development, demonstration, and testing.

TITLE XI—MISCELLANEOUS

- Sec. 1101. Technical corrections.
- Sec. 1102. Transportation of organs.
- Sec. 1103. Acceptance of digital driver's license and identification cards.
- Sec. 1104. Quasiquicentennial of aviation.
- Sec. 1105. Limitations for certain cargo aircraft.
- Sec. 1106. Prohibition on mandates.
- Sec. 1107. COVID-19 vaccination status.

## 12

- Sec. 1108. Rulemaking related to operating high-speed flights in high altitude Class E airspace.
- Sec. 1109. FAA leadership in hydrogen aviation.
- Sec. 1110. Advancing global leadership on civil supersonic aircraft.
- Sec. 1111. Learning period.
- Sec. 1112. Counter-UAS authorities.
- Sec. 1113. Study on air cargo operations.
- Sec. 1114. Wing-in-ground-effect craft.
- Sec. 1115. Certificates of authorization or waiver.
- Sec. 1116. Designation of additional port of entry for the importation and exportation of wildlife and wildlife products by the United States Fish and Wildlife Service.

## TITLE XII—NATIONAL TRANSPORTATION SAFETY BOARD

- Sec. 1201. Short title.
- Sec. 1202. Authorization of appropriations.
- Sec. 1203. Clarification of treatment of territories.
- Sec. 1204. Additional workforce training.
- Sec. 1205. Overtime annual report termination.
- Sec. 1206. Strategic workforce plan.
- Sec. 1207. Travel budgets.
- Sec. 1208. Notification requirement.
- Sec. 1209. Board justification of closed unacceptable recommendations.
- Sec. 1210. Miscellaneous investigative authorities.
- Sec. 1211. Public availability of accident reports.
- Sec. 1212. Ensuring accountability for timeliness of reports.
- Sec. 1213. Ensuring access to data.
- Sec. 1214. Public availability of safety recommendations.
- Sec. 1215. Improving delivery of family assistance.
- Sec. 1216. Updating civil penalty authority.
- Sec. 1217. Electronic availability of public docket records.
- Sec. 1218. Drug-free workplace.
- Sec. 1219. Accessibility in workplace.
- Sec. 1220. Most Wanted List.
- Sec. 1221. Technical corrections.
- Sec. 1222. Air safety investigators.
- Sec. 1223. Review of National Transportation Safety Board procurements.

## TITLE XIII—REVENUE PROVISIONS

- Sec. 1301. Expenditure authority from airport and airway trust fund.
- Sec. 1302. Extension of taxes funding airport and airway trust fund.

1 **SEC. 2. DEFINITIONS.**

2 In this Act:

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

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

7           (3) COMPTROLLER GENERAL.—The term  
8           “Comptroller General” means the Comptroller Gen-  
9           eral of the United States.

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

12          (5) NEXTGEN.—The term “NextGen” means  
13          the Next Generation Air Transportation System.

14          (6) SECRETARY.—Unless otherwise specified,  
15          the term “Secretary” means the Secretary of Trans-  
16          portation.

## 17           **TITLE I—AUTHORIZATIONS**

### 18   **SEC. 101. AIRPORT PLANNING AND DEVELOPMENT AND** 19                   **NOISE COMPATIBILITY PLANNING AND PRO-** 20                   **GRAMS.**

21          (a) AUTHORIZATION.—Section 48103(a) of title 49,  
22          United States Code, is amended—

23                  (1) in paragraph (6) by striking “and” at the  
24                  end;

1 (2) by striking paragraph (7) and inserting the  
2 following:

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

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

5 “(9) \$4,000,000,000 for fiscal year 2026;

6 “(10) \$4,000,000,000 for fiscal year 2027; and

7 “(11) \$4,000,000,000 for fiscal year 2028.”.

8 (b) OBLIGATION AUTHORITY.—Section 47104(c) of  
9 title 49, United States Code, is amended in the matter  
10 preceding paragraph (1) by striking “May 10, 2024” and  
11 inserting “September 30, 2028”.

12 **SEC. 102. FACILITIES AND EQUIPMENT.**

13 Section 48101(a) of title 49, United States Code, is  
14 amended by striking paragraphs (1) through (7) and in-  
15 serting the following:

16 “(1) \$3,191,250,000 for fiscal year 2024.

17 “(2) \$3,575,000,000 for fiscal year 2025.

18 “(3) \$3,625,000,000 for fiscal year 2026.

19 “(4) \$3,675,000,000 for fiscal year 2027.

20 “(5) \$3,725,000,000 for fiscal year 2028.”.

21 **SEC. 103. OPERATIONS.**

22 (a) IN GENERAL.—Section 106(k)(1) of title 49,  
23 United States Code, is amended by striking subpara-  
24 graphs (A) through (G) and inserting the following:

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

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

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

3 “(D) \$13,650,000,000 for fiscal year

4 2027; and

5 “(E) \$13,954,000,000 for fiscal year

6 2028.”.

7 (b) AUTHORIZED EXPENDITURES.—Section  
8 106(k)(2)(D) of title 49, United States Code, is amend-  
9 ed—

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

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

12 and

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

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

15 “(iii) \$52,985,000 for fiscal year  
16 2025.

17 “(iv) \$59,044,000 for fiscal year  
18 2026.

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

20 “(vi) \$71,529,000 for fiscal year  
21 2028.”.

22 (c) AUTHORITY TO TRANSFER FUNDS.—Section  
23 106(k)(3) of title 49, United States Code, is amended—

24 (1) by striking “Notwithstanding” and insert-  
25 ing the following:

1 “(A) IN GENERAL.—Notwithstanding”;

2 (2) by striking “in each of fiscal years 2018  
3 through 2023 and for the period beginning on Octo-  
4 ber 1, 2023, and ending on May 10, 2024” and in-  
5 serting “in each of fiscal years 2024 through 2028”;  
6 and

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

8 “(B) PRIORITIZATION.—In reducing non-  
9 safety-related activities of the Administration  
10 under subparagraph (A), the Secretary shall  
11 prioritize such reductions from amounts other  
12 than amounts authorized under this subsection,  
13 section 48101, or section 48103.

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

16 **SEC. 104. EXTENSION OF MISCELLANEOUS EXPIRING AU-**  
17 **THORITIES.**

18 (a) **AUTHORITY TO PROVIDE INSURANCE.**—Section  
19 44310(b) of title 49, United States Code, is amended by  
20 striking “May 10, 2024” and inserting “September 30,  
21 2028”.

22 (b) **MARSHALL ISLANDS, MICRONESIA, AND**  
23 **PALAU.**—Section 47115(i) of title 49, United States Code,  
24 is amended by striking “fiscal years 2018 through 2023,  
25 and for the period beginning on October 1, 2023, and end-



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

3 (c) WEATHER REPORTING PROGRAMS.—Section  
4 48105 of title 49, United States Code, is amended by  
5 striking paragraph (5) and adding at the end the fol-  
6 lowing:

7 “(5) \$60,000,000 for each of fiscal years 2024  
8 through 2028.”.

9 (d) MIDWAY ISLAND AIRPORT.—Section 186(d) of  
10 the Vision 100—Century of Aviation Reauthorization Act  
11 (Public Law 108–176) is amended by striking “fiscal  
12 years 2018 through 2023 and for the period beginning on  
13 October 1, 2023, and ending on May 10, 2024,” and in-  
14 serting “for fiscal years 2024 through 2028,”.

15 (e) EXTENSION OF THE SAFETY OVERSIGHT AND  
16 CERTIFICATION ADVISORY COMMITTEE.—Section 202(h)  
17 of the FAA Reauthorization Act of 2018 (Public Law  
18 115–254) is amended by striking “shall terminate” and  
19 all that follows through the period at the end and inserting  
20 “shall terminate on October 1, 2028.”.

## 21 **TITLE II—FAA OVERSIGHT AND** 22 **ORGANIZATIONAL REFORM**

### 23 **SEC. 201. FAA LEADERSHIP.**

24 Section 106 of title 49, United States Code, is  
25 amended—

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

3           (2) by striking subsection (b) and inserting the  
4           following:

5           “(b) ADMINISTRATION LEADERSHIP.—

6           “(1) ADMINISTRATOR.—

7           “(A) IN GENERAL.—The head of the Ad-  
8           ministration is the Administrator, who shall be  
9           appointed by the President, by and with the ad-  
10          vice and consent of the Senate.

11          “(B) QUALIFICATIONS.—The Adminis-  
12          trator shall—

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

14                  “(ii) not be an active duty member of  
15                  the Armed Forces;

16                  “(iii) not have retired from the Armed  
17                  Forces within the 7 years preceding nomi-  
18                  nation; and

19                  “(iv) have experience in organizational  
20                  management and a field directly related to  
21                  aviation.

22          “(C) FITNESS.—In appointing an indi-  
23          vidual as Administrator, the President shall  
24          consider the fitness of such individual to carry

1 out efficiently the duties and powers of the of-  
2 fice.

3 “(D) TERM OF OFFICE.—The term of of-  
4 fice for any individual appointed as Adminis-  
5 trator shall be 5 years.

6 “(E) REPORTING CHAIN.—Except as pro-  
7 vided in subsection (f) or in other provisions of  
8 law, the Administrator reports directly to the  
9 Secretary of Transportation.

10 “(2) DEPUTY ADMINISTRATOR.—

11 “(A) IN GENERAL.—The Administrator  
12 has a Deputy Administrator, who shall be ap-  
13 pointed by the President.

14 “(B) QUALIFICATIONS.—The Deputy Ad-  
15 ministrator shall—

16 “(i) be a citizen of the United States;  
17 and

18 “(ii) have experience in organizational  
19 management and a field directly related to  
20 aviation.

21 “(C) FITNESS.—In appointing an indi-  
22 vidual as Deputy Administrator, the President  
23 shall consider the fitness of the individual to  
24 carry out efficiently the duties and powers of  
25 the office, including the duty to act for the Ad-

1            administrator when the Administrator is absent or  
2            unable to serve, or when the office of Adminis-  
3            trator is vacant.

4            “(D) REPORTING CHAIN.—The Deputy  
5            Administrator reports directly to the Adminis-  
6            trator.

7            “(E) DUTIES.—The Deputy Administrator  
8            shall carry out duties and powers prescribed by  
9            the Administrator.

10           “(F) COMPENSATION.—

11           “(i) ANNUAL RATE OF BASIC PAY.—  
12           The annual rate of basic pay of the Deputy  
13           Administrator shall be set by the Secretary  
14           but shall not exceed the annual rate of  
15           basic pay payable to the Administrator.

16           “(ii) EXCEPTION.—A retired regular  
17           officer of the Armed Forces serving as the  
18           Deputy Administrator is entitled to hold a  
19           rank and grade not lower than that held  
20           when appointed as the Deputy Adminis-  
21           trator and may elect to receive—

22           “(I) the pay provided for the  
23           Deputy Administrator under clause  
24           (i); or

1                   “(II) the pay and allowances or  
2                   the retired pay of the military grade  
3                   held.

4                   “(iii) REIMBURSEMENT OF EX-  
5                   PENSES.—If the Deputy Administrator  
6                   elects to receive compensation described in  
7                   clause (ii)(II), the Administration shall re-  
8                   imburse the appropriate military depart-  
9                   ment from funds available for the expenses  
10                  of the Administration.

11                  “(3) LEADERSHIP OF THE ADMINISTRATION  
12                  DEFINED.—In this section, the term ‘leadership of  
13                  the Administration’ means—

14                         “(A) the Administrator under paragraph  
15                         (1); and

16                         “(B) the Deputy Administrator under  
17                         paragraph (2).”.

18 **SEC. 202. ASSISTANT ADMINISTRATOR FOR RULEMAKING**

19 **AND REGULATORY IMPROVEMENT.**

20                  (a) ASSISTANT ADMINISTRATOR FOR RULEMAKING  
21 AND REGULATORY IMPROVEMENT.—Section 106 of title  
22 49, United States Code, is further amended by striking  
23 subsections (c) and (d) and inserting the following:

24                         “(c) ASSISTANT ADMINISTRATOR FOR RULEMAKING  
25 AND REGULATORY IMPROVEMENT.—There is an Assistant

1 Administrator for Rulemaking and Regulatory Improve-  
2 ment who shall be appointed by the Administrator and  
3 shall—

4 “(1) be responsible for developing and man-  
5 aging the execution of a regulatory agenda for the  
6 Administration that meets statutory and Adminis-  
7 tration deadlines, including by—

8 “(A) prioritizing rulemaking projects that  
9 are necessary to improve safety;

10 “(B) establishing the regulatory agenda of  
11 the Administration; and

12 “(C) coordinating with offices of the Ad-  
13 ministration, the Department, and other Fed-  
14 eral entities as appropriate to improve timely  
15 feedback generation and approvals when re-  
16 quired by law;

17 “(2) not delegate overall responsibility for meet-  
18 ing internal timelines and final completion of the  
19 regulatory activities of the Administration outside  
20 the Office of the Assistant Administrator for Rule-  
21 making and Regulatory Improvement;

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

24 “(A) improve safety;

25 “(B) reduce undue regulatory burden;

1           “(C) replace prescriptive regulations with  
2 performance-based regulations, as appropriate;

3           “(D) prevent duplicative regulations; and

4           “(E) increase regulatory clarity and trans-  
5 parency whenever possible;

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

8           “(5) receive, coordinate, and respond to peti-  
9 tions for rulemaking and for exemption as provided  
10 for in subpart A of part 11 of title 14, Code of Fed-  
11 eral Regulations, and provide an initial response to  
12 a petitioner not later than 30 days after the receipt  
13 of such a petition—

14           “(A) acknowledging receipt of such peti-  
15 tion;

16           “(B) confirming completeness of such peti-  
17 tion;

18           “(C) providing an initial indication of the  
19 complexity of the request and how such com-  
20 plexity may impact the timeline for adjudica-  
21 tion; and

22           “(D) requesting any additional informa-  
23 tion, as appropriate, that would assist in the  
24 consideration of the petition;

1 “(6) track the issuance of exemptions and waiv-  
 2 ers by the Administration to sections of title 14,  
 3 Code of Federal Regulations, and establish a meth-  
 4 odology by which to determine if it would be more  
 5 efficient and in the interest of the public to amend  
 6 a rule to reduce the future need of waivers and ex-  
 7 emptions; and

8 “(7) promulgate regulatory updates as deter-  
 9 mined more efficient or in the best interest of the  
 10 public under paragraph (6).

11 “(d) [Reserved].”

12 (b) SYSTEMICALLY ADDRESSING NEED FOR EXEMP-  
 13 TIONS AND WAIVERS.—Not later than 30 months after  
 14 the date of enactment of this Act, the Assistant Adminis-  
 15 trator for Rulemaking and Regulatory Improvement of the  
 16 FAA shall brief the appropriate committees of Congress  
 17 and the Committee on Science, Space, and Technology of  
 18 the House of Representatives on the methodology devel-  
 19 oped pursuant to section 106(c)(6) of title 49, United  
 20 States Code (as added by this section).

21 **SEC. 203. PROHIBITION ON CONFLICTING PECUNIARY IN-**  
 22 **TERESTS.**

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



1           “(e) PROHIBITION ON CONFLICTING PECUNIARY IN-  
2   TERESTS.—

3           “(1) IN GENERAL.—The leadership of the Ad-  
4   ministration may not have a pecuniary interest in, or  
5   hold a financial interest in, an aeronautical enter-  
6   prise or engage in another business, vocation, or em-  
7   ployment.

8           “(2) TEACHING.—Notwithstanding paragraph  
9   (1), the Deputy Administrator may not receive com-  
10   pensation for teaching without prior approval of the  
11   Administrator.

12           “(3) FINANCIAL INTEREST DEFINED.—In this  
13   subsection, the term ‘financial interest’—

14           “(A) means—

15           “(i) any current or contingent owner-  
16   ship, equity, or security interest;

17           “(ii) any indebtedness or compensated  
18   employment relationship; or

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

22           “(B) does not include securities held in an  
23   index fund.”.

1 **SEC. 204. AUTHORITY OF SECRETARY AND ADMINIS-**  
2 **TRATOR.**

3 (a) IN GENERAL.—Section 106(f) of title 49, United  
4 States Code, is amended—

5 (1) in paragraph (1)—

6 (A) by striking “paragraph (2)” and in-  
7 serting “paragraphs (2) and (3)”;

8 (B) by striking “Neither” and inserting  
9 “In exercising duties, powers, and authorities  
10 that are assigned to the Secretary or the Ad-  
11 ministrator under this title, neither”; and

12 (C) by striking “a committee, board, or or-  
13 ganization established by executive order.” and  
14 inserting the following: “a committee, board,  
15 council, or organization that is—

16 “(A) established by executive order; or

17 “(B) not explicitly directed by legislation  
18 to review the exercise of such duties, powers,  
19 and authorities by the Secretary or the Admin-  
20 istrator.”;

21 (2) in paragraph (2)—

22 (A) in subparagraph (A)(ii) by striking  
23 “the acquisition” and all that follows through  
24 the semicolon and inserting “the acquisition, es-  
25 tablishment, improvement, operation, mainte-  
26 nance, security (including cybersecurity), and

1 disposal of property, facilities, services, and  
2 equipment of the Administration, including all  
3 elements of the air traffic control system owned  
4 by the Administration;”;

5 (B) in subparagraph (A)(iii) by striking  
6 “paragraph (3)” and inserting “paragraph  
7 (4)”; and

8 (C) in subparagraph (B) by inserting “civil  
9 aviation, any matter for which the Adminis-  
10 trator is the final authority under subparagraph  
11 (A), any duty carried out by the Administrator  
12 pursuant to paragraph (3), or the provisions of  
13 this title, or” after “with respect to”;

14 (3) in paragraph (3)—

15 (A) in subparagraph (A)—

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

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

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

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

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

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

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

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

7 (B) by striking subparagraphs (B) and (C)  
8 and inserting the following:

9 “(B) APPROVAL OF SECRETARY OF TRANS-  
10 PORTATION.—

11 “(i) IN GENERAL.—The Administrator  
12 may not issue, unless the Secretary of  
13 Transportation approves the issuance of  
14 the regulation in advance, a proposed regu-  
15 lation or final regulation that—

16 “(I) is likely to result in the ex-  
17 penditure by State, local, and Tribal  
18 governments in the aggregate, or by  
19 the private sector, of \$250,000,000 or  
20 more (adjusted annually for inflation  
21 beginning with the year following the  
22 date of enactment of the FAA Reau-  
23 thORIZATION Act of 2024) in any year;  
24 or

25 “(II) is significant.

1 “(ii) SIGNIFICANT REGULATIONS.—

2 For purposes of this paragraph, a regula-  
3 tion is significant if the Administrator, in  
4 consultation with the Secretary (as appro-  
5 priate), determines that the regulation—

6 “(I) will have an annual effect on  
7 the economy of \$250,000,000 or more  
8 (adjusted annually for inflation begin-  
9 ning with the year following the date  
10 of enactment of the FAA Reauthor-  
11 ization Act of 2024);

12 “(II) raises novel or serious legal  
13 or policy issues that will substantially  
14 and materially affect other transpor-  
15 tation modes; or

16 “(III) adversely affects, in a sub-  
17 stantial and material way, the econ-  
18 omy, a sector of the economy, produc-  
19 tivity, competition, jobs, the environ-  
20 ment, public health or safety, or a  
21 State, local, or Tribal government or  
22 community.

23 “(iii) EMERGENCY REGULATION.—

24 “(I) IN GENERAL.—In an emer-  
25 gency as determined by the Adminis-

1           trator, the Administrator may issue a  
2           final regulation described in clause (i)  
3           without prior approval of the Sec-  
4           retary.

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

13                   “(iv) OTHER REGULATIONS.—The  
14          Secretary may not require that the Admin-  
15          istrator submit a proposed or final regula-  
16          tion to the Secretary for approval, nor may  
17          the Administrator submit a proposed or  
18          final regulation to the Secretary for ap-  
19          proval, if the regulation—

20                   “(I) does not require the ap-  
21          proval of the Secretary under clause  
22          (i) (excluding a regulation issued  
23          under clause (iii)); or

24                   “(II) is a routine or frequent ac-  
25          tion or a procedural action.

1           “(v) **TIMELINE.**—The Administrator  
2 shall submit a copy of any proposed or  
3 final regulation requiring approval by the  
4 Secretary under clause (i) to the Secretary,  
5 who shall either approve the regulation or  
6 return the regulation to the Administrator  
7 with comments not later than 30 days  
8 after receiving the regulation. If the Sec-  
9 retary fails to approve or return the regu-  
10 lation with comments to the Administrator  
11 not later than 30 days after receiving such  
12 regulation, the regulation shall be deemed  
13 to have been approved by the Secretary.

14           “(C) **PERIODIC REVIEW.**—

15           “(i) **IN GENERAL.**—For any signifi-  
16 cant regulation issued after the date of en-  
17 actment of the FAA Reauthorization Act  
18 of 2024, in addition to the review require-  
19 ments established under section 5.13(d) of  
20 title 49, Code of Federal Regulations, the  
21 Administrator shall review any significant  
22 regulation 3 years after the effective date  
23 of such regulation.

24           “(ii) **DISCRETIONARY REVIEW.**—The  
25 Administrator may review any regulation

1 that has been in effect for more than 3  
2 years.

3 “(iii) SUBSTANCE OF REVIEW.—In  
4 performing a review under clause (i) or  
5 (ii), the Administrator shall determine if—

6 “(I) the cost assumptions sup-  
7 porting the regulation were accurate;

8 “(II) the intended benefit of the  
9 regulation is being realized;

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

12 “(IV) the Administrator rec-  
13 ommends updates to such regulation  
14 based on the review criteria specified  
15 in section 5.13(d) of title 49, Code of  
16 Federal Regulations.

17 “(iv) REVIEW MANAGEMENT.—Any  
18 periodic review of a regulation under this  
19 subparagraph shall be managed by the As-  
20 sistant Administrator for Rulemaking and  
21 Regulatory Improvement, who may task an  
22 advisory committee or the Management  
23 Advisory Council established under sub-  
24 section (p) to assist in performing the re-  
25 view.”;



1 (4) by redesignating paragraphs (3) and (4) as  
2 paragraphs (4) and (5), respectively; and

3 (5) by inserting after paragraph (2) the fol-  
4 lowing:

5 “(3) DUTIES AND POWERS OF THE ADMINIS-  
6 TRATOR.—

7 “(A) IN GENERAL.—The Administrator  
8 shall carry out—

9 “(i) the duties and powers of the Sec-  
10 retary under this subsection related to  
11 aviation safety (except duties and powers  
12 related to transportation, packaging, mark-  
13 ing, or description of hazardous material)  
14 and stated in—

15 “(I) subsections (c) and (d) of  
16 section 1132;

17 “(II) sections 40101(c),  
18 40103(b), 40106(a), 40108,  
19 40109(b), 40113(a), 40113(c),  
20 40113(d), 40113(e), 40114(a), and  
21 40117;

22 “(III) chapter 443;

23 “(IV) chapter 445, except sec-  
24 tions 44502(a)(3), 44503, and 44509;

1 “(V) chapter 447, except sections  
2 44721(b) and 44723;

3 “(VI) chapter 448;

4 “(VII) chapter 451;

5 “(VIII) chapter 453;

6 “(IX) section 46104;

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

12 “(XI) chapter 465;

13 “(XII) chapter 471;

14 “(XIII) chapter 475; and

15 “(XIV) chapter 509 of title 51;

16 and

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

19 “(B) APPLICABILITY.—Section 40101(d)  
20 applies to the duties and powers specified in  
21 subparagraph (A).

22 “(C) TRANSFER.—Any of the duties and  
23 powers specified in subparagraph (A) may only  
24 be transferred to another part of the Depart-  
25 ment if specifically provided by law or in a reor-

1 organization plan submitted under chapter 9 of  
2 title 5.

3 “(D) ADMINISTRATIVE FINALITY.—A deci-  
4 sion of the Administrator in carrying out the  
5 duties or powers specified in subparagraph (A)  
6 is administratively final.”.

7 (b) CONFORMING AMENDMENT.—Section 106 of title  
8 49, United States Code, is amended by striking subsection  
9 (g) and inserting the following:

10 “(g) [reserved].”.

11 (c) PRESERVATION OF EXISTING AUTHORITY.—  
12 Nothing in this section or the amendments made by this  
13 section shall be construed to restrict any authority vested  
14 in the Administrator by statute or by delegation that was  
15 in effect on the day before the date of the enactment of  
16 this Act.

17 **SEC. 205. REGULATORY MATERIALS IMPROVEMENT.**

18 (a) INTERNAL REGULATORY PROCESS REVIEW.—

19 (1) IN GENERAL.—

20 (A) REVIEW TEAM.—The Administrator  
21 shall establish a regulatory process review team  
22 (in this section referred to as the “review  
23 team”) comprising of FAA employees and indi-  
24 viduals described in paragraph (2) to develop  
25 recommendations to improve the timeliness,

1 performance, and accountability of the develop-  
2 ment and promulgation of regulatory materials.

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

7 (2) OTHER MEMBERS; CONSULTATION.—

8 (A) IN GENERAL.—The review team shall  
9 include at least 3 outside experts and or aca-  
10 demics with relevant experience or expertise in  
11 aviation safety and at least 1 outside expert  
12 with relevant experience or expertise in improv-  
13 ing the performance, accountability, and trans-  
14 parency of the Federal regulatory process, par-  
15 ticularly as such process relates to aviation  
16 safety.

17 (B) CONSULTATION.—The review team  
18 may, as appropriate, consult with industry  
19 stakeholders.

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

23 (A) Develop a proposal for rationalizing  
24 processes and eliminating redundant adminis-  
25 trative review of regulatory materials within the

1            FAA, particularly when FAA-sponsored rule-  
2            making committees and stakeholders have col-  
3            laborated on the proposed regulations.

4            (B) With respect to each office within the  
5            FAA that reviews regulatory materials, as-  
6            sess—

7                    (i) the timeline assigned to each such  
8                    office to complete the review of regulatory  
9                    materials;

10                   (ii) the actual time spent for such re-  
11                   view;

12                   (iii) opportunities to reduce the actual  
13                   time for such review; and

14                   (iv) whether clear roles, responsibil-  
15                   ities, requirements, and expectations are  
16                   clearly defined for each office required to  
17                   review the regulatory materials.

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

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

6           (E) In order to provide the public with de-  
7 tailed information on the progress of the devel-  
8 opment of regulatory materials, identify report-  
9 ing mechanisms and develop a template and ap-  
10 propriate system metrics for making publicly  
11 available on a website a progress tracker that  
12 updates to show the major stages (as deter-  
13 mined by the Administrator) of the development  
14 of regulatory materials as such materials are  
15 initiated, in progress, and completed.

16           (F) Consider changes to the best practices  
17 of the FAA under rules governing ex parte com-  
18 munications, including communications with  
19 international validating authorities, and with  
20 consideration of the public interest in trans-  
21 parency, to provide flexibility for FAA employ-  
22 ees to discuss regulatory materials, particularly  
23 for such regulatory materials related to enhance-  
24 ing aviation safety and the aviation inter-  
25 national leadership of the United States.

1           (G) Recommend methods by which the  
2           FAA can incorporate research funded by the  
3           Department of Transportation, in addition to  
4           consensus standards and conformance assess-  
5           ment processes developed by recognized indus-  
6           try standards organizations into regulatory ma-  
7           terials, to keep pace with rapid changes in avia-  
8           tion technologies and processes.

9           (H) Recommend mechanisms to optimize  
10          the roles of the Office of the Secretary of  
11          Transportation and the Office of Management  
12          and Budget, with the objective of improving the  
13          efficiency of regulatory activity.

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

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

21                 (A) Not later than 120 days after the date  
22                 of enactment of this section, the review team  
23                 shall complete the evaluation required under  
24                 paragraph (1) and submit to the Administrator

1 the report of the review team on such evalua-  
2 tion.

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

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

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

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

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



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

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

11                 (A) provide recommendations for improv-  
12                 ing processes and eliminating non-value-added  
13                 reviews of non-regulatory materials within the  
14                 FAA and Department of Transportation, in  
15                 consideration of the authority of the Adminis-  
16                 trator under section 106 of title 49, United  
17                 States Code, and other applicable laws;

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

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

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

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

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

10 (D) consider to what extent reporting  
11 mechanisms and templates could be used to  
12 provide the public with more consistent infor-  
13 mation on the development status of non-regu-  
14 latory materials;

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

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

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

4 (G) evaluate the processes and best prac-  
5 tices other civil aviation authorities and other  
6 Federal departments and agencies use to  
7 produce non-regulatory materials, particularly  
8 the processes of entities that produce such ma-  
9 terials in an expedited fashion to respond to  
10 safety risks, incidents, or new technology adop-  
11 tion.

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

18 (4) REPORT.—Not later than 1 year after the  
19 inspector general initiates the review under para-  
20 graph (1), the inspector general shall submit to the  
21 Administrator a report on such review.

22 (5) ACTION PLAN.—

23 (A) IN GENERAL.—The Administrator  
24 shall develop an action plan to implement, as

1 appropriate, the recommendations contained in  
2 the report submitted under paragraph (4).

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

7 (6) NON-REGULATORY MATERIALS DEFINED.—  
8 In this subsection, the term “non-regulatory mate-  
9 rials” means orders, statements of policy, guidance,  
10 technical standards, and other materials related to  
11 aviation safety, training, and operation of aero-  
12 nautical products.

13 **SEC. 206. FUTURE OF NEXTGEN.**

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

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

20 (c) TRANSFER OF RESIDUAL NEXTGEN IMPLEMEN-  
21 TATION FUNCTIONS.—If the Administrator does not com-  
22 plete the air traffic modernization project known as the  
23 NextGen program by the deadline specified in subsection  
24 (a), the Administrator shall transfer the residual functions  
25 for completing the NextGen program to the Airspace Mod-

1 ernization Office of the FAA established under section  
2 207.

3 (d) TRANSFER OF NEXTGEN ADVISORY COM-  
4 MITTEE.—Not later than December 31, 2025, manage-  
5 ment of the NextGen Advisory Committee shall transfer  
6 to the Chief Operating Officer of the air traffic control  
7 system.

8 (e) TRANSFER OF ADVANCED AIR MOBILITY FUNC-  
9 TIONS.—Not later than 90 days after the date of enact-  
10 ment of this Act, any advanced air mobility relevant func-  
11 tions, duties, and responsibilities of the NAS Systems En-  
12 gineering and Integration Office or other offices within the  
13 Office of NextGen of the FAA shall be incorporated into  
14 the Office of Aviation Safety of the FAA.

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

21 (g) TECHNICAL CENTER FOR ADVANCED AERO-  
22 SPACE.—Section 106 of title 49, United States Code, is  
23 further amended by striking subsection (h) and inserting  
24 the following:

1       “(h) TECHNICAL CENTER FOR ADVANCED AERO-  
2 SPACE.—

3           “(1) IN GENERAL.—There is established within  
4 the Administration a technology center to support  
5 the advancement of aerospace safety and innovation  
6 which shall be known as the ‘William J. Hughes  
7 Technical Center for Advanced Aerospace’ (in this  
8 subsection referred to as the ‘Technical Center’)  
9 that shall be used by the Administrator and, as per-  
10 mitted by the Administrator, other governmental en-  
11 tities, academia, and the aerospace industry.

12           “(2) MANAGEMENT.—The activities of the  
13 Technical Center shall be managed by a Director.

14           “(3) ACTIVITIES.—The activities of the Tech-  
15 nical Center shall include—

16           “(A) developing and stimulating technology  
17 partnerships with and between industry, aca-  
18 demia, and other government agencies and sup-  
19 porting such partnerships by—

20           “(i) liaising between external persons  
21 and offices of the Administration inter-  
22 ested in such work;

23           “(ii) providing technical expertise and  
24 input, as appropriate; and

1                   “(iii) providing access to the prop-  
2                   erties, facilities, and systems of the Tech-  
3                   nical Center through appropriate agree-  
4                   ments;

5                   “(B) managing technology demonstration  
6                   grants awarded by the Administrator;

7                   “(C) identifying software, systems, serv-  
8                   ices, and technologies that could improve avia-  
9                   tion safety and the operations and management  
10                  of the air traffic control system and working  
11                  with relevant offices of the Administration to  
12                  consider the use and integration of such soft-  
13                  ware, systems, services, and technologies, as ap-  
14                  propriate;

15                  “(D) supporting the work of any collocated  
16                  facilities and tenants of such facilities, and to  
17                  the extent feasible, enter into agreements as  
18                  necessary to utilize the facilities, systems, and  
19                  technologies of such collocated facilities and  
20                  tenants;

21                  “(E) managing the facilities of the Tech-  
22                  nical Center; and

23                  “(F) carrying out any other duties as de-  
24                  termined appropriate by the Administrator.”.

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

3 (1) by striking “(a) CIVIL AEROMEDICAL INSTI-  
4 TUTE” and all that follows through “The Civil  
5 Aeromedical Institute established” and inserting  
6 “The Civil Aeromedical Institute established”; and

7 (2) by striking subsection (b).

8 **SEC. 207. AIRSPACE MODERNIZATION OFFICE.**

9 (a) ESTABLISHMENT.—

10 (1) IN GENERAL.—On January 1, 2026, the  
11 Administrator shall establish within the FAA an Air-  
12 space Modernization Office (in this section referred  
13 to as the “Office”).

14 (2) PLACEMENT.—The Administrator may task  
15 an existing office of the FAA with the functions of  
16 the Office.

17 (3) DUTIES.—The Office shall be responsible  
18 for—

19 (A) the research and development, systems  
20 engineering, enterprise architecture, and port-  
21 folio management for the continuous mod-  
22 ernization of the national airspace system;

23 (B) the development of an information-cen-  
24 tric national airspace system, including



1 digitization of the processes and technology that  
2 supports such system;

3 (C) improving the interoperability of FAA  
4 systems and third-party systems that support  
5 safe operations in the national airspace system;  
6 and

7 (D) developing and periodically updating  
8 an integrated plan for the future state of the  
9 national airspace system in coordination with  
10 other offices of the FAA.

11 (b) INTEGRATED PLAN REQUIREMENTS.—The inte-  
12 grated plan developed by the Office shall be designed to  
13 ensure that the national airspace system meets future  
14 safety, security, mobility, efficiency, and capacity needs of  
15 a diverse and growing set of airspace users. The integrated  
16 plan shall include the following:

17 (1) A description of the demand for services  
18 that will be required of the future air transportation  
19 system, and an explanation of how the demand pro-  
20 jections were derived, including—

21 (A) the most likely range of average an-  
22 nual resources required over the duration of the  
23 plan to cost effectively maintain the safety, sus-  
24 tainability, and other characteristics of national

1           airspace operation and the mission of the FAA;  
2           and

3                   (B) an estimate of FAA resource require-  
4                   ments by user group, including expectations  
5                   concerning the growth of new entrants and po-  
6                   tential new users.

7           (2) A roadmap for creating and implementing  
8           the integrated plan, including—

9                   (A) the most significant technical, oper-  
10                   ational, and personnel obstacles and the activi-  
11                   ties necessary to overcome such obstacles, in-  
12                   cluding the role of other Federal agencies, cor-  
13                   porations, institutions of higher learning, and  
14                   nonprofit organizations in carrying out such ac-  
15                   tivities;

16                   (B) the annual anticipated cost of carrying  
17                   out such activities;

18                   (C) the technical milestones that will be  
19                   used to evaluate the activities; and

20                   (D) identifying technology gaps that the  
21                   Administrator or industry may need to address  
22                   to fully implement the integrated plan.

23           (3) A description of the operational concepts to  
24           meet the system performance requirements for all

1 system users and a timeline and anticipated expendi-  
2 tures needed to develop and deploy the system.

3 (4) A description of the management of the en-  
4 terprise architecture framework for the introduction  
5 of any operational improvements and to inform FAA  
6 financial decision-making.

7 (5) A justification for the operational improve-  
8 ments that the Office determines will need to be de-  
9 veloped and deployed by 2040 to meet the needs of  
10 national airspace users, including the benefits, costs,  
11 and risks of the preferred and alternative options.

12 (c) CONSIDERATIONS.—In developing an initial inte-  
13 grated plan required under subsection (b) and carrying  
14 out such plan, the Office shall consider—

15 (1) the results and recommendations of the  
16 independent report on implementation of the  
17 NextGen program under section 603;

18 (2) the status of the transition to, and deploy-  
19 ment of, trajectory-based operations within the na-  
20 tional airspace system; and

21 (3) the findings of the audit required by section  
22 622, and the resulting plan to replace or enhance  
23 the identified legacy systems within a reasonable  
24 timeframe.

1 (d) CONSULTATION.—In developing and carrying out  
2 the integrated plan, the Office shall consult with the  
3 NextGen Advisory Committee of the FAA.

4 (e) PLAN DEADLINE; BRIEFINGS.—

5 (1) PLAN DEADLINE.—Not later than 3 years  
6 after the date of enactment of this Act, the Adminis-  
7 trator shall submit to the Committee on Commerce,  
8 Science, and Transportation of the Senate, the Com-  
9 mittee on Appropriations of the Senate, the Com-  
10 mittee on Transportation and Infrastructure of the  
11 House of Representatives, the Committee on  
12 Science, Space, and Technology of the House of  
13 Representatives, and the Committee on Appropria-  
14 tions of the House of Representatives an initial inte-  
15 grated plan required under subsection (a)(3)(D).

16 (2) ANNUAL BRIEFINGS.—The Administrator  
17 shall provide the committees of Congress specified in  
18 paragraph (1) with an annual briefing describing the  
19 progress in carrying out the integrated plan required  
20 under subsection (a)(3)(D), including any changes to  
21 the plan, through 2028.

22 (f) DOT INSPECTOR GENERAL REVIEW.—Not later  
23 than 180 days after submission of the initial integrated  
24 plan under subsection (e)(1), the inspector general of the  
25 Department of Transportation shall begin a review of the

1 integrated plan and submit to the committees of Congress  
2 specified in subsection (e)(1) a report that—

3 (1) assesses the justification for the integrated  
4 plan;

5 (2) provides any recommendations for improv-  
6 ing the integrated plan; and

7 (3) includes any other information that the in-  
8 spector general determines appropriate.

9 **SEC. 208. APPLICATION DASHBOARD AND FEEDBACK POR-**

10 **TAL.**

11 (a) **IN GENERAL.**—The Deputy Administrator of the  
12 FAA shall determine whether a publicly facing dashboard  
13 that provides applicants with the status of an application  
14 before the FAA would be—

15 (1) beneficial to applicants;

16 (2) an efficient use of resources to build, main-  
17 tain, and update; or

18 (3) duplicative with other efforts of the FAA to  
19 streamline and digitize paperwork and certification  
20 processes to provide an applicant with a greater  
21 awareness of the status of an application before the  
22 FAA.

23 (b) **RECOMMENDATION.**—Not later than 30 months  
24 after the date of enactment of this Act, the Deputy Ad-  
25 ministrator shall provide to the Administrator a rec-

1 ommendation regarding the need for or benefits of a dash-  
2 board or other means by which to track an application  
3 status.

4 (c) BRIEFING.—Not later than 45 days after receiv-  
5 ing recommendations under subsection (b), the Adminis-  
6 trator shall brief the appropriate Committees of Congress  
7 on—

8 (1) any recommendation received under sub-  
9 section (b); and

10 (2) any activities the Administrator is taking in  
11 response to such recommendation.

12 (d) FAA FEEDBACK PORTAL.—

13 (1) IN GENERAL.—The Deputy Administrator  
14 shall determine whether a publicly facing portal on  
15 the website of the FAA through which the public  
16 may provide feedback to the Administrator about ex-  
17 periences individuals have working with personnel of  
18 the FAA would be beneficial.

19 (2) REQUIREMENTS.—The Deputy Adminis-  
20 trator shall ensure any portal established under this  
21 subsection asks questions that seek to gauge any  
22 shortcomings the FAA has in fulfilling the mission  
23 of the FAA or areas where the FAA is succeeding  
24 in meeting the mission of the FAA.

1 (e) APPLICATION.—This section shall apply to appli-  
2 cations relating to—

3 (1) an aircraft, aircraft engine, propeller, or ap-  
4 pliance certification;

5 (2) an airman or pilot certificate;

6 (3) a medical certificate;

7 (4) an operator certificate;

8 (5) when authority under chapter 509 of title  
9 51, United States Code, is explicitly delegated by the  
10 Secretary to the Administrator, a license or permit  
11 issued under such chapter;

12 (6) an aircraft registration;

13 (7) an operational approval, waiver, or exemp-  
14 tion;

15 (8) a legal interpretation;

16 (9) an outstanding agency determination; and

17 (10) any certificate not otherwise described in  
18 this subparagraph that is issued pursuant to chapter  
19 447 of title 49, United States Code.

20 **SEC. 209. SENSE OF CONGRESS ON FAA ENGAGEMENT DUR-**  
21 **ING RULEMAKING ACTIVITIES.**

22 It is the sense of Congress that—

23 (1) the Administrator should—

24 (A) engage with aviation stakeholder  
25 groups and the public during pre-drafting

1 stages of rulemaking activities and use, to the  
2 greatest extent practicable, properly docketed ex  
3 parte discussions during rulemaking activities  
4 in order to—

5 (i) inform the work of the Adminis-  
6 trator;

7 (ii) assist the Administrator in devel-  
8 oping the scope of a rule; and

9 (iii) reduce the timeline for issuance  
10 of proposed and final rules;

11 (B) rely on documented data and safety  
12 trends when determining whether or not to pro-  
13 ceed with a rulemaking activity; and

14 (C) not consider a rulemaking activity re-  
15 quired in statute, for the purposes of ex parte  
16 communications, as having been established on  
17 the date of enactment of the related public law,  
18 but rather upon obtainment of a regulation  
19 identifier number; and

20 (2) when it would reduce the time required for  
21 the Administrator to adjudicate public comments,  
22 the Administrator should publicly provide informa-  
23 tion describing the rationale behind a regulatory de-  
24 cision included in proposed regulations in order to



1 better allow for the public to provide clear and in-  
2 formed comments on such regulations.

3 **SEC. 210. CIVIL AEROMEDICAL INSTITUTE.**

4 Section 106(j) of title 49, United States Code, is  
5 amended by striking “There is” and inserting “CIVIL  
6 AEROMEDICAL INSTITUTE.—There is”.

7 **SEC. 211. MANAGEMENT ADVISORY COUNCIL.**

8 Section 106 of title 49, United States Code, is further  
9 amended—

10 (1) by transferring paragraph (8) of subsection  
11 (p) to subsection (r) and redesignating such para-  
12 graph as paragraph (7); and

13 (2) by striking subsection (p) and inserting the  
14 following:

15 “(p) MANAGEMENT ADVISORY COUNCIL.—

16 “(1) ESTABLISHMENT.—The Administrator  
17 shall establish an advisory council which shall be  
18 known as the Federal Aerospace Management Advi-  
19 sory Council (in this subsection referred to as the  
20 ‘Council’).

21 “(2) MEMBERSHIP.—The Council shall consist  
22 of 13 members, who shall consist of—

23 “(A) a designee of the Secretary of Trans-  
24 portation;

1           “(B) a designee of the Secretary of De-  
2           fense;

3           “(C) 5 members representing aerospace  
4           and technology interests, appointed by the Ad-  
5           ministrator;

6           “(D) 5 members representing aerospace  
7           and technology interests, appointed by the Sec-  
8           retary of Transportation; and

9           “(E) 1 member, appointed by the Sec-  
10          retary of Transportation, who is the head of a  
11          union representing air traffic control system  
12          employees.

13          “(3) QUALIFICATIONS.—No officer or employee  
14          of the Federal Government may be appointed to the  
15          Council under subparagraph (C) or (D) of para-  
16          graph (2).

17          “(4) FUNCTIONS.—

18                 “(A) IN GENERAL.—

19                         “(i) ADVISE; COUNSEL.—The Council  
20                         shall provide advice and counsel to the Ad-  
21                         ministrator on issues which affect or are  
22                         affected by the activities of the Adminis-  
23                         trator.

24                         “(ii) RESOURCE.—The Council shall  
25                         function as an oversight resource for man-

1           agement, policy, spending, and regulatory  
2           matters under the jurisdiction of the Ad-  
3           ministrator.

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

13               “(I) regardless of whether solici-  
14               ited by the Administrator, submit  
15               comments, recommended modifica-  
16               tions, proposals, and supporting or  
17               dissenting views to the Administrator;  
18               and

19               “(II) request the Administrator  
20               include in any submission to Con-  
21               gress, the Secretary, or the general  
22               public, and in any submission for pub-  
23               lication in the Federal Register, a de-  
24               scription of the comments, rec-  
25               ommended modifications, and dis-

1                   senting or supporting views received  
2                   from the Council under subclause (I).

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

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

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

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

1                   “(C) ACCESS TO DOCUMENTS AND  
2 STAFF.—The Administrator may give the Coun-  
3 cil appropriate access to relevant documents  
4 and personnel of the Administration, and the  
5 Administrator shall make available, consistent  
6 with the authority to withhold commercial and  
7 other proprietary information under section 552  
8 of title 5 (commonly known as the ‘Freedom of  
9 Information Act’), cost data associated with the  
10 acquisition and operation of air traffic service  
11 systems.

12                   “(D) DISCLOSURE OF COMMERCIAL OR  
13 PROPRIETARY DATA.—Any member of the  
14 Council who receives commercial or other pro-  
15 prietary data as provided for in this paragraph  
16 from the Administrator shall be subject to the  
17 provisions of section 1905 of title 18, pertaining  
18 to unauthorized disclosure of such information.

19                   “(5) APPLICATION OF CHAPTER 10 OF TITLE  
20 5.—Chapter 10 of title 5 does not apply to—

21                   “(A) the Council;

22                   “(B) such aviation rulemaking committees  
23 as the Administrator shall designate; or

24                   “(C) such aerospace rulemaking commit-  
25 tees as the Secretary shall designate.

1 “(6) ADMINISTRATIVE MATTERS.—

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

5 “(B) TERM FOR AIR TRAFFIC CONTROL  
6 REPRESENTATIVE.—The member appointed  
7 under paragraph (2)(E) shall be appointed for  
8 a term of 3 years, except that the term of such  
9 individual shall end whenever the individual no  
10 longer meets the requirements of paragraph  
11 (2)(E).

12 “(C) VACANCY.—Any vacancy on the  
13 Council shall be filled in the same manner as  
14 the original appointment, except that any mem-  
15 ber appointed to fill a vacancy occurring before  
16 the expiration of the term for which the prede-  
17 cessor of the member was appointed shall be  
18 appointed for the remainder of that term.

19 “(D) CONTINUATION IN OFFICE.—A mem-  
20 ber of the Council whose term expires shall con-  
21 tinue to serve until the date on which the suc-  
22 cessor of the member takes office.

23 “(E) REMOVAL.—Any member of the  
24 Council appointed under paragraph (2) may be

1 removed for cause by whomever makes the ap-  
2 pointment.

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

10 “(G) TRAVEL AND PER DIEM.—Each  
11 member of the Council shall be paid actual  
12 travel expenses, and per diem in lieu of subsist-  
13 ence expenses when away from the usual place  
14 of residence of the member, in accordance with  
15 section 5703 of title 5.

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

23 **SEC. 212. CHIEF OPERATING OFFICER.**

24 Section 106(r) of title 49, United States Code, is  
25 amended—

1 (1) in paragraph (1)—

2 (A) by striking subparagraph (A) and in-  
3 serting the following:

4 “(A) APPOINTMENT.—There shall be a  
5 Chief Operating Officer for the air traffic con-  
6 trol system who is appointed by the Adminis-  
7 trator and subject to the authority of the Ad-  
8 ministrator.”; and

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

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

15 (3) in paragraph (3)—

16 (A) by striking “, in consultation with the  
17 Air Traffic Services Committee,”; and

18 (B) by striking “annual basis.” and insert-  
19 ing— “annual basis and shall include responsi-  
20 bility for—

21 “(A) the state of good repair of the air  
22 traffic control system;

23 “(B) the continuous improvement of the  
24 safety and efficiency of the air traffic control  
25 system; and



1           “(C) identifying services and solutions to  
2           increase the safety and efficiency of airspace  
3           use and to support the safe integration of all  
4           airspace users.”;

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

13          (5) in paragraph (5)—

14                (A) by striking “Chief Operating Officer,  
15                or any other authority within the Administra-  
16                tion responsibilities, including” and inserting  
17                “Chief Operating Officer any authority of the  
18                Administrator and shall delegate, at a min-  
19                imum”;

20                (B) in subparagraph (A)—

21                    (i) in clause (iii) by striking “and” at  
22                    the end;

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

1 (iii) by adding at the end the fol-  
2 lowing:

3 “(v) plans to integrate new entrant  
4 operations into the national airspace sys-  
5 tem and associated action items.”; and

6 (C) in subparagraph (C)(ii) by striking  
7 “and the Committee”.

8 **SEC. 213. REPORT ON UNFUNDED CAPITAL INVESTMENT**  
9 **NEEDS OF AIR TRAFFIC CONTROL SYSTEM.**

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

12 “(6) UNFUNDED CAPITAL INVESTMENT NEEDS  
13 REPORT.—

14 “(A) IN GENERAL.—Not later than 10  
15 days after the date on which the budget of the  
16 President for a fiscal year is submitted to Con-  
17 gress pursuant to section 1150 of title 31, the  
18 Administrator shall submit to the Secretary, the  
19 Committee on Transportation and Infrastruc-  
20 ture of the House of Representatives, and the  
21 Committee on Commerce, Science, and Trans-  
22 portation of the Senate a report on any un-  
23 funded capital investment needs of the air traf-  
24 fic control system.

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

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

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

10                  “(iii) The additional amount of funds  
11                  recommended in connection with such ob-  
12                  jective.

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

17                  “(v) Any statutory requirement asso-  
18                  ciated with such unfunded capital invest-  
19                  ment need, as applicable.

20           “(C) PRIORITIZATION OF REQUIRE-  
21           MENTS.—The briefing required under subpara-  
22           graph (A) shall present unfunded capital invest-  
23           ment needs in overall urgency of priority.

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

1           ‘unfunded capital investment need’ means a  
2           program that—

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

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

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

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

19                       “(I) additional resources had  
20                       been available for the budget to fund  
21                       the program, activity, or mission re-  
22                       quirement; or

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

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

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

4 (1) in paragraph (1)—

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

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

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

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

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

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

25 (2) in paragraph (2)—

1 (A) in subparagraph (A) by striking “pro-  
2 gram”; and

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

8 (3) in paragraph (3)—

9 (A) in subparagraph (A) by striking “The  
10 Chief Technology Officer shall be subject to the  
11 postemployment provisions of section 207 of  
12 title 18 as if the position of Chief Technology  
13 Officer were described in section  
14 207(c)(2)(A)(i) of that title.”;

15 (B) by redesignating subparagraph (B) as  
16 subparagraph (C); and

17 (C) by inserting after subparagraph (A)  
18 the following:

19 “(B) POST-EMPLOYMENT.—The Chief  
20 Technology Officer shall be subject to the  
21 postemployment provisions of section 207 of  
22 title 18 as if the position of Chief Technology  
23 Officer were described in section  
24 207(c)(2)(A)(i) of such title.”.

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

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

4 (1) in subparagraph (C) by striking “and” at  
5 the end;

6 (2) in subparagraph (D) by striking the period  
7 at the end and inserting “; and”; and

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

9 “(E) systems, software, and hardware op-  
10 erated, owned, and maintained by third parties  
11 that support or directly provide air navigation  
12 information and air traffic management services  
13 with Administration approval.”.

14 **SEC. 216. PEER REVIEW OF OFFICE OF WHISTLEBLOWER**  
15 **PROTECTION AND AVIATION SAFETY INVES-**  
16 **TIGATIONS.**

17 Section 106(t) of title 49, United States Code, is  
18 amended—

19 (1) by striking paragraph (7);

20 (2) by inserting after paragraph (6) the fol-  
21 lowing:

22 “(7) DEPARTMENT OF TRANSPORTATION OF-  
23 FICE OF THE INSPECTOR GENERAL PEER REVIEW.—

24 “(A) IN GENERAL.—Not later than 2 years  
25 after the date of enactment of the FAA Reau-  
26 thorization Act of 2024, and every 5 years

1           thereafter, the inspector general of the Depart-  
2           ment of Transportation shall perform a peer re-  
3           view of the Office of Whistleblower Protection  
4           and Aviation Safety Investigations.

5           “(B) PEER REVIEW SCOPE.—In completing  
6           the peer reviews required under this paragraph,  
7           the inspector general shall, to the extent appro-  
8           priate, use the most recent peer review guides  
9           published by the Council of the Inspectors Gen-  
10          eral on Integrity and Efficiency Audit Com-  
11          mittee and Investigations Committee.

12          “(C) REPORTS TO CONGRESS.—Not later  
13          than 90 days after the completion of a peer re-  
14          view required under this paragraph, the inspec-  
15          tor general shall submit to the Committee on  
16          Transportation and Infrastructure of the House  
17          of Representatives and the Committee on Com-  
18          merce, Science, and Transportation of the Sen-  
19          ate a description of any actions taken or to be  
20          taken to address the results of the peer re-  
21          view.”; and

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

23 **SEC. 217. CYBERSECURITY LEAD.**

24          (a) IN GENERAL.—The Administrator shall designate  
25          an executive of the FAA to serve as the lead for the cyber-



1 security of FAA systems and hardware (in this section re-  
2 ferred to as the “Cybersecurity Lead”).

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

7 (c) BRIEFING.—Not later than 1 and 3 years after  
8 the date of enactment of this Act, the Cybersecurity Lead  
9 shall brief the appropriate committees of Congress on the  
10 implementation of subtitle B of title III.

11 **SEC. 218. ELIMINATING FAA REPORTING AND UNNECES-**  
12 **SARY REQUIREMENTS.**

13 (a) ANNUAL REPORT ON AVIATION ACTIVITIES.—  
14 Section 308 of title 49, United States Code, is amended—

15 (1) by striking subsection (b);

16 (2) by redesignating subsection (c) as sub-  
17 section (b); and

18 (3) by redesignating subsection (e) as sub-  
19 section (c).

20 (b) ANNUAL REPORT ON THE PURCHASE OF FOR-  
21 EIGN MANUFACTURED ARTICLES.—Section 40110(d) of  
22 title 49, United States Code, is amended by striking para-  
23 graph (5).

1 (c) ANNUAL REPORT ON ASSISTANCE TO FOREIGN  
2 AVIATION AUTHORITIES.—Section 40113(e) of title 49,  
3 United States Code, is amended—

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

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

7 (d) AIP ANNUAL REPORT.—Section 47131 of title  
8 49, United States Code, and the item relating to such sec-  
9 tion in the analysis for chapter 471 of such title, are re-  
10 pealed.

11 (e) TRANSFER OF AIRPORT LAND USE COMPLIANCE  
12 REPORT TO NPIAS.—Section 47103 of title 49, United  
13 States Code, is amended—

14 (1) by redesignating subsection (d) as sub-  
15 section (e); and

16 (2) by inserting after subsection (c) the fol-  
17 lowing:

18 “(d) NON-COMPLIANT AIRPORTS.—

19 “(1) IN GENERAL.—The Secretary shall include  
20 in the plan a detailed statement listing airports the  
21 Secretary has reason to believe are not in compliance  
22 with grant assurances or other requirements with re-  
23 spect to airport lands and shall include—

24 “(A) the circumstances of noncompliance;

1                   “(B) the timeline for corrective action with  
2                   respect to such noncompliance; and

3                   “(C) any corrective action the Secretary  
4                   intends to require to bring the airport sponsor  
5                   into compliance.

6                   “(2) LISTING.—The Secretary is not required  
7                   to conduct an audit or make a final determination  
8                   before including an airport on the list referred to in  
9                   paragraph (1).”.

10                  (f) NOTICE TO AIRPORT SPONSORS REGARDING PUR-  
11 CHASE OF AMERICAN MADE EQUIPMENT AND PROD-  
12 UCTS.—Section 306 of the Federal Aviation Administra-  
13 tion Authorization Act of 1994 (49 U.S.C. 50101 note)  
14 is amended—

15                   (1) in subsection (a) by striking “(a)” and all  
16                   that follows through “It is the sense” and inserting  
17                   “‘It is the sense’”; and

18                   (2) by striking subsection (b).

19                  (g) OBSOLETE AVIATION SECURITY REQUIRE-  
20 MENTS.—Sections 302, 307, 309, and 310 of the Federal  
21 Aviation Reauthorization Act of 1996 (Public Law 104–  
22 264), and the items relating to such sections in the table  
23 of contents in section 1(b) of such Act, are repealed.

24                  (h) REGULATION OF ALASKA GUIDE PILOTS.—Sec-  
25 tion 732 of the Wendell H. Ford Aviation Investment and

1 Reform Act for the 21st Century (49 U.S.C. 44701 note)

2 is amended—

3 (1) by striking subsection (b);

4 (2) by redesignating subsection (c) as sub-  
5 section (b); and

6 (3) in subsection (b), as so redesignated—

7 (A) in the subsection heading by striking  
8 “DEFINITIONS” and inserting “DEFINITION OF  
9 ALASKA GUIDE PILOT”;

10 (B) by striking “, the following definitions  
11 apply” and all that follows through “The term  
12 ‘Alaska guide pilot’” and inserting “the term  
13 ‘Alaska guide pilot’”; and

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

17 (i) NEXT GENERATION AIR TRANSPORTATION SEN-  
18 IOR POLICY COMMITTEE.—Section 710 of the Vision 100–  
19 Century of Aviation Reauthorization Act (49 U.S.C.  
20 40101 note), and the item relating to such section in the  
21 table of contents in section 1(b) of such Act, are repealed.

22 (j) IMPROVED PILOT LICENSES AND PILOT LICENSE  
23 RULEMAKING.—

24 (1) INTELLIGENCE REFORM AND TERRORISM  
25 PREVENTION ACT.—Section 4022 of the Intelligence

1 Reform and Terrorism Prevention Act of 2004 (49  
2 U.S.C. 44703 note), and the item relating to such  
3 section in the table of contents in section 1(b) of  
4 such Act, are repealed.

5 (2) FAA MODERNIZATION AND REFORM ACT OF  
6 2012.—Section 321 of the FAA Modernization and  
7 Reform Act of 2012 (49 U.S.C. 44703 note), and  
8 the item relating to such section in the table of con-  
9 tents in section 1(b) of such Act, are repealed.

10 (k) TECHNICAL TRAINING AND STAFFING STUDY.—  
11 Section 605 of the FAA Modernization and Reform Act  
12 of 2012 (Public Law 112–95) is amended—

13 (1) by striking subsection (a);

14 (2) in subsection (b)—

15 (A) by striking “(b) WORKLOAD OF SYS-  
16 TEMS SPECIALISTS.—”; and

17 (B) by redesignating paragraphs (1)  
18 through (3) as subsections (a) through (c) (and  
19 adjust the margins and header casing appro-  
20 priately); and

21 (3) in subsection (c) (as so redesignated) by  
22 striking “paragraph (1)” and inserting “subsection  
23 (a)”.

24 (l) FERRY FLIGHT DUTY PERIOD AND FLIGHT TIME  
25 RULEMAKINGS.—Section 345 of the FAA Modernization

1 and Reform Act of 2012 (49 U.S.C. 44701 note), and the  
2 item relating to such section in the table of contents in  
3 section 1(b) of such Act, are repealed.

4 (m) LASER POINTER INCIDENT REPORTS.—Section  
5 2104 of FAA Extension, Safety, and Security Act of 2016  
6 (49 U.S.C. 46301 note) is amended—

7 (1) in subsection (a) by striking “quarterly up-  
8 dates” and inserting “annually an annual briefing”;  
9 and

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

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

13 (n) COLD WEATHER PROJECTS BRIEFING.—Section  
14 156 of the FAA Reauthorization Act of 2018 (49 U.S.C.  
15 47112 note) is amended—

16 (1) by striking subsection (b); and

17 (2) by redesignating subsection (c) as sub-  
18 section (b).

19 (o) BIENNIAL GAO AUDIT.—Any provision of the  
20 FAA Modernization and Reform Act of 2012 (Public Law  
21 112–95), including any amendment made by such Act,  
22 that requires the Comptroller General to conduct an audit  
23 (including a recurring audit) shall have no force or effect.

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

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

4 (1) in subsection (b)—

5 (A) in paragraph (1)—

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

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

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

13 “(D) by electronic or facsimile transmission to  
14 the person to be served or the designated agent of  
15 the person; or

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

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

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

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

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

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

7 **SEC. 220. SAFETY AND EFFICIENCY THROUGH**  
8 **DIGITIZATION OF FAA SYSTEMS.**

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

11           (1) identify, at the discretion of the Adminis-  
12          trator, not less than 3 processes of the FAA that re-  
13          sult in a certification and require paper-based infor-  
14          mation exchange between external entities and the  
15          FAA or offices within the FAA (such as an aircraft  
16          certification, aircraft registration, or airmen certifi-  
17          cation) or authorization, an exemption, or a letter of  
18          authorization; and

19           (2) initiate the digitization of such processes.

20          (b) REQUIREMENTS.—In carrying out the digitization  
21          required under subsection (a), the Administrator shall en-  
22          sure that the digitization of any process allows for—

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



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

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

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

14          **SEC. 221. FAA TELEWORK.**

15          (a) IN GENERAL.—The Administrator—

16                (1) may establish telework policies for employ-  
17                ees of the FAA that allow for the Administrator to  
18                reduce the office footprint and associated expenses  
19                of the FAA, if appropriate, increase workforce reten-  
20                tion, and provide flexibilities that the Administrator  
21                demonstrates increases efficiency and effectiveness  
22                of the Administration, while requiring that any such  
23                policy—

24                        (A) does not adversely impact the mission  
25                        of the FAA;

1 (B) does not reduce the safety or efficiency  
2 of the national airspace system;

3 (C) for any employee that is designated as  
4 an officer or executive in the FAA Executive  
5 System or a political appointee (as such term is  
6 defined in section 106 of title 49, United States  
7 Code)—

8 (i) maximizes time at a duty station  
9 for such employee, excluding official travel;  
10 and

11 (ii) may include telework provisions as  
12 determined appropriate by the Adminis-  
13 trator, commensurate with official duties  
14 for such employee;

15 (D) provides for on-the-job training oppor-  
16 tunities for FAA personnel that are not less  
17 than such opportunities available in 2019;

18 (E) reflects the appropriate work status of  
19 employees based on the job functions of such  
20 employee;

21 (F) optimizes the work status of inspec-  
22 tors, investigators, and other personnel per-  
23 forming safety-related functions to ensure time-  
24 ly completion of safety oversight activities;

1 (G) provides for personnel, including such  
2 personnel performing work related to aircraft  
3 certification and flight standards, who are re-  
4 sponsible for actively working with regulated  
5 entities, external stakeholders, or other mem-  
6 bers of the public to be—

7 (i) routinely available on a predictable  
8 basis for in-person and virtual communica-  
9 tions with external persons; and

10 (ii) not hindered from meeting with,  
11 visiting, auditing, or inspecting facilities or  
12 projects of regulated persons due to any  
13 telework policy; and

14 (H) provides opportunities for in-person  
15 dialogue, collaboration, and ideation for all em-  
16 ployees;

17 (2) ensures that locality pay for an employee of  
18 the FAA accurately reflects the telework status and  
19 duty station of such employee;

20 (3) may not establish a telework policy for an  
21 employee of the FAA unless such employee will be  
22 provided with secure network capacity, communica-  
23 tions tools, necessary and secure access to appro-  
24 priate agency data assets and Federal records, and

1 equipment sufficient to enable such employee to be  
2 fully productive; and

3 (4) not later than 2 years after the date of en-  
4 actment of this Act, shall evaluate and address any  
5 telework policies in effect on the day before such  
6 date of enactment to ensure that such policies meet  
7 the requirements of paragraph (1).

8 (b) CONGRESSIONAL UPDATE.—Not later than 1  
9 year after the date of enactment of this Act, and 1 year  
10 thereafter, the Administrator shall brief the appropriate  
11 committees of Congress on any telework policies currently  
12 in place, the implementation of such policies, and the ben-  
13 efits of such policies.

14 (c) CONSULTATION.—If the Administrator deter-  
15 mines that telework agreements need to be updated to im-  
16 plement the requirements of subsection (a), the Adminis-  
17 trator shall, prior to updating such agreements, consult  
18 with—

19 (1) exclusive bargaining representatives of air  
20 traffic controllers certified under section 7111 of  
21 title 5, United States Code; and

22 (2) labor organizations certified under such sec-  
23 tion as the exclusive bargaining representative of  
24 airway transportation systems specialists and avia-  
25 tion safety inspectors and engineers of the FAA.

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

2 (a) FAA REVIEW.—

3 (1) INITIATION OF REVIEW.—Not later than 12  
4 months after the date of enactment of this Act, the  
5 Secretary shall initiate an inventory review of the  
6 domestic office footprint of the Department of  
7 Transportation.

8 (2) COMPLETION OF REVIEW.—Not later than  
9 30 months after the date of enactment of this Act,  
10 the Secretary shall complete the inventory review re-  
11 quired under paragraph (1).

12 (b) CONTENTS OF REVIEW.—In completing the re-  
13 view under subsection (a), the Secretary shall—

14 (1) delineate the domestic office footprint, as  
15 determined appropriate by the Secretary;

16 (2) determine space adequacy related to—

17 (A) the Architectural Barriers Act of 1968  
18 (42 U.S.C. 4151 et seq.) and the corresponding  
19 accessibility guidelines established under part  
20 1191 of title 36, Code of Federal Regulations;  
21 and

22 (B) the Americans with Disabilities Act of  
23 1990 (42 U.S.C. 12101 et seq.);

24 (3) determine the feasible occupancy of such  
25 space, and provide the methodology used to make  
26 the determination;

1           (4) determine the number of individuals who  
2           are full-time equivalent employees, other support  
3           personnel, or contractors that have each such unit as  
4           a duty station and determine how telework policies  
5           will impact the usage of such space;

6           (5) calculate the amount of available, unused,  
7           or underutilized space in each such space;

8           (6) consider any lease terms for leased space  
9           contained in the domestic office footprint, including  
10          cost and effective dates for each such lease; and

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

17          (c) REPORT.—Not later than 4 months after com-  
18          pleting the review under subsection (a), the Secretary shall  
19          submit to the appropriate committees of Congress a final  
20          report that proposes opportunities to optimize the domes-  
21          tic office footprint of the FAA (and associated costs). In  
22          compiling such final report, the Secretary shall describe  
23          opportunities for—

24                 (1) consolidation of offices within a reasonable  
25                 distance, as determined by the Senior Real Property

1       Officer of the Department of Transportation, from  
2       one another;

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

6               (3) the use of coworking spaces instead of per-  
7       manent offices.

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

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

17              (2) which are located within the United States.

18      **SEC. 223. RESTORATION OF AUTHORITY.**

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

22      **“§ 40119. Sensitive security information**

23      “(a) DISCLOSURE.—

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

1       partment of Homeland Security, the Secretary of  
2       Transportation, in accordance with section  
3       552(b)(3)(B) of title 5, shall prescribe regulations  
4       prohibiting disclosure of information obtained or de-  
5       veloped in ensuring security under this title if the  
6       Secretary of Transportation decides disclosing the  
7       information would—

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

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

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

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

19              “(3) RULE OF CONSTRUCTION.—Nothing in  
20              paragraph (1) shall be construed to authorize the  
21              designation of information as sensitive security in-  
22              formation (as such term is defined in section 15.5  
23              of title 49, Code of Federal Regulations) to—

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



1           “(B) prevent embarrassment to a person,  
2           organization, or agency;

3           “(C) restrain competition; or

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

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

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

22          (b) EFFECTIVE DATE.—The amendments made by  
23          this section shall be effective as of October 5, 2018, and  
24          all authority restored to the Secretary and the FAA under  
25          this section shall be treated as if such authority had never

1 been repealed by the FAA Reauthorization Act of 2018  
2 (Public Law 115–254).

3 (c) CONFORMING AMENDMENT.—The analysis for  
4 chapter 401 of title 49, United States Code, is amended  
5 by inserting after the item relating to section 40118 the  
6 following:

“40119. Sensitive security information.”.

7 **SEC. 224. FAA PARTICIPATION IN INDUSTRY STANDARDS**  
8 **ORGANIZATIONS.**

9 (a) IN GENERAL.—The Administrator shall encour-  
10 age the participation of employees of the FAA, as appro-  
11 priate, in the activities of recognized industry standards  
12 organizations to advance the adoption, reference, and ac-  
13 ceptance rate of standards and means of compliance devel-  
14 oped by such organizations by the Administrator.

15 (b) PARTICIPATION.—An employee of the FAA di-  
16 rected by the Administrator to participate in a working  
17 group, task group, committee, or similar body of a recog-  
18 nized industry standards organization shall—

19 (1) actively participate in the discussions and  
20 work of such organization;

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

1           (3) contribute to the development of work prod-  
2           ucts of such organization, unless determined to be  
3           inappropriate by such organization;

4           (4) make reasonable efforts to identify and  
5           make any concerns of the Administrator relating to  
6           such work products known to such organization, in-  
7           cluding through providing formal comments, as may  
8           be allowed for under the procedures of such organi-  
9           zation;

10          (5) provide regular updates to other FAA em-  
11          ployees and management on the progress of such  
12          work products; and

13          (6) seek advice and input from other FAA em-  
14          ployees and management, as needed.

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

19               (1) uses agreed upon procedures to develop  
20               aviation-related industry standards or means of com-  
21               pliance, including standards or means of compliance  
22               that satisfy FAA requirements or guidance;

23               (2) is comprised of members of the public, in-  
24               cluding subject matter experts, industry representa-

1       tives, academics and researchers, and government  
2       employees; and

3           (3) has had at least 1 standard or means of  
4       compliance accepted by the Administrator or ref-  
5       erenced in guidance material or a regulation issued  
6       by the FAA after the date of enactment of the Vi-  
7       sion 100—Century of Aviation Reauthorization Act  
8       (Public Law 108–176).

9       **SEC. 225. SENSE OF CONGRESS ON USE OF VOLUNTARY**  
10           **CONSENSUS STANDARDS.**

11       It is the sense of Congress that the Administrator  
12       should make every effort to abide by the policies set forth  
13       in the circular of the Office of Management and Budget,  
14       titled “Federal Participation in the Development and Use  
15       of Voluntary Consensus Standards and Conformity As-  
16       sessment Activities” (A–119).

17       **SEC. 226. REQUIRED DESIGNATION.**

18       The Administrator shall designate any aviation rule-  
19       making committee convened under this Act pursuant to  
20       section 106(p)(5) of title 49, United States Code.

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

22       Title I of the Department of Transportation and Re-  
23       lated Agencies Appropriations Act, 1997 (49 U.S.C.  
24       40113 note) is amended under the heading “Administra-  
25       tive Services Franchise Fund” by striking “shall be paid

1 in advance” and inserting “may be reimbursed after per-  
2 formance or paid in advance”.

3 **SEC. 228. COMMERCIAL PREFERENCE.**

4 Section 40110(d) of title 49, United States Code, is  
5 further amended—

6 (1) in paragraph (1) by striking “and imple-  
7 ment” and inserting “, implement, and periodically  
8 update”;

9 (2) in paragraph (2) by striking “the new ac-  
10 quisition management system developed and imple-  
11 mented” and inserting “the acquisition management  
12 system developed, implemented, and periodically up-  
13 dated” each place it appears;

14 (3) in paragraph (3)—

15 (A) in the matter preceding subparagraph

16 (A)—

17 (i) by striking “new”; and

18 (ii) by striking “and implemented”  
19 and inserting “, implemented, and periodi-  
20 cally updated”; and

21 (B) in subparagraph (B) by striking  
22 “Within” and all that follows through “the Ad-  
23 ministrator” and inserting “The Adminis-  
24 trator”;

1           (4) by redesignating paragraph (4) as para-  
2 graph (5); and

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

5           “(4) COMMERCIAL PRODUCTS AND SERVICES.—  
6 In implementing and updating the acquisition man-  
7 agement system pursuant to paragraph (1), the Ad-  
8 ministrator shall, whenever possible—

9           “(A) describe the requirements with re-  
10 spect to a solicitation for the procurement of  
11 supplies or services in terms of—

12                   “(i) functions to be performed;

13                   “(ii) performance required; or

14                   “(iii) essential physical and system  
15 characteristics;

16           “(B) ensure that commercial services or  
17 commercial products may be procured to fulfill  
18 such solicitation, or to the extent that commer-  
19 cial products suitable to meet the needs of the  
20 Administration are not available, ensure that  
21 nondevelopmental items other than commercial  
22 products may be procured to fulfill such solici-  
23 tation;

24           “(C) provide offerors of commercial serv-  
25 ices, commercial products, and nondevelop-

1           mental items other than commercial products  
2           an opportunity to compete in any solicitation  
3           for the procurement of supplies or services;

4           “(D) revise the procurement policies, prac-  
5           tices, and procedures of the Administration to  
6           reduce any impediments to the acquisition of  
7           commercial products and commercial services;

8           “(E) ensure that any procurement of new  
9           equipment takes into account the life cycle, reli-  
10          ability, performance, service support, and costs  
11          to guarantee the acquisition of equipment that  
12          is of high quality and reliability resulting in  
13          greater performance and cost-related benefits;  
14          and

15          “(F) ensure that procurement officials—

16               “(i) acquire commercial services, com-  
17               mercial products, or nondevelopmental  
18               items other than commercial products to  
19               meet the needs of the Administration;

20               “(ii) in a solicitation for the procure-  
21               ment of supplies or services, state the spec-  
22               ifications for such supplies or services in  
23               terms that enable and encourage bidders  
24               and offerors to supply commercial services  
25               or commercial products, or to the extent

1 that commercial products suitable to meet  
2 the needs of the Administration are not  
3 available, to supply nondevelopmental  
4 items other than commercial products;

5 “(iii) require that prime contractors  
6 and subcontractors at all levels under con-  
7 tracts with the Administration incorporate  
8 commercial services, commercial products,  
9 or nondevelopmental items other than com-  
10 mercial products as components of items  
11 supplied to the Administration;

12 “(iv) modify procurement require-  
13 ments in appropriate circumstances to en-  
14 sure that such requirements can be met by  
15 commercial services or commercial prod-  
16 ucts, or to the extent that commercial  
17 products suitable to meet the needs of the  
18 Administration are not available, non-  
19 developmental items other than commercial  
20 products; and

21 “(v) require training of appropriate  
22 personnel in the acquisition of commercial  
23 products and commercial services.”.



1 **SEC. 229. ADVANCED AVIATION TECHNOLOGY AND INNOVA-**  
2 **TION STEERING COMMITTEE.**

3 (a) ESTABLISHMENT.—Not later than 180 days after  
4 the date of enactment of this Act, the Administrator shall  
5 establish an Advanced Aviation Technology and Innova-  
6 tion Steering Committee (in this section referred to as the  
7 “Steering Committee”) to assist the FAA in planning for  
8 and integrating advanced aviation technologies.

9 (b) PURPOSE.—The Steering Committee shall—

10 (1) create and regularly update a comprehen-  
11 sive strategy and action plan for integrating ad-  
12 vanced aviation technologies into the national air-  
13 space system and aviation ecosystem; and

14 (2) provide direction and resolution for complex  
15 issues related to advanced aviation technologies that  
16 span multiple offices or lines of business of the  
17 FAA, as needed.

18 (c) CHAIR.—The Deputy Administrator of the FAA  
19 shall serve as the Chair of the Steering Committee.

20 (d) COMPOSITION.—In addition to the Chair, the  
21 Steering Committee shall consist of the Assistant or Asso-  
22 ciate Administrator, or the designee of such Adminis-  
23 trator, of each of the following FAA offices:

24 (1) Office of Aviation Safety.

25 (2) Air Traffic Organization.

26 (3) Office of Airports.

1 (4) Office of Commercial Space Transportation.

2 (5) Office of Finance and Management.

3 (6) Office of the Chief Counsel.

4 (7) Office of Rulemaking and Regulatory Im-  
5 provement.

6 (8) Office of Policy, International Affairs, and  
7 Environment.

8 (9) Office of Security and Hazardous Materials  
9 Safety.

10 (10) Any other Office the Administrator deter-  
11 mines necessary.

12 **SEC. 230. REVIEW AND UPDATES OF CATEGORICAL EXCLU-**  
13 **SIONS.**

14 (a) REVIEW.—Not later than 1 year after the date  
15 of enactment of this Act, the Secretary shall identify each  
16 categorical exclusion under the jurisdiction of the Depart-  
17 ment of Transportation, including any operating adminis-  
18 tration within the Department.

19 (b) NEW CATEGORICAL EXCLUSIONS FOR AIRPORT  
20 PROJECTS.—Not later than 2 years after the date of en-  
21 actment of this Act, the Administrator shall—

22 (1) review the categorical exclusions applied by  
23 other operating administrations identified in sub-  
24 section (a); and

1           (2) take such action as may be necessary to  
2           adopt, as relevant and appropriate, new categorical  
3           exclusions that meet the requirements of section  
4           1508.4 of title 40, Code of Federal Regulations,  
5           from among categorical exclusions reviewed by the  
6           Secretary in paragraph (1) for use by the FAA.

7   **SEC. 231. IMPLEMENTATION OF ANTI-TERRORIST AND NAR-**  
8                                   **COTIC AIR EVENTS PROGRAMS.**

9           (a) IMPLEMENTATION.—

10           (1) PRIORITY RECOMMENDATIONS.—Not later  
11           than 180 days after the date of enactment of this  
12           section, the Administrator shall—

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

19                           (B) to the extent that rulemaking is nec-  
20                           essary to implement such recommendations,  
21                           issue a notice of proposed rulemaking pursuant  
22                           to the rulemaking authority of the FAA.

23           (2) REMAINING RECOMMENDATIONS.—The Ad-  
24           ministrators shall implement recommendations 1  
25           through 5 and 8 through 12 as set forth in the Gov-

1       ernment Accountability Office report described in  
2       paragraph (1) and, to the extent that rulemaking is  
3       necessary to implement such recommendations, issue  
4       a notice of proposed rulemaking pursuant to the  
5       rulemaking authority of the FAA, on the earlier of—

6               (A) the date that is 90 days after the date  
7               on which the FAA implements the Civil Avia-  
8               tion Registry Electronic Services system; or

9               (B) January 1, 2026.

10       (b) REPORTS.—

11           (1) PRIORITY RECOMMENDATIONS.—Not later  
12       than 60 days after the date on which the Adminis-  
13       trator implements the recommendations under sub-  
14       section (a)(1), the Administrator shall submit to the  
15       Committees on the Judiciary and Commerce,  
16       Science, and Transportation of the Senate, the Com-  
17       mittees on the Judiciary and Energy and Commerce  
18       of the House of Representatives, and the Caucus on  
19       International Narcotics Control of the Senate a re-  
20       port on such implementation, including a description  
21       of any steps taken by the Administrator to complete  
22       such implementation.

23           (2) REMAINING RECOMMENDATIONS.—Not later  
24       than 60 days after the date on which the Adminis-  
25       trator implements the recommendations under sub-

1 section (a)(2), the Administrator shall submit to the  
2 Committees on the Judiciary and Commerce,  
3 Science, and Transportation of the Senate, the Com-  
4 mittees on the Judiciary and Energy and Commerce  
5 of the House of Representatives, and the Caucus on  
6 International Narcotics Control of the Senate a re-  
7 port on such implementation, including a description  
8 of any steps taken by the Administrator to complete  
9 such implementation.

10 **TITLE III—AVIATION SAFETY**  
11 **IMPROVEMENTS**

12 **Subtitle A—General Provisions**

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

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

17 (1) in subsection (a)(1) by striking “not later  
18 than 180 days after the date of enactment of this  
19 section,”;

20 (2) in subsection (e) by striking “address the  
21 following” and inserting “consider, or address  
22 through other means, the following”;

23 (3) in subsection (d) by striking “provide for  
24 the following” and inserting “consider, or address  
25 through other means, the following”; and

1 (4) in subsection (e)—

2 (A) in the heading by striking “SUBSE-  
3 QUENT RULEMAKING” and inserting “SUBSE-  
4 QUENT ACTIONS”;

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

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

12 (D) by redesignating paragraph (3) as  
13 paragraph (2).

14 (b) SAFETY MANAGEMENT SYSTEMS BRIEFING.—

15 Not later than 180 days after the date of enactment of  
16 this Act, the Administrator shall brief the appropriate  
17 committees of Congress on how the final rule titled “Safe-  
18 ty Management System”, published on April 26, 2024, (89  
19 Fed. Reg. 33068), will—

20 (1) improve helicopter air ambulance operations  
21 and piloting; and

22 (2) consider the use of safety equipment by  
23 flight crew and medical personnel on a helicopter  
24 conducting an air ambulance operation.

1 (c) IMPROVEMENT OF PUBLICATION OF HELICOPTER  
2 AIR AMBULANCE OPERATIONS DATA.—Section 44731 of  
3 title 49, United States Code, is amended—

4 (1) by striking subsection (d);

5 (2) in subsection (e)—

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

8 (B) by striking paragraph (2) and insert-  
9 ing the following:

10 “(2) make publicly available, in part or in  
11 whole, on a website of the Federal Aviation Adminis-  
12 tration, the database developed pursuant to sub-  
13 section (c); and

14 “(3) analyze the data submitted under sub-  
15 section (a) periodically and use such data to inform  
16 efforts to improve the safety of helicopter air ambu-  
17 lance operations.”; and

18 (3) by redesignating subsections (e) and (f) as  
19 subsections (d) and (e), respectively.

20 **SEC. 302. GLOBAL AIRCRAFT MAINTENANCE SAFETY IM-**  
21 **PROVEMENTS.**

22 (a) FAA OVERSIGHT OF REPAIR STATIONS LOCATED  
23 OUTSIDE THE UNITED STATES.—

24 (1) IN GENERAL.—Section 44733 of title 49,  
25 United States Code, is amended—

1 (A) in the heading by striking “**Inspection**”  
2 and inserting “**Oversight**”;

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

6 (C) in subsection (e)—

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

9 (ii) by inserting “and the applicable  
10 laws of the country in which the repair sta-  
11 tion is located” after “international agree-  
12 ments”; and

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

23 (D) by redesignating subsection (g) as sub-  
24 section (j); and



1 (E) by inserting after subsection (f) the  
2 following:

3 “(g) DATA ANALYSIS.—

4 “(1) IN GENERAL.—Each fiscal year in which a  
5 part 121 air carrier has had heavy maintenance  
6 work performed on an aircraft owned or operated by  
7 such carrier, such carrier shall provide to the Ad-  
8 ministrator, not later than the end of the following  
9 fiscal year, a report containing the information de-  
10 scribed in paragraph (2).

11 “(2) INFORMATION REQUIRED.—A report under  
12 paragraph (1) shall contain the following:

13 “(A) The location where any heavy mainte-  
14 nance work on aircraft was performed outside  
15 the United States.

16 “(B) A description of the work performed  
17 at each such location.

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

20 “(D) A list of all failures, malfunctions, or  
21 defects affecting the safe operation of such air-  
22 craft identified by the air carrier not later than  
23 30 days after the date on which an aircraft is  
24 returned to service, organized by reference to  
25 aircraft registration number, that—

1                   “(i) requires corrective action after  
2                   the aircraft is approved for return to serv-  
3                   ice; and

4                   “(ii) results from such work per-  
5                   formed on such aircraft.

6                   “(E) The certificate number of the person  
7                   approving such aircraft or on-wing aircraft en-  
8                   gine for return to service following completion  
9                   of the work performed at each such location.

10                  “(3) ANALYSIS.—The Administrator shall—

11                   “(A) analyze information provided under  
12                   this subsection and sections 121.703, 121.705,  
13                   121.707, and 145.221 of title 14, Code of Fed-  
14                   eral Regulations, or any successor provisions of  
15                   such title, to detect safety issues associated  
16                   with heavy maintenance work on aircraft per-  
17                   formed outside the United States; and

18                   “(B) require appropriate actions by an air  
19                   carrier or repair station in response to any safe-  
20                   ty issue identified by the analysis conducted  
21                   under subparagraph (A).

22                  “(4) CONFIDENTIALITY.—Information provided  
23                   under this subsection shall be subject to the same  
24                   protections given to voluntarily provided safety or  
25                   security related information under section 40123.

1 “(h) APPLICATIONS AND PROHIBITION.—

2 “(1) IN GENERAL.—The Administrator may not  
3 approve any new application under part 145 of title  
4 14, Code of Federal Regulations, from a person lo-  
5 cated or headquartered in a country that the Admin-  
6 istration, through the International Aviation Safety  
7 Assessment program, has classified as Category 2.

8 “(2) EXCEPTION.—Paragraph (1) shall not  
9 apply to an application for the renewal of a certifi-  
10 cate issued under part 145 of title 14, Code of Fed-  
11 eral Regulations.

12 “(3) MAINTENANCE IMPLEMENTATION PROCE-  
13 DURES AGREEMENT.—The Administrator may elect  
14 not to enter into a new maintenance implementation  
15 procedures agreement with a country classified as  
16 Category 2, for as long as the country remains clas-  
17 sified as Category 2.

18 “(4) PROHIBITION ON CONTINUED HEAVY  
19 MAINTENANCE WORK.—No part 121 air carrier may  
20 enter into a new contract for heavy maintenance  
21 work with a person located or headquartered in a  
22 country that the Administrator, through the Inter-  
23 national Aviation Safety Assessment program, has  
24 classified as Category 2, for as long as such country  
25 remains classified as Category 2.

1       “(i) MINIMUM QUALIFICATIONS FOR MECHANICS  
2 AND OTHERS WORKING ON U.S. REGISTERED AIR-  
3 CRAFT.—

4           “(1) IN GENERAL.—Not later than 18 months  
5 after the date of enactment of this subsection, the  
6 Administrator shall require that, at each covered re-  
7 pair station—

8           “(A) all supervisory personnel of such sta-  
9 tion are appropriately certificated as a me-  
10 chanic or repairman under part 65 of title 14,  
11 Code of Federal Regulations, or under an  
12 equivalent certification or licensing regime, as  
13 determined by the Administrator; and

14           “(B) all personnel of such station author-  
15 ized to approve an article for return to service  
16 are appropriately certificated as a mechanic or  
17 repairman under part 65 of such title, or under  
18 an equivalent certification or licensing regime,  
19 as determined by the Administrator.

20           “(2) AVAILABLE FOR CONSULTATION.—Not  
21 later than 18 months after the date of enactment of  
22 this subsection, the Administrator shall require any  
23 individual who is responsible for approving an article  
24 for return to service or who is directly in charge of  
25 heavy maintenance work performed on aircraft oper-

1       ated by a part 121 air carrier be available for con-  
2       sultation while work is being performed at a covered  
3       repair station.”.

4           (2) DEFINITIONS.—

5           (A) IN GENERAL.—Section 44733(j) of  
6       title 49, United States Code (as redesignated by  
7       this section), is amended—

8           (i) in paragraph (1) by striking “air-  
9       craft” and inserting “aircraft (including  
10      on-wing aircraft engines)”;

11          (ii) by redesignating paragraphs (1)  
12      through (3) as paragraphs (2) through (4),  
13      respectively; and

14          (iii) by inserting before paragraph (2),  
15      as so redesignated, the following:

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

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

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

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

22          (B) TECHNICAL AMENDMENT.—Section  
23      44733(a)(3) of title 49, United States Code, is  
24      amended by striking “covered part 145 repair

1           stations” and inserting “part 145 repair sta-  
2           tions”.

3           (3) CONFORMING AMENDMENTS.—The analysis  
4           for chapter 447 of title 49, United States Code, is  
5           amended by striking the item relating to section  
6           44733 and inserting the following:

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

7           (b) ALCOHOL AND DRUG TESTING AND BACK-  
8           GROUND CHECKS.—

9           (1) IN GENERAL.—Not later than 18 months  
10          after the date of enactment of this Act, the Adminis-  
11          trator shall issue a final rule carrying out the re-  
12          quirements of section 2112(b) of the FAA Exten-  
13          sion, Safety, and Security Act of 2016 (49 U.S.C.  
14          44733 note).

15          (2) RULEMAKING ON ASSESSMENT REQUIRE-  
16          MENT.—With respect to any employee not covered  
17          under the requirements of section 1554.101 of title  
18          49, Code of Federal Regulations, the Administrator  
19          shall initiate a rulemaking (or request that the head  
20          of another Federal agency initiate a rulemaking)  
21          that requires a covered repair station to confirm  
22          that any such employee has successfully completed  
23          an assessment commensurate with a security threat  
24          assessment described in subpart C of part 1540 of  
25          such title.

1           (3) DEFINITION OF COVERED REPAIR STA-  
2           TION.—For purposes of this subsection, the term  
3           “covered repair station” means a facility that—

4                   (A) is located outside the United States;

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

7                   (C) performs heavy maintenance work on  
8           aircraft (including on-wing aircraft engines),  
9           operated under part 121 of title 14, Code of  
10          Federal Regulations.

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

12          Section 44736(b) of title 49, United States Code, is  
13          amended—

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

17               (2) in paragraph (3)—

18                   (A) in subparagraph (E) by striking “and”  
19          at the end;

20                   (B) in subparagraph (F) by striking the  
21          period and inserting “; and”; and

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

23                       “(G) convene a forum not less than every  
24          2 years between ODA holders, unit members,

1 and other organizational representatives and  
2 relevant experts, in order to—

3 “(i) share best practices;

4 “(ii) instill professionalism, ethics,  
5 and personal responsibilities in unit mem-  
6 bers; and

7 “(iii) foster open and transparent  
8 communication between Administration  
9 safety specialists, ODA holders, and unit  
10 members.”.

11 **SEC. 304. TRAINING OF ORGANIZATION DELEGATION AU-**  
12 **THORIZATION UNIT MEMBERS.**

13 (a) UNIT MEMBER ANNUAL ETHICS TRAINING.—  
14 Section 44736 of title 49, United States Code, is further  
15 amended by adding at the end the following:

16 “(g) ETHICS TRAINING REQUIREMENT FOR ODA  
17 HOLDERS.—

18 “(1) IN GENERAL.—Not later than 1 year after  
19 the date of enactment of this subsection, the Admin-  
20 istrator of the Federal Aviation Administration shall  
21 review and ensure each ODA holder authorized by  
22 the Administrator under section 44702(d) has in ef-  
23 fect a recurrent training program for all ODA unit  
24 members that covers—



1           “(A) unit member professional obligations  
2 and responsibilities;

3           “(B) the ODA holder’s code of ethics as  
4 required to be established under section 102(f)  
5 of the Aircraft Certification, Safety, and Ac-  
6 countability Act (49 U.S.C. 44701 note);

7           “(C) procedures for reporting safety con-  
8 cerns, as described in the respective approved  
9 procedures manual for the delegation;

10           “(D) the prohibition against and reporting  
11 procedures for interference from a supervisor or  
12 other ODA member described in section 44742;  
13 and

14           “(E) any additional information the Ad-  
15 ministrator considers relevant to maintaining  
16 ethical and professional standards across all  
17 ODA holders and unit members.

18           “(2) FAA REVIEW.—

19           “(A) REVIEW OF TRAINING PROGRAM.—  
20 The Organization Designation Authorization  
21 Office of the Administration established under  
22 subsection (b) shall review each ODA holders’  
23 recurrent training program to ensure such pro-  
24 gram includes—

1                   “(i) all elements described in para-  
2                   graph (1); and

3                   “(ii) training to instill professionalism  
4                   and clear understanding among ODA unit  
5                   members about the purpose of and proce-  
6                   dures associated with safety management  
7                   systems, including the provisions of the  
8                   third edition of the Safety Management  
9                   Manual issued by the International Civil  
10                  Aviation Organization (Doc 9859) (or any  
11                  successor edition).

12                  “(B) CHANGES TO PROGRAM.—Such Office  
13                  may require changes to the training program  
14                  considered necessary to maintain ethical and  
15                  professional standards across all ODA holders  
16                  and unit members.

17                  “(3) TRAINING.—As part of the recurrent  
18                  training program required under paragraph (1), not  
19                  later than 60 business days after being designated  
20                  as an ODA unit member, and annually thereafter,  
21                  each ODA unit member shall complete the ethics  
22                  training required by the ODA holder of the respec-  
23                  tive ODA unit member in order to exercise the func-  
24                  tions delegated under the ODA.

1           “(4) ACCOUNTABILITY.—The Administrator  
2           shall establish such processes or requirements as are  
3           necessary to ensure compliance with paragraph  
4           (3).”.

5           (b) DEADLINE.—An ODA unit member authorized to  
6           perform delegated functions under an ODA prior to the  
7           date of completion of an ethics training required under  
8           section 44736(g) of title 49, United States Code, shall  
9           complete such training not later than 60 days after the  
10          training program is approved by the Administrator pursu-  
11          ant to such section.

12   **SEC. 305. CLARIFICATION ON SAFETY MANAGEMENT SYS-**  
13                           **TEM INFORMATION DISCLOSURE.**

14          Section 44735 of title 49, United States Code, is  
15          amended—

16               (1) in subsection (a)—

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

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

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

22                       “(3) if the report, data, or other information is  
23                       submitted for any purpose relating to the develop-  
24                       ment and implementation of a safety management

1 system, including a system required by regulation.”;  
2 and

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

4 “(d) OTHER AGENCIES.—

5 “(1) IN GENERAL.—The limitation established  
6 under subsection (a) shall apply to the head of any  
7 other Federal agency who receives reports, data, or  
8 other information described in such subsection from  
9 the Administrator.

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

16 **SEC. 306. REAUTHORIZATION OF CERTAIN PROVISIONS OF**  
17 **THE AIRCRAFT CERTIFICATION, SAFETY, AND**  
18 **ACCOUNTABILITY ACT.**

19 (a) OVERSIGHT OF ORGANIZATION DESIGNATION  
20 AUTHORIZATION UNIT MEMBERS.—Section 44741 of title  
21 49, United States Code, is amended—

22 (1) in subsection (f)(2)—

23 (A) in the matter preceding subparagraph  
24 (A) by striking “Not later than 90 days” and  
25 all that follows through “the Administrator

1 shall provide a briefing” and inserting “The  
2 Administrator shall provide biannual briefings  
3 each fiscal year through September 30, 2028”;  
4 and

5 (B) in subparagraph (B) by striking “90-  
6 day period” and inserting “6-month period”;  
7 and

8 (2) in subsection (j) by striking “2023” and in-  
9 serting “2028”.

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

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

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

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

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

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

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

11 (h) SAMYA ROSE STUMO NATIONAL AIR GRANT FEL-  
12 LOWSHIP PROGRAM.—Section 131(d) of division V of the  
13 Consolidated Appropriations Act, 2021 (49 U.S.C. 40101  
14 note) is amended by striking “2025” and inserting  
15 “2028”.

16 **SEC. 307. CONTINUED OVERSIGHT OF FAA COMPLIANCE**  
17 **PROGRAM.**

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

20 (1) in subsection (b) by striking paragraph (2)  
21 and inserting the following:

22 “(2) conduct an annual agency-wide evaluation  
23 of the Compliance Program through fiscal year 2028  
24 to assess the functioning and effectiveness of such  
25 program and to assess—

1           “(A) the need for long-term metrics that,  
2           to the maximum extent practicable, apply to all  
3           program offices, and use such metrics to assess  
4           the effectiveness of the program;

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

7           “(C) if the program has met its stated  
8           safety goals and purpose; and

9           “(D) FAA employee confidence in the pro-  
10          gram.”;

11          (2) in subsection (e)(4) by striking “2023” and  
12          inserting “2028”; and

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

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

16          In conducting any rulemaking to require, or imple-  
17          menting a regulation requiring, a safety management sys-  
18          tem, the Administrator shall consider the scalability of  
19          such safety management system requirements, to the full  
20          range of entities in terms of size or complexity that may  
21          be affected by such rulemaking or regulation, including—

22                (1) how an entity can demonstrate compliance  
23                using various documentation, tools, and methods, in-  
24                cluding, as appropriate, systems with multiple small

1 operators collectively monitoring for and addressing  
2 risks;

3 (2) a review of traditional safety management  
4 techniques and the suitability of such techniques for  
5 small entities;

6 (3) the applicability of existing safety manage-  
7 ment system programs implemented by an entity;

8 (4) the suitability of existing requirements  
9 under part 5 of title 14, Code of Federal Regula-  
10 tions, for small entities; and

11 (5) other unique challenges relating to small en-  
12 tities the Administrator determines appropriate to  
13 consider.

14 **SEC. 309. REVIEW OF SAFETY MANAGEMENT SYSTEM RULE-**  
15 **MAKING.**

16 (a) IN GENERAL.—Not later than 60 days after the  
17 date of enactment of this Act, the Administrator shall re-  
18 view the final rule of the FAA titled “Safety Management  
19 Systems” and issued on April 26, 2024 (89 Fed. Reg.  
20 33068).

21 (b) APPLICABILITY.—In reviewing the final rule  
22 under subsection (a), the Administrator shall ensure that  
23 the safety management system requirement under such  
24 final rule described in subsection (a) is applied to all cer-  
25 tificate holders operating under the rules for commuter



1 and on-demand operations under part 135 of title 14,  
2 Code of Federal Regulations, commercial air tour opera-  
3 tors operating under section 91.147 of such title, produc-  
4 tion certificate holders that are holders or licensees of a  
5 type certificate for the same product, and holders of a type  
6 certificate who license out such certificate for production  
7 under part 21 of such title.

8 (c) DETERMINATION.—If the Administrator deter-  
9 mines the final rule does not apply the safety management  
10 system requirement in the manner described in subsection  
11 (b), the Administrator shall issue such regulation, guid-  
12 ance, or policy as may be necessary to ensure such safety  
13 management system requirement is applied in such man-  
14 ner.

15 **SEC. 310. INDEPENDENT STUDY ON FUTURE STATE OF**  
16 **TYPE CERTIFICATION PROCESSES.**

17 (a) REVIEW AND STUDY.—Not later than 180 days  
18 after the date of enactment of this Act, the Administrator  
19 shall seek to enter into an agreement with an appropriate  
20 federally funded research and development center, or other  
21 independent nonprofit organization that recommends solu-  
22 tions to aviation policy challenges through objective anal-  
23 ysis, to conduct a review and study in accordance with  
24 the requirements and elements in this section.

1 (b) ELEMENTS.—The entity carrying out the review  
2 and study pursuant to subsection (a) shall provide anal-  
3 yses, assessments, and recommendations that address the  
4 following elements:

5 (1) A vision for a future state of type certifi-  
6 cation that reflects the highly complex, highly inte-  
7 grated nature of modern aircraft and improvements  
8 in aviation safety.

9 (2) An assessment of digital tools, techniques,  
10 and software systems that allow for efficient and vir-  
11 tual evaluation of an applicant design, associated  
12 documentation, and software or systems engineering  
13 products, including in digital 3-dimensional formats  
14 or using model-based systems engineering design  
15 techniques.

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

19 (4) What changes are needed to ensure that  
20 corrective actions for continued operational safety  
21 issues, including software modifications, can be ap-  
22 proved and implemented in a timely manner while  
23 maintaining the integrity of the type certification  
24 process.

1           (5) What efficiencies and safety process im-  
2           provements are needed in the type certification proc-  
3           esses of the FAA to facilitate the assessment and in-  
4           tegration of innovative technologies and advance  
5           aviation safety, such as conducting product famil-  
6           iarization, developing certification requirements, and  
7           demonstrating flight test safety readiness.

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

14          (c) PARTIES TO REVIEW.—In conducting the review  
15          and study pursuant to subsection (a), the Administrator  
16          shall ensure that the entity entering into an agreement  
17          under this section shall, throughout the review and study,  
18          consult with—

19                 (1) the aircraft certification and flight stand-  
20                 ards offices or services of the Administration; and

21                 (2) at least 3 industry members representing  
22                 aircraft and aircraft part manufacturing interests.

23          (d) CONSIDERATIONS.—In conducting the review and  
24          study pursuant to subsection (a), the Administrator shall  
25          ensure the entity considers the availability, cost, interoper-

1 ability, scalability, adaptability, cybersecurity, ease of  
2 adoption, and potential safety benefits of the elements de-  
3 scribed in subsection (b), including any digital tools, tech-  
4 niques, and software systems recommended to address  
5 such elements.

6 (e) REPORT.—Not later than 18 months after the  
7 date of enactment of this Act, the entity conducting the  
8 review and study pursuant to subsection (a) shall submit  
9 to the Administrator and the appropriate committees of  
10 Congress a report on the results of the review and study  
11 that includes—

12 (1) the findings and recommendations of the  
13 entity; and

14 (2) an assessment of whether digital tools, tech-  
15 niques, and software systems could improve the co-  
16 ordination, oversight, or safety of the certification  
17 and validation activities of the FAA.

18 (f) CONGRESSIONAL BRIEFING.—Not later than 270  
19 days after the report required under subsection (e) is re-  
20 ceived by the Administrator, the Administrator shall brief  
21 the appropriate committees of Congress on—

22 (1) any actions the FAA proposes to take as a  
23 result of such findings and recommendations; and

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

1 **SEC. 311. USE OF ADVANCED TOOLS AND HIGH-RISK**  
2 **FLIGHT TESTING IN CERTIFYING AEROSPACE**  
3 **PRODUCTS.**

4 (a) ASSESSMENT.—Not later than 18 months after  
5 the date of enactment of this Act, the Administrator shall  
6 complete an assessment of the use of advanced tools dur-  
7 ing the testing, analysis, and verification stages of aero-  
8 space certification projects to reduce the risks associated  
9 with high-risk flight profiles and performing limit testing.

10 (b) CONSIDERATIONS.—In carrying out the assess-  
11 ment under subsection (a), the Administrator shall con-  
12 sider—

13 (1) instances in which high-risk flight profiles  
14 and limit testing have occurred in the certification  
15 process and the applicability of the data produced by  
16 such testing for use in other aspects of flight testing;

17 (2) the safety of pilots during such testing;

18 (3) the value and accuracy of data collected  
19 using the advanced tools described in subsection (a);

20 (4) the ability to produce more extensive data  
21 sets using such advanced tools;

22 (5) any aspects of such testing for which the  
23 use of such advanced tools would not be valuable or  
24 applicable;

25 (6) the cost of using such advanced tools; and

1           (7) the best practices of other international civil  
2           aviation authorities that permit the use of advanced  
3           tools during aerospace certification projects.

4           (c) CONSULTATION.—In carrying out the assessment  
5           under subsection (a), the Administrator shall consult  
6           with—

7           (1) aircraft manufacturers, including manufac-  
8           turers that have designed and certified aircraft  
9           under—

10           (A) part 23 of title 14, Code of Federal  
11           Regulations;

12           (B) part 25 of such title; or

13           (C) part 27 of such title;

14           (2) aircraft manufacturers that have designed  
15           and certified, or are in the process of certifying, air-  
16           craft with a novel design under part 21.17(b) of  
17           such title;

18           (3) associations representing aircraft manufac-  
19           turers;

20           (4) researchers and academics in related fields;  
21           and

22           (5) pilots who are experts in flight testing.

23           (d) CONGRESSIONAL REPORT.—Not later than 60  
24           days after the completion of the assessment under sub-  
25           section (a), the Administrator shall brief the appropriate

1 committees of Congress on the results of the assessment  
2 conducted under subsection (a).

3 (e) REQUIRED UPDATES.—

4 (1) IN GENERAL.—Not later than 2 years after  
5 the date of enactment of this Act, the Administrator  
6 shall take necessary actions based on the results of  
7 the assessment under subsection (a), including, as  
8 appropriate—

9 (A) amending part 21 of title 14, Code of  
10 Federal Regulations; and

11 (B) modifying any associated advisory cir-  
12 culars, guidance, or policy of the FAA.

13 (2) REQUIREMENTS.—In taking actions under  
14 paragraph (1), the Administrator shall consider—

15 (A) developing validation criteria and pro-  
16 cedures whereby data produced in high-fidelity  
17 engineering laboratories and facilities may be  
18 allowed (in conjunction with, or in lieu of) data  
19 produced on a flying test article to support an  
20 applicant's showing of compliance required  
21 under section 21.35(a)(1) of title 14, Code of  
22 Federal Regulations;

23 (B) developing criteria and procedures  
24 whereby an Organization Designation Author-  
25 ization (as defined in section 44736(c)(5) of

1 title 49, United States Code) may recommend  
2 that certain data produced during an appli-  
3 cant’s flight test program may be accepted by  
4 the FAA as final compliance data in accordance  
5 with section 21.35(b) of title 14, Code of Fed-  
6 eral Regulations, at the sole discretion of the  
7 FAA; and

8 (C) working with other international civil  
9 aviation authorities representing States of De-  
10 sign to—

11 (i) identify their best practices relative  
12 to high risk-flight testing; and

13 (ii) adopt such practices into the  
14 flight-testing requirements of the FAA to  
15 the maximum extent practicable.

16 **SEC. 312. TRANSPORT AIRPLANE AND PROPULSION CER-**  
17 **TIFICATION MODERNIZATION.**

18 Not later than 2 years after the date of enactment  
19 of this Act, the Administrator shall publish a notice of  
20 proposed rulemaking for the item titled “Transport Air-  
21 plane and Propulsion Certification Modernization”, pub-  
22 lished in Fall 2022 in the Unified Agenda of Federal Reg-  
23 ulatory and Deregulatory Actions (RIN 2120–AL42).

24 **SEC. 313. FIRE PROTECTION STANDARDS.**

25 (a) INTERNAL REGULATORY REVIEW TEAM.—



1           (1) ESTABLISHMENT.—Not later than 1 year  
2 after the date of enactment of this Act, the Adminis-  
3 trator shall establish an internal regulatory review  
4 team (in this section referred to as the “Team”).

5           (2) REVIEW.—

6           (A) IN GENERAL.—The Team shall con-  
7 duct a review comparing foreign and domestic  
8 airworthiness standards and guidance for air-  
9 craft engine firewalls.

10          (B) REQUIREMENTS.—In conducting the  
11 review, the Team shall—

12           (i) identify any significant differences  
13 in standards or guidance with respect to  
14 test article selection and fire test bound-  
15 aries and evaluation criteria for burn tests,  
16 including the use of certification by anal-  
17 ysis for cases in which substantially similar  
18 designs have passed burn tests;

19           (ii) assess the safety implications for  
20 any products imported into the United  
21 States that do not comply with the firewall  
22 requirements of the FAA; and

23           (iii) consult with industry stakeholders  
24 to the maximum extent practicable.

1 (b) DUTIES OF THE ADMINISTRATOR.—The Adminis-  
2 trator shall—

3 (1) not later than 60 days after the date on  
4 which the Team reports the findings of the review  
5 to the Administrator, update the Significant Stand-  
6 ards List of the FAA based on such findings, as ap-  
7 propriate; and

8 (2) not later than 90 days after such date, sub-  
9 mit to the appropriate committees of Congress a re-  
10 port on such findings and any recommendations for  
11 such legislative or administrative action as the Ad-  
12 ministrator determines appropriate.

13 **SEC. 314. RISK MODEL FOR PRODUCTION FACILITY INSPEC-**  
14 **TIONS.**

15 (a) IN GENERAL.—Not later than 12 months after  
16 the date of enactment of this Act, and periodically there-  
17 after, the Administrator shall—

18 (1) conduct a review of the risk-based model  
19 used by certification management offices of the FAA  
20 to inform the frequency of aircraft manufacturing or  
21 production facility inspections; and

22 (2) update the model to ensure such model ade-  
23 quately accounts for risk at facilities during periods  
24 of increased production.

1 (b) BRIEFINGS.—Not later than 60 days after the  
2 date on which the review is completed under subsection  
3 (a), the Administrator shall brief the appropriate commit-  
4 tees of Congress on—

5 (1) the results of the review;

6 (2) any changes made to the risk-based model  
7 described in subsection (a); and

8 (3) how such changes would help improve the  
9 in-plant inspection process.

10 **SEC. 315. REVIEW OF FAA USE OF AVIATION SAFETY DATA.**

11 (a) IN GENERAL.—Not later than 2 years after the  
12 date of enactment of this Act, the Administrator shall seek  
13 to enter into an appropriate arrangement with a qualified  
14 third-party organization or consortium to evaluate the col-  
15 lection, collation, analysis, and use of aviation data across  
16 the FAA.

17 (b) CONSULTATION.—In completing the evaluation  
18 under subsection (a), the qualified third-party organiza-  
19 tion or consortium shall—

20 (1) seek the input of experts in data analytics,  
21 including at least 1 expert in the commercial data  
22 services or analytics solutions sector;

23 (2) consult with the National Transportation  
24 Safety Board and the Transportation Research  
25 Board; and

1           (3) consult with appropriate federally funded  
2           research and development centers, to the extent that  
3           such centers are not already involved in the evalua-  
4           tion.

5           (c) SUBSTANCE OF EVALUATION.—In completing the  
6           evaluation under subsection (a), the qualified third-party  
7           organization or consortium shall—

8           (1) compile a list of internal and external  
9           sources, databases, and streams of information the  
10          FAA receives or has access to that provide the FAA  
11          with operational or safety information and data  
12          about the national airspace system, its users, and  
13          other regulated entities of the FAA;

14          (2) review data sets to determine completeness  
15          and accuracy of relevant information;

16          (3) identify gaps in information that the FAA  
17          could fill through sharing agreements, partnerships,  
18          or other means that would add value during safety  
19          trend analysis;

20          (4) assess the capabilities of the FAA, including  
21          analysis systems and workforce skillsets, to analyze  
22          relevant data and information to make informed de-  
23          cisions;

24          (5) review data and information for proper stor-  
25          age, identification controls, and data privacy—

1 (A) as required by law; and

2 (B) consistent with best practices for data  
3 collection, storage, and use;

4 (6) review the format of such data and identify  
5 methods to improve the usefulness of such data;

6 (7) assess internal and external access to data  
7 for—

8 (A) appropriateness based on data type  
9 and level of detail;

10 (B) proper data access protocols and pre-  
11 cautions; and

12 (C) maximizing availability of safety-re-  
13 lated data that could support the improvement  
14 of safety management systems of and trend  
15 identification by regulated entities and the  
16 FAA;

17 (8) examine the collation and dissemination of  
18 data within offices and between offices of the FAA;

19 (9) review and recommend improvements to the  
20 data analysis techniques of the FAA; and

21 (10) recommend investments the Administrator  
22 should consider to better collect, manage, and ana-  
23 lyze data sets, including within and between offices  
24 of the FAA.

1 (d) ACCESS TO INFORMATION.—The Administrator  
2 shall provide the qualified third-party organization or con-  
3 sortium and the experts described in subsection (b) with  
4 adequate access to safety and operational data collected  
5 by and held by the agency across all offices of the FAA,  
6 except if specific access is otherwise prohibited by law.

7 (e) NONDISCLOSURE.—Prior to participating in the  
8 review, the Administrator shall ensure that each person  
9 participating in the evaluation under this section enters  
10 into an agreement with the Administrator in which the  
11 person shall be prohibited from disclosing at any time, ex-  
12 cept as required by law, to any person, foreign or domes-  
13 tic, any non-public information made accessible to the fed-  
14 erally funded research and development center under this  
15 section.

16 (f) REPORT.—The qualified third-party organization  
17 or consortium carrying out the evaluation under this sec-  
18 tion shall provide a report of the findings of the center  
19 to the Administrator and include recommendations to im-  
20 prove the FAA’s collection, collation, analysis, and use of  
21 aviation data, including recommendations to—

22 (1) improve data access across offices within  
23 the FAA, as necessary, to support efficient execution  
24 of safety analysis and programs across such offices;

25 (2) improve data storage best practices;

1           (3) develop or refine methods for collating data  
2           from multiple FAA and industry sources; and

3           (4) procure or use available analytics tools to  
4           draw conclusions and identify previously unrecog-  
5           nized trends or miscategorized risks in the aviation  
6           system, particularly when identification of such in-  
7           formation requires the analysis of multiple sets of  
8           data from multiple sources.

9           (g) IMPLEMENTATION OF RECOMMENDATIONS.—Not  
10          later than 6 months after the receipt of the report under  
11          subsection (f), the Administrator shall review, develop an  
12          implementation plan, and, if appropriate, begin the imple-  
13          mentation of the recommendations received in such report.

14          (h) REVIEW OF IMPLEMENTATION.—The qualified  
15          third-party organization or consortium that conducted the  
16          initial evaluation, and any experts who contributed to such  
17          evaluation pursuant to subsection (b)(1), shall provide  
18          regular feedback and advice to the Administrator on the  
19          implementation plan developed under subsection (g) and  
20          any implementation activities for at least 2 years begin-  
21          ning on the date of the receipt of the report under sub-  
22          section (f).

23          (i) REPORT TO CONGRESS.—The Administrator shall  
24          submit to the appropriate committees of Congress the re-

1 port described in subsection (f) and the implementation  
2 plan described in subsection (g).

3 (j) **EXISTING REPORTING SYSTEMS.**—Consistent  
4 with section 132 of the Aircraft Certification, Safety, and  
5 Accountability Act (Public Law 116–260), the Executive  
6 Director of the Transportation Research Board, in con-  
7 sultation with the Secretary and the Administrator, may  
8 further harmonize data and sources following the imple-  
9 mentation of recommendations under subsection (g).

10 (k) **RULE OF CONSTRUCTION.**—Nothing in this sec-  
11 tion shall be construed to permit the public disclosure of  
12 information submitted under a voluntary safety reporting  
13 program or that is otherwise protected under section  
14 44735 of title 49, United States Code.

15 **SEC. 316. WEATHER REPORTING SYSTEMS STUDY.**

16 (a) **IN GENERAL.**—Not later than 1 year after the  
17 date of enactment of this Act, the Comptroller General  
18 shall initiate a study to examine how to improve the pro-  
19 curement, functionality, and sustainability of weather re-  
20 porting systems, including—

- 21 (1) automated weather observing systems;
- 22 (2) automated surface observing systems;
- 23 (3) visual weather observing systems; and
- 24 (4) non-Federal weather reporting systems.



1 (b) CONTENTS.—In conducting the study required  
2 under section (a), the Comptroller General shall address—

3 (1) the current state of the supply chain related  
4 to weather reporting systems and the components of  
5 such systems;

6 (2) the average age of weather reporting sys-  
7 tems infrastructure installed in the national airspace  
8 system;

9 (3) challenges to maintaining and replacing  
10 weather reporting systems, including—

11 (A) root causes of weather reporting sys-  
12 tem outages, including failures of such systems,  
13 and supporting systems such as telecommuni-  
14 cations infrastructure; and

15 (B) the degree to which such outages af-  
16 fect weather reporting in the national airspace  
17 system;

18 (4) mitigation measures to maintain aviation  
19 safety during such an outage; and

20 (5) alternative means of obtaining weather ele-  
21 ments at airports, including wind direction, wind  
22 speed, barometric pressure setting, and cloud cov-  
23 erage, including visibility.

24 (c) CONSULTATION.—In conducting the study re-  
25 quired under subsection (a), the Comptroller General shall

1 consult with the appropriate stakeholders and Federal  
2 agencies involved in installing, managing, and supporting  
3 weather reporting systems in the national airspace system.

4 (d) REPORT.—

5 (1) IN GENERAL.—Not later than 2 years after  
6 the date of enactment of this Act, the Comptroller  
7 General shall submit to the appropriate committees  
8 of Congress and the Committee on Science, Space,  
9 and Technology of the House of Representatives a  
10 report describing the results of the study conducted  
11 under subsection (a).

12 (2) RECOMMENDATIONS.—The Comptroller  
13 General shall include in the report submitted under  
14 paragraph (1) recommendations for—

15 (A) ways to improve the resiliency and re-  
16 dundancy of weather reporting systems;

17 (B) alternative means of compliance for  
18 obtaining weather elements at airports; and

19 (C) if necessary, changes to Orders of the  
20 Administration, including the following:

21 (i) Surface Weather Observing, Joint  
22 Order 7900.5.

23 (ii) Notices to Air Missions, Joint  
24 Order 7930.2.

1 **SEC. 317. GAO STUDY ON EXPANSION OF THE FAA WEATH-**  
2 **ER CAMERA PROGRAM.**

3 (a) STUDY.—The Comptroller General shall conduct  
4 a study on the feasibility and benefits and costs of expand-  
5 ing the Weather Camera Program of the FAA to locations  
6 in the United States that lack weather camera services.

7 (b) CONSIDERATIONS.—In conducting the study re-  
8 quired under subsection (a), the Comptroller General shall  
9 review—

10 (1) the potential effects of the existing Weather  
11 Camera Program on weather-related aviation acci-  
12 dents and flight interruptions;

13 (2) the potential benefits and costs associated  
14 with expanding the Weather Camera Program;

15 (3) limitations on the real-time access of weath-  
16 er camera information by pilots and aircraft opera-  
17 tors;

18 (4) non-safety related regulatory structures or  
19 barriers to the allowable use of weather camera in-  
20 formation for the purposes of aircraft operations;

21 (5) limitations of existing weather camera sys-  
22 tems at the time of the study;

23 (6) alternative sources of viable weather data;

24 (7) funding mechanisms for weather camera in-  
25 stallation and operations; and

1                 (8) other considerations the Comptroller Gen-  
2                 eral determines appropriate.

3                 (c) REPORT TO CONGRESS.—Not later than 28  
4                 months after the date of enactment of this Act, the Comp-  
5                 troller General shall submit to the appropriate committees  
6                 of Congress a report on the results of the study required  
7                 under subsection (a).

8                 **SEC. 318. AUDIT ON AVIATION SAFETY IN ERA OF WIRELESS**  
9                 **CONNECTIVITY.**

10                (a) IN GENERAL.—Not later than 180 days after the  
11                date of enactment of this Act, the inspector general of the  
12                Department of Transportation shall initiate an audit of  
13                the FAA’s internal processes and procedures to commu-  
14                nicate the position of civil aviation operators and the safe-  
15                ty of the national airspace system to the National Tele-  
16                communications and Information Administration regard-  
17                ing proposed spectrum reallocations or auction decisions.

18                (b) ASSESSMENT.—In conducting the audit described  
19                in subsection (a), the inspector general shall assess best  
20                practices and policy recommendations for the FAA to—

21                    (1) improve internal processes by which pro-  
22                    posed spectrum reallocations or auctions are thor-  
23                    oughly reviewed in advance to ensure that any com-  
24                    ments or technical concerns regarding aviation safe-  
25                    ty from civil aviation stakeholders are communicated

1 to the National Telecommunications and Informa-  
2 tion Administration that are to be submitted to the  
3 Federal Communications Commission;

4 (2) develop internal processes and procedures to  
5 assess the effects a proposed spectrum reallocation  
6 or auction may have on the national airspace system  
7 in a timely manner to ensure safety of the national  
8 airspace system;

9 (3) improve external communication processes  
10 to better inform civil aviation stakeholders, including  
11 owners and operators of civil aircraft, on any com-  
12 ments or technical concerns of the FAA relating to  
13 a proposed spectrum reallocation or auction that  
14 may impact the national airspace system; and

15 (4) better communicate to the National Tele-  
16 communications and Information Administration  
17 when a proposed spectrum reallocation or auction  
18 may pose a potential risk to aviation safety.

19 (c) STAKEHOLDER VIEWS.—In conducting the audit  
20 pursuant to subsection (a), the inspector general shall con-  
21 sult with relevant stakeholders, including—

22 (1) air carriers operating under part 121 of  
23 title 14, Code of Federal Regulations;

24 (2) manufacturers of aircraft and aircraft com-  
25 ponents;

- 1 (3) wireless communication carriers;
- 2 (4) labor unions representing pilots;
- 3 (5) air traffic system safety specialists;
- 4 (6) other representatives of the communications
- 5 industry;
- 6 (7) aviation safety experts;
- 7 (8) the National Telecommunications and Infor-
- 8 mation Administration; and
- 9 (9) the Federal Communications Commission.

10 (d) REPORT.—Not later than 2 years after the date  
11 on which the audit is conducted pursuant to subsection  
12 (a), the inspector general shall complete and submit a re-  
13 port on findings and recommendations to—

- 14 (1) the Administrator;
- 15 (2) the appropriate committees of Congress;
- 16 and
- 17 (3) the Committee on Energy and Commerce of
- 18 the House of Representatives.

19 **SEC. 319. SAFETY DATA ANALYSIS FOR AIRCRAFT WITHOUT**  
20 **TRANSPONDERS.**

21 (a) IN GENERAL.—Not later than 18 months after  
22 the date of enactment of this Act, the Administrator, in  
23 coordination with the Chairman of the National Transpor-  
24 tation Safety Board, shall collect and analyze data relating

1 to accidents and incidents involving covered exempt air-  
2 craft that occurred within 30 nautical miles of an airport.

3 (b) REQUIREMENTS.—The analysis required under  
4 subsection (a) shall include, with respect to covered ex-  
5 empt aircraft, a review of—

6 (1) incident and accident data since 2006 in-  
7 volving—

8 (A) midair events, including collisions;

9 (B) ground proximity warning system  
10 alerts;

11 (C) traffic collision avoidance system  
12 alerts; or

13 (D) a loss of separation or near miss; and

14 (2) the causes of the incidents and accidents  
15 described in paragraphs (1).

16 (c) BRIEFING TO CONGRESS.—Not later than 30  
17 months after the date of enactment of this Act, the Ad-  
18 ministrator shall brief the appropriate committees of Con-  
19 gress on the results of the analysis required under sub-  
20 section (a) and, if applicable, recommendations on how to  
21 reduce the number of incidents and accidents associated  
22 with such covered exempt aircraft.

23 (d) COVERED EXEMPT AIRCRAFT DEFINED.—In this  
24 section, the term “covered exempt aircraft” means air-  
25 craft, balloons, and gliders exempt from air traffic control

1 transponder and altitude reporting equipment and use re-  
2 quirements under part 91.215(b)(3) of title 14, Code of  
3 Federal Regulations.

4 **SEC. 320. CRASH-RESISTANT FUEL SYSTEMS IN ROTOR-**  
5 **CRAFT.**

6 (a) IN GENERAL.—The Administrator shall task the  
7 Aviation Rulemaking Advisory Committee to—

8 (1) review the data analysis conducted and the  
9 recommendations developed by the Aviation Rule-  
10 making Advisory Committee Rotorcraft Occupant  
11 Protection Working Group of the Administration;

12 (2) update the 2018 report of such working  
13 group on rotorcraft occupant protection by—

14 (A) reviewing National Transportation  
15 Safety Board data from 2016 through 2023 on  
16 post-crash fires in helicopter accidents; and

17 (B) determining whether and to what ex-  
18 tent crash-resistant fuel systems could have  
19 prevented fatalities in the accidents covered by  
20 the data reviewed under subparagraph (A); and

21 (3) develop recommendations for either the Ad-  
22 ministrator or the helicopter industry to encourage  
23 helicopter owners and operators to expedite the in-  
24 stallation of crash-resistant fuel systems in the air-



1 craft of such owners and operators regardless of  
2 original certification and manufacture date.

3 (b) SCHEDULE.—

4 (1) DEADLINE.—Not later than 18 months  
5 after the Administrator tasks the Aviation Rule-  
6 making Advisory Committee under subsection (a),  
7 the Committee shall submit the recommendations  
8 developed under subsection (a)(2) to the Adminis-  
9 trator.

10 (2) IMPLEMENTATION.—If applicable, and not  
11 later than 180 days after receiving the recommenda-  
12 tions under paragraph (1), the Administrator  
13 shall—

14 (A) begin implementing, as appropriate,  
15 any safety recommendations the Administrator  
16 receives from the Aviation Rulemaking Advisory  
17 Committee, and brief the appropriate commit-  
18 tees of Congress on any recommendations the  
19 Administrator does not implement; and

20 (B) partner with the United States Heli-  
21 copter Safety Team, as appropriate, to facilitate  
22 implementation of any recommendations for the  
23 helicopter industry pursuant to subsection  
24 (a)(2).

1 **SEC. 321. REDUCING TURBULENCE-RELATED INJURIES ON**  
2 **PART 121 AIRCRAFT OPERATIONS.**

3 (a) IN GENERAL.—Not later than 2 years after the  
4 date of enactment of this Act, the Administrator shall re-  
5 view the recommendations made by the Chair of the Na-  
6 tional Transportation Safety Board to the Administrator  
7 contained in the safety research report titled “Preventing  
8 Turbulence-Related Injuries in Air Carrier Operations  
9 Conducted Under Title 14 Code of Federal Regulations  
10 Part 121”, issued on August 10, 2021 (NTSB/SS–21/01)  
11 and provide a briefing to the appropriate committees of  
12 Congress with any planned actions in response to the rec-  
13 ommendations of the report.

14 (b) IMPLEMENTATION.—Not later than 3 years after  
15 the date of enactment of this Act, the Administrator shall  
16 implement, as appropriate, the recommendations in the  
17 safety research report described in subsection (a).

18 (c) REPORT.—

19 (1) IN GENERAL.—Not later than 2 years after  
20 completing the review under subsection (a), and  
21 every 2 years thereafter, the Administrator shall  
22 submit to the appropriate committees of Congress a  
23 report on the implementation status of the rec-  
24 ommendations in the safety research report de-  
25 scribed in subsection (a) until the earlier of—

1 (A) the date on which such recommenda-  
2 tions have been adopted or adjudicated as de-  
3 scribed in paragraph (2); or

4 (B) the date that is 10 years after the date  
5 of enactment of this Act.

6 (2) CONTENTS.—If the Administrator decides  
7 not to implement a recommendation in the safety re-  
8 search report described in subsection (a), the Ad-  
9 ministrator shall provide, as a part of the report re-  
10 quired under paragraph (1), a description of why the  
11 Administrator did not implement such recommenda-  
12 tion.

13 **SEC. 322. STUDY ON RADIATION EXPOSURE.**

14 (a) STUDY.—Not later than 120 days after the date  
15 of enactment of this Act, the Secretary shall seek to enter  
16 into appropriate arrangements with the National Acad-  
17 emies of Sciences, Engineering, and Medicine under which  
18 the National Research Council of the National Academies  
19 shall conduct a study on radiation exposure to crew-  
20 members onboard various aircraft types operated under  
21 part 121 of title 14, Code of Federal Regulations.

22 (b) SCOPE OF STUDY.—In conducting the study  
23 under subsection (a), the National Research Council shall  
24 assess—

1 (1) radiation concentrations in such aircraft at  
2 takeoff, in-flight at high altitudes, and upon landing;

3 (2) the health risks and impact of radiation ex-  
4 posure to crewmembers onboard aircraft operating  
5 at high altitudes; and

6 (3) mitigation measures to prevent and reduce  
7 the health and safety impacts of radiation exposure  
8 to crewmembers.

9 (c) REPORT TO CONGRESS.—Not later than 16  
10 months after the initiation of the study required under  
11 subsection (a), the Secretary shall submit to the appro-  
12 priate committees of Congress the study conducted by the  
13 National Research Council pursuant to this section.

14 **SEC. 323. STUDY ON IMPACTS OF TEMPERATURE IN AIR-**  
15 **CRAFT CABINS.**

16 (a) STUDY.—

17 (1) IN GENERAL.—Not later than 2 years after  
18 the date of enactment of this Act, the Secretary  
19 shall seek to enter into appropriate arrangements  
20 with the National Academies of Sciences, Engineer-  
21 ing, and Medicine under which the National Acad-  
22 emies shall conduct a 1-year study on the health and  
23 safety impacts of unsafe cabin temperature with re-  
24 spect to passengers and crewmembers during each  
25 season in which the study is conducted.

1           (2) CONSIDERATIONS.—In conducting the study  
2           required under paragraph (1), the National Acad-  
3           emies shall review existing standards produced by  
4           recognized industry organizations on safe air tem-  
5           peratures and humidity levels in enclosed environ-  
6           ments, including onboard aircraft, and evaluate the  
7           validity of such standards as it relates to aircraft  
8           cabin temperatures.

9           (3) CONSULTATION.—In conducting the study  
10          required under paragraph (1), the National Acad-  
11          emies shall consult with the Civil Aerospace Medical  
12          Institute of the FAA, air carriers operating under  
13          part 121 of title 14, Code of Federal Regulations,  
14          relevant Federal agencies, and any applicable avia-  
15          tion labor organizations.

16         (b) REPORTS.—

17           (1) REPORT TO SECRETARY.—Not later than  
18           180 days after the date on which the study under  
19           subsection (a) is completed, the National Academies  
20           shall submit to the Secretary a report on the results  
21           of such study, including any recommendations deter-  
22           mined appropriate by the National Academies.

23           (2) REPORT TO CONGRESS.—Not later than 60  
24           days after the date on which the National Academies  
25           submits the report under paragraph (1), the Sec-

1       retary shall submit to the appropriate committees of  
2       Congress a report describing the results of the study  
3       required under subsection (a), including any rec-  
4       ommendations for further action determined appro-  
5       priate by the Secretary.

6       (c) COVERED AIRCRAFT DEFINED.—In this section,  
7       the term “covered aircraft” means an aircraft operated  
8       under part 121 of title 14, Code of Federal Regulations.

9       **SEC. 324. LITHIUM-ION POWERED WHEELCHAIRS.**

10       (a) IN GENERAL.—Not later than 2 years after the  
11       date of enactment of this Act, the Secretary shall task the  
12       Air Carrier Access Act Advisory Committee (in this sec-  
13       tion referred to as the “Committee”) to conduct a review  
14       of regulations related to lithium-ion battery powered  
15       wheelchairs and mobility aids on commercial aircraft and  
16       provide recommendations to the Secretary to ensure safe  
17       transport of such wheelchairs and mobility aids in air  
18       transportation.

19       (b) CONSIDERATIONS.—In conducting the review re-  
20       quired under subsection (a), the Committee shall consider  
21       the following:

22               (1) Any existing or necessary standards for lith-  
23       ium-ion batteries, including casings or other similar  
24       components, in such wheelchairs and mobility aids.

1           (2) The availability of necessary containment or  
2           storage devices, including fire containment covers or  
3           fire-resistant storage containers, for such wheel-  
4           chairs and mobility aids.

5           (3) The policies of each air carrier (as such  
6           term is defined in part 121 of title 14, Code of Fed-  
7           eral Regulations) pertaining to lithium-ion battery  
8           powered wheelchairs and mobility aids (as in effect  
9           on the date of enactment of this Act).

10          (4) Any other considerations the Secretary de-  
11          termines appropriate.

12          (c) CONSULTATION REQUIREMENT.—In conducting  
13          the review required under subsection (a), the Committee  
14          shall consult with the Administrator of the Pipeline and  
15          Hazardous Materials Safety Administration.

16          (d) NOTIFICATION.—

17               (1) IN GENERAL.—Upon completion of the re-  
18               view conducted under subsection (a), the Committee  
19               shall notify the Secretary if an air carrier does not  
20               have a policy pertaining to lithium-ion battery pow-  
21               ered wheelchairs and mobility aids in effect.

22               (2) NOTIFICATION.—The Secretary shall notify  
23               an air carrier described in paragraph (1) of the sta-  
24               tus of such air carrier.

1 (e) REPORT TO CONGRESS.—Not later than 90 days  
2 after submission of the recommendations to the Secretary,  
3 the Secretary shall submit to the appropriate committees  
4 of Congress any recommendations under subsection (a),  
5 in the form of a report.

6 (f) PUBLICATION.—The Secretary shall publish the  
7 report required under subsection (e) on the public website  
8 of the Department of Transportation.

9 **SEC. 325. NATIONAL SIMULATOR PROGRAM POLICIES AND**  
10 **GUIDANCE.**

11 (a) REVIEW.—Not later than 2 years after the date  
12 of enactment of this Act, the Administrator shall review  
13 relevant policies and guidance, including all advisory circu-  
14 lars, information bulletins, and directives, pertaining to  
15 part 60 of title 14, Code of Federal Regulations.

16 (b) UPDATES.—Upon completion of the review re-  
17 quired under subsection (a), the Administrator shall, at  
18 a minimum, update relevant policies and guidance, includ-  
19 ing all advisory circulars, information bulletins, and direc-  
20 tives, pertaining to part 60 of title 14, Code of Federal  
21 Regulations.

22 (c) CONSULTATION.—In carrying out the review re-  
23 quired under subsection (a), the Administrator shall con-  
24 vene and consult with entities required to comply with part



1 60 of title 14, Code of Federal Regulations, including rep-  
2 resentatives of—

3 (1) air carriers;

4 (2) flight schools certificated under part 141 of  
5 title 14, Code of Federal Regulations;

6 (3) training centers certificated under part 142  
7 of title 14, Code of Federal Regulations; and

8 (4) manufacturers and suppliers of flight sim-  
9 ulation training devices (as defined in part 1 of title  
10 14, Code of Federal Regulations, and Appendix F to  
11 part 60 of such title).

12 (d) GAO STUDY ON FAA NATIONAL SIMULATOR  
13 PROGRAM.—

14 (1) IN GENERAL.—Not later than 18 months  
15 after the date of enactment of this Act, the Comp-  
16 troller General shall conduct a study on the National  
17 Simulator Program of the FAA that is part of the  
18 Training and Simulation Group of the Air Transpor-  
19 tation Division.

20 (2) CONSIDERATIONS.—In conducting the study  
21 required under paragraph (1), the Comptroller Gen-  
22 eral shall, at a minimum, assess—

23 (A) how the program described in para-  
24 graph (1) is maintained to reflect and account  
25 for advancement in technologies pertaining to

1 flight simulation training devices (as defined in  
2 part 1 of title 14, Code of Federal Regulations,  
3 and appendix F to part 60 of such title);

4 (B) the staffing levels, critical com-  
5 petencies, and skills gaps of FAA personnel re-  
6 sponsible for carrying out and supporting the  
7 program described in paragraph (1); and

8 (C) how the program described in para-  
9 graph (1) engages air carriers and relevant in-  
10 dustry stakeholders, including flight schools, to  
11 ensure efficient compliance with part 60 of title  
12 14, Code of Federal Regulations.

13 (3) REPORT.—Not later than 18 months after  
14 the date of enactment of this Act, the Comptroller  
15 General shall submit to the appropriate committees  
16 of Congress a report on the findings of the study  
17 conducted under paragraph (1).

18 **SEC. 326. BRIEFING ON AGRICULTURAL APPLICATION AP-**

19 **PROVAL TIMING.**

20 Not later than 240 days after the date of enactment  
21 of this Act, the Administrator shall brief the appropriate  
22 committees of Congress on the amount of time the applica-  
23 tion approval process takes for agricultural aircraft oper-  
24 ations under part 137 of title 14, Code of Federal Regula-  
25 tions.

1 **SEC. 327. SENSE OF CONGRESS REGARDING SAFETY AND**  
2 **SECURITY OF AVIATION INFRASTRUCTURE.**

3 It is the sense of Congress that aviation provides es-  
4 sential services critical to the United States economy and  
5 that it is important to ensure the safety and security of  
6 aviation infrastructure and protect such infrastructure  
7 from unlawful breaches with appropriate legal safeguards.

8 **SEC. 328. RESTRICTED CATEGORY AIRCRAFT MAINTENANCE AND OPERATIONS.**

9  
10 Notwithstanding any other provision of law, the Ad-  
11 ministrator shall have sole regulatory and oversight juris-  
12 diction over the maintenance and operations of aircraft  
13 owned by civilian operators and type-certificated in the re-  
14 stricted category under section 21.25 of title 14, Code of  
15 Federal Regulations.

16 **SEC. 329. AIRCRAFT INTERCHANGE AGREEMENT LIMITATIONS.**

17  
18 (a) STUDY.—Not later than 90 days after the date  
19 of enactment of this Act, the Administrator shall conduct  
20 a study of foreign interchange agreements.

21 (b) CONTENTS.—In carrying out the study required  
22 under subsection (a), the Administrator shall address the  
23 following:

24 (1) Methods for updating regulations under  
25 part 121.569 of title 14, Code of Federal Regula-  
26 tions, for foreign interchange agreements.

1           (2) Time limits for foreign aircraft interchange  
2 agreements.

3           (3) Minimum breaks between foreign aircraft  
4 interchange agreements.

5           (4) Limits for no more than 1 foreign aircraft  
6 interchange agreement between 2 airlines.

7           (5) Limits for no more than 2 foreign aircraft  
8 on the interchange agreement.

9           (c) BRIEFING.—Not later than 2 years after the date  
10 of enactment of this Act, the Administrator shall brief the  
11 appropriate committees of Congress on the results of the  
12 study required under subsection (a).

13           (d) RULEMAKING.—Based on the results of the study  
14 required under subsection (a), the Administrator may, if  
15 appropriate, update the relevant sections of part 121 of  
16 title 14, Code of Federal Regulations.

17 **SEC. 330. TASK FORCE ON HUMAN FACTORS IN AVIATION**  
18 **SAFETY.**

19           (a) IN GENERAL.—Not later than 6 months after the  
20 date of enactment of this Act, and notwithstanding section  
21 127 of the Aircraft Certification Safety and Accountability  
22 Act (49 U.S.C. 44513 note), the Administrator shall con-  
23 vene a task force on human factors in aviation safety (in  
24 this section referred to as the “Task Force”).

25           (b) COMPOSITION.—

1           (1) MEMBERS.—The Administrator shall ap-  
2           point members of the Task Force—

3                   (A) that have expertise in an operational  
4                   or academic discipline that is relevant to the  
5                   analysis of human errors in aviation, which may  
6                   include air carrier operations, line pilot exper-  
7                   tise, air traffic control, technical operations,  
8                   aeronautical information, aircraft maintenance  
9                   and mechanics psychology, linguistics, human-  
10                  machine integration, general aviation oper-  
11                  ations, and organizational behavior and culture;

12                  (B) that sufficiently represent all relevant  
13                  operational or academic disciplines described in  
14                  subparagraph (A);

15                  (C) with expertise on human factors but  
16                  whose experience and training are not in avia-  
17                  tion and who have not previously been engaged  
18                  in work related to the FAA or the aviation in-  
19                  dustry;

20                  (D) that are representatives of pilot labor  
21                  organizations and certificated mechanic labor  
22                  organizations;

23                  (E) that are employees of the FAA that  
24                  have expertise in safety; and

1 (F) that are employees of other Federal  
2 agencies with expertise on human factors.

3 (2) NUMBER OF MEMBERS.—In appointing  
4 members under paragraph (1), the Administrator  
5 shall ensure that—

6 (A) at least half of the members appointed  
7 have expertise in aviation;

8 (B) at least one member appointed rep-  
9 resents an exclusive bargaining representative  
10 of air traffic controllers certified under section  
11 7111 of title 5, United States Code; and

12 (C) 3 members are employees of the FAA  
13 and 1 member is an employee of the National  
14 Transportation Safety Board.

15 (3) VOTING.—The members described in para-  
16 graph (2)(C) shall be non-voting members of the  
17 Task Force.

18 (c) DURATION.—

19 (1) IN GENERAL.—Members of the Task Force  
20 shall be appointed for the duration of the Task  
21 Force.

22 (2) LENGTH OF EXISTENCE.—

23 (A) IN GENERAL.—The Task Force shall  
24 have an initial duration of 2 years.

1 (B) OPTION.—The Administrator may ex-  
2 tend the duration of the Task Force for an ad-  
3 ditional period of up to 2 years.

4 (d) DUTIES.—In coordination with the Research, En-  
5 gineering, and Development Advisory Committee, the  
6 Task Force shall—

7 (1) not later than the date on which the dura-  
8 tion of the Task Force expires under subsection (c),  
9 produce a written report in which the Task Force—

10 (A) to the greatest extent possible, identi-  
11 fies the most significant human factors and the  
12 relative contribution of such factors to aviation  
13 safety risk;

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

16 (C) reviews existing products by other  
17 working groups related to human factors in  
18 aviation safety including the work of the Com-  
19 mercial Aviation Safety Team pertaining to  
20 flight crew responses to abnormal events;

21 (D) provides recommendations on potential  
22 revisions to any FAA regulations and guidance  
23 pertaining to the certification of aircraft under  
24 part 25 of title 14, Code of Federal Regula-  
25 tions, including sections related to presumed

1 pilot response times and assumptions about the  
2 reliability of pilot performance during unex-  
3 pected, stressful events;

4 (E) reviews rules, regulations, or standards  
5 regarding flight crew and maintenance per-  
6 sonnel rest and fatigue that are used by a sam-  
7 ple of international air carriers, including rules,  
8 regulations, or standards determined to be more  
9 stringent and less stringent than the current  
10 standards pertaining to air carriers (as such  
11 term is defined in section 40102 of title 49,  
12 United States Code), and identifies risks to the  
13 national airspace system from any variation in  
14 such rules, regulations, or standards across  
15 countries;

16 (F) reviews pilot training requirements and  
17 recommends any revisions necessary to ensure  
18 adequate understanding of automated systems  
19 on aircraft;

20 (G) reviews approach and landing mis-  
21 alignment and makes any recommendations for  
22 reducing misalignment events;

23 (H) identifies ways to enhance instrument  
24 landing system maintenance schedules;



1 (I) determines how a real-time smart sys-  
2 tem should be developed to inform the air traf-  
3 fic control system, air carriers, and airports  
4 about any changes in the state of runway and  
5 taxiway lights and identifies how such real-time  
6 smart system could be connected to the mainte-  
7 nance system of the FAA;

8 (J) analyzes, with respect to human errors  
9 related to aviation safety of air carriers oper-  
10 ating under part 121 of title 14, Code of Fed-  
11 eral Regulations—

12 (i) fatigue and distraction during crit-  
13 ical phases of work among pilots or other  
14 aviation personnel;

15 (ii) tasks and workload;

16 (iii) organizational culture;

17 (iv) communication among personnel;

18 (v) adherence to safety procedures;

19 (vi) mental state of personnel; and

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

23 (K) includes a tabulation of the number of  
24 accidents, incidents, or aviation safety database  
25 entries received in which an item identified

1 under subparagraph (J) was a cause or poten-  
2 tial cause of human error related to aviation  
3 safety; and

4 (L) includes a list of causes or potential  
5 causes of human error related to aviation safety  
6 about which the Administrator believes addi-  
7 tional information is needed; and

8 (2) if the Administrator extends the duration of  
9 the Task Force pursuant to subsection (c)(2)(B),  
10 not later than the date that is 2 years after the date  
11 on which the Task Force is established, produce an  
12 interim report containing the information described  
13 in paragraph (1).

14 (e) METHODOLOGY.—In carrying out the duties  
15 under subparagraphs (J) through (L) of subsection (d)(1),  
16 the Task Force shall consult with the National Transpor-  
17 tation Safety Board and use all available data compiled  
18 and analysis conducted on safety incidents and irregular-  
19 ities collected during the relevant fiscal year from the fol-  
20 lowing:

21 (1) Flight Operations Quality Assurance.

22 (2) Aviation Safety Action Program.

23 (3) Aviation Safety Information Analysis and  
24 Sharing.

25 (4) The Aviation Safety Reporting System.

1           (5) Aviation safety recommendations and inves-  
2           tigation findings of the National Transportation  
3           Safety Board.

4           (6) Other relevant programs or sources.

5           (f) CONSISTENCY.—Nothing in this section shall be  
6           construed to require changes to, or duplication of, work  
7           as required by section 127 of the Aircraft Certification  
8           Safety and Accountability Act (49 U.S.C. 44513 note).

9           **SEC. 331. UPDATE OF FAA STANDARDS TO ALLOW DIS-**  
10                           **TRIBUTION AND USE OF CERTAIN RE-**  
11                           **STRICTED ROUTES AND TERMINAL PROCE-**  
12                           **DURES.**

13           (a) IN GENERAL.—Not later than 9 months after the  
14           date of enactment of this Act, the Administrator shall up-  
15           date FAA standards to allow for the distribution and use  
16           of the Capstone Restricted Routes and Terminal Proce-  
17           dures by Wide Area Augmentation System-capable naviga-  
18           tion equipment.

19           (b) CONTENTS.—In updating standards under sub-  
20           section (a), the Administrator shall ensure that such  
21           standards provide a means for allowing modifications and  
22           continued development of new routes and procedures pro-  
23           posed by air carriers operating such routes.

1 **SEC. 332. ASOS/AWOS SERVICE REPORT DASHBOARD.**

2 (a) IN GENERAL.—The applicable Administrators  
3 shall work in collaboration to collect the real-time service  
4 status of all automated surface observation systems/auto-  
5 mated weather observing systems (in this section referred  
6 to as “ASOS/AWOS”).

7 (b) AVAILABILITY OF RESULTS.—

8 (1) IN GENERAL.—In carrying out this section,  
9 the applicable Administrators shall make available  
10 on a publicly available website the following:

11 (A) The service status of all ASOS/AWOS.

12 (B) Information on any actions to repair  
13 or replace ASOS/AWOS that are out of service  
14 due to technical or weather-related events, in-  
15 cluding an estimated timeline to return the sys-  
16 tems to service.

17 (C) A portal on such publicly available  
18 website for the public to report ASOS/AWOS  
19 outages.

20 (2) DATA FILES.—The applicable Administra-  
21 tors shall make available the underlying data re-  
22 quired under paragraph (1) for each ASOS/AWOS  
23 in a machine-readable format.

24 (c) APPLICABLE ADMINISTRATORS.—In this section,  
25 the term “applicable Administrators” means—

26 (1) the Administrator of the FAA; and

1           (2) the Administrator of the National Oceanic  
2           and Atmospheric Administration.

3 **SEC. 333. HELICOPTER SAFETY.**

4           (a) IN GENERAL.—Not later than 270 days after the  
5           date of enactment of this Act, the Administrator shall task  
6           the Investigative Technologies Aviation Rulemaking Advi-  
7           sory Committee (in this section referred to as the “Com-  
8           mittee”) with reviewing and assessing the need for  
9           changes to the safety requirements related to flight data  
10          recorders, flight data monitoring, and terrain awareness  
11          and warning systems for turbine-powered rotorcraft cer-  
12          tified for 6 or more passenger seats.

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

16                 (1) any applicable safety recommendations of  
17                 the National Transportation Safety Board; and

18                 (2) the operational requirements and safety  
19                 considerations for operations under parts 121 and  
20                 135 of title 14, Code of Federal Regulations.

21          (c) REPORT AND RECOMMENDATIONS.—Not later  
22          than 1 year after initiating the review and assessment  
23          under this section, the Committee shall submit to the Ad-  
24          ministrator—

1 (1) a report on the findings of the review and  
2 assessment under subsection (a); and

3 (2) any recommendations for legislative or regu-  
4 latory action to improve safety that the Committee  
5 determines appropriate.

6 (d) BRIEFING.—Not later than 30 days after the date  
7 on which the Committee submits the report under sub-  
8 section (c), the Administrator shall brief the appropriate  
9 committees of Congress on—

10 (1) the findings and recommendations included  
11 in such report; and

12 (2) any plan to implement such recommenda-  
13 tions.

14 **SEC. 334. REVIEW AND INCORPORATION OF HUMAN READI-**  
15 **NESS LEVELS INTO AGENCY GUIDANCE MA-**  
16 **TERIAL.**

17 (a) FINDINGS.—Congress finds that—

18 (1) proper attention to human factors during  
19 the development of technological systems is a signifi-  
20 cant factor in minimizing or preventing human  
21 error;

22 (2) the evaluation of a new aviation technology  
23 or system with respect to human use throughout its  
24 design and development may reduce human error

1 when such technologies and systems are used in  
2 operational conditions; and

3 (3) the technical standard of the Human Fac-  
4 tors and Ergonomics Society titled “Human Readiness Level Scale in the System Development Process” (ANSI/HFES 400–2021) defines the 9 levels of  
5 a Human Readiness Level scale and their applica-  
6 tion in systems engineering and human systems inte-  
7 gration processes.  
8  
9

10 (b) REVIEW.—Not later than 180 days after the date  
11 of enactment of this Act, the Administrator shall initiate  
12 a process to review the technical standard described in  
13 subsection (a)(3) and determine whether any materials  
14 from such standard should be incorporated or referenced  
15 in agency procedures and guidance material in order to  
16 enhance safety in relation to human factors.

17 (c) CONSULTATION.—In carrying out subsection (b),  
18 the Administrator may consult with subject matter experts  
19 from the Human Factors and Ergonomics Society affili-  
20 ated with such technical standard or other relevant stake-  
21 holders.

22 (d) BRIEFING.—Not later than 270 days after the  
23 date of enactment of this Act, the Administrator shall  
24 brief the appropriate committees of Congress on the  
25 progress of the review required under subsection (b).

1 **SEC. 335. SERVICE DIFFICULTY REPORTS.**

2 (a) CONGRESSIONAL BRIEFING.—Not later than 18  
3 months after the date of enactment of this Act, and annu-  
4 ally thereafter through 2027, the Administrator shall brief  
5 the appropriate committees of Congress on compliance  
6 with requirements relating to service difficulty reports  
7 during the preceding year.

8 (b) SCOPE.—The Administrator shall include in the  
9 briefing required under subsection (a) information relating  
10 to—

11 (1) operators required to comply with section  
12 121.703 of title 14, Code of Federal Regulations;

13 (2) approval or certificate holders required to  
14 comply with section 183.63 of title 14, Code of Fed-  
15 eral Regulations; and

16 (3) FAA offices that investigate service dif-  
17 ficulty reports, as documented in the following FAA  
18 Orders (and any subsequent revisions of such or-  
19 ders):

20 (A) FAA Order 8900.1A, titled “Flight  
21 Standards Information Management System”  
22 and issued on October 27, 2022.

23 (B) FAA Order 8120.23A, titled “Certifi-  
24 cate Management of Production Approval Hold-  
25 ers” and issued on March 6, 2017.



1 (C) FAA Order 8110.107B, titled “Mon-  
2 itor Safety/Analyze Data” and issued on Octo-  
3 ber 13, 2023.

4 (c) REQUIREMENTS.—The Administrator shall in-  
5 clude in the briefing required under subsection (a) the fol-  
6 lowing information with respect to the year preceding the  
7 year in which the briefing is provided:

8 (1) An identification of categories of service dif-  
9 ficulties reported.

10 (2) An identification of service difficulties for  
11 which repeated reports are made.

12 (3) A general description of the causes of all  
13 service difficulty reports, as determined by the Ad-  
14 ministrator.

15 (4) A description of actions taken by, or re-  
16 quired by, the Administrator to address identified  
17 causes of service difficulties.

18 (5) A description of violations of title 14, Code  
19 of Federal Regulations, related to service difficulty  
20 reports and any actions taken by the Administrator  
21 in response to such violations.

22 **SEC. 336. CONSISTENT AND TIMELY PILOT CHECKS FOR**  
23 **AIR CARRIERS.**

24 (a) ESTABLISHMENT OF WORKING GROUP.—Not  
25 later than 180 days after the date of enactment of this

1 Act, unless the requirements of this section are assigned  
2 to working groups under subsection (b)(2), the Adminis-  
3 trator shall establish a working group for purposes of re-  
4 viewing and evaluating all regulations and policies related  
5 to check airmen and authorized check airmen for air car-  
6 rier operations conducted under part 135 of title 14, Code  
7 of Federal Regulations.

8 (b) MEMBERSHIP.—

9 (1) IN GENERAL.—The working group estab-  
10 lished under this section shall include, at a min-  
11 imum—

12 (A) employees of the FAA who serve as  
13 check airmen;

14 (B) representatives of air carriers oper-  
15 ating under part 135 of title 14, Code of Fed-  
16 eral Regulations; and

17 (C) industry associations representing such  
18 air carriers.

19 (2) EXISTING WORKING GROUP.—The Adminis-  
20 trator may assign the duties described in subsection  
21 (c) to an existing FAA working group if—

22 (A) such working group includes represent-  
23 atives from the list of required members under  
24 paragraph (1); or

1           (B) the membership of such existing work-  
2           ing group can be modified to include represent-  
3           atives from the list of required members under  
4           paragraph (1).

5           (c) DUTIES.—A working group shall review, evaluate,  
6           and make recommendations on the following:

7           (1) Methods by which authorized check airmen  
8           for air carriers operating under part 135 of title 14,  
9           Code of Federal Regulations, are selected, trained,  
10          and approved by the Administrator.

11          (2) Staffing and utilization rates of authorized  
12          check airmen by such air carriers.

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

15                (A) employees of the FAA who serve as  
16                check airmen; and

17                (B) authorized check airmen of such air  
18                carriers.

19          (4) Methods to harmonize the qualification  
20          standards between authorized check airmen and em-  
21          ployees of the FAA who serve as check airmen.

22          (5) Methods to improve the training and quali-  
23          fication of authorized check airmen.

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

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

6           (d) BRIEFING TO CONGRESS.—Not later than 1 year  
7           after the date on which the Administrator tasks a working  
8           group with the duties described in subsection (c), the Ad-  
9           ministrator shall brief the appropriate committees of Con-  
10          gress on the progress and recommendations of the working  
11          group and the efforts of the Administrator to implement  
12          such recommendations.

13          (e) AUTHORIZED CHECK AIRMAN DEFINED.—In this  
14          section, the term “authorized check airman” means an in-  
15          dividual employed by an air carrier that meets the quali-  
16          fications and training requirements of sections 135.337  
17          and 135.339 of title 14, Code of Federal Regulations, and  
18          is approved to evaluate and certify the knowledge and  
19          skills of pilots employed by such air carrier.

20          **SEC. 337. FLIGHT SERVICE STATIONS.**

21          Section 44514 of title 49, United States Code, and  
22          the item relating to such section in the analysis for chap-  
23          ter 445 of such title are repealed.

1 **SEC. 338. TARMAC OPERATIONS MONITORING STUDY.**

2 (a) IN GENERAL.—The Director of the Bureau of  
3 Transportation Statistics, in consultation with relevant of-  
4 fices within the Office of the Secretary and the FAA (as  
5 determined by the Secretary), shall conduct a study to ex-  
6 plore the capture, storage, analysis, and feasibility of mon-  
7 itoring ground source data at airports.

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

10 (1) Determining the current state of ground  
11 source data coverage at airports.

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

15 (3) Conducting data collection through a pilot  
16 program established under subsection (c) and col-  
17 lecting ground-based tarmac delay statistics.

18 (4) Performing an evaluation and feasibility  
19 analysis of potential system-level tarmac operations  
20 monitoring solutions.

21 (c) PILOT PROGRAM.—

22 (1) IN GENERAL.—Not later than 180 days  
23 after the date of enactment of this Act, the Director  
24 shall establish a pilot program to collect data and  
25 develop ground-based tarmac delay statistics or  
26 other relevant statistics with respect to airports.

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

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

6                   (B) terminate not more than 3 years after  
7           the date of enactment of this Act; and

8                   (C) be subject to any guidelines issued by  
9           the Director.

10          (d) REPORT.—Not later than 4 years after the date  
11       of enactment of this Act, the Director shall publish the  
12       results of the study conducted under subsection (a) and  
13       the pilot program established under subsection (c) on a  
14       publicly available website.

15       **SEC. 339. IMPROVED SAFETY IN RURAL AREAS.**

16          (a) IN GENERAL.—Section 322 of the FAA Reau-  
17       thorization Act of 2018 (49 U.S.C. 44701 note) is amend-  
18       ed to read as follows:

19       **“SEC. 322. IMPROVED SAFETY IN RURAL AREAS.**

20               “(a) IN GENERAL.—The Administrator shall permit  
21       an air carrier operating pursuant to part 135 of title 14,  
22       Code of Federal Regulations—

23                   “(1) to operate under instrument flight rules  
24           (in this section referred to as ‘IFR’) to a destination  
25           in a noncontiguous State that has a published in-

1 instrument approach but does not have a Meteorolog-  
2 ical Aerodrome Report (in this section referred to as  
3 ‘METAR’); and

4 “(2) to conduct an instrument approach at such  
5 destination if—

6 “(A) a current Area Forecast, supple-  
7 mented by noncertified destination weather ob-  
8 servations (such as weather cameras and other  
9 noncertified observations), is available, and, at  
10 the time of departure, the combination of the  
11 Area Forecast and noncertified observation in-  
12 dicates that weather is expected to be at or  
13 above approach minimums upon arrival;

14 “(B) prior to commencing an approach,  
15 the air carrier has a means to communicate to  
16 the pilot of the aircraft whether the destination  
17 weather observation is either at or above mini-  
18 mumms for the approach to be flown; and

19 “(C) in the event the destination weather  
20 observation is below such minimums, a suitable  
21 alternate airport that has a METAR is speci-  
22 fied in the IFR flight plan.

23 “(b) APPLICATION TEMPLATE.—

24 “(1) IN GENERAL.—The Administrator shall  
25 develop an application template with standardized,

1 specific approval criteria to enable FAA inspectors  
2 to objectively evaluate the application of an air car-  
3 rier to operate in the manner described in subsection  
4 (a).

5 “(2) REQUIREMENTS.—The template required  
6 under paragraph (1) shall include a place in such  
7 template for an air carrier to describe—

8 “(A) how any non-certified human observa-  
9 tions will be conducted; and

10 “(B) how such observations will be commu-  
11 nicated—

12 “(i) to air carriers prior to dispatch;

13 and

14 “(ii) to pilots prior to approach.

15 “(3) RESPONSE TO APPLICATION.—

16 “(A) TIMELINE.—The Administrator shall  
17 ensure—

18 “(i) that the Administrator has the  
19 ability to respond to an application of an  
20 air carrier not later than 30 days after re-  
21 ceipt of such application; and

22 “(ii) in the event the Administrator  
23 cannot respond within 30 days, that the  
24 Administrator informs the air carrier of



1 the expected response time with respect to  
2 the application of the air carrier.

3 “(B) REJECTION.—In the event that the  
4 Administrator rejects an application of an air  
5 carrier, the Administrator shall inform the air  
6 carrier of the specific criteria that were the  
7 cause for rejection.”.

8 (b) EFFECTIVE DATE.—The amendments made by  
9 this section shall take effect on the date that is 12 months  
10 after the date of enactment of this Act.

11 **SEC. 340. STUDY ON FAA USE OF MANDATORY EQUAL AC-**  
12 **CESS TO JUSTICE ACT WAIVERS.**

13 (a) IN GENERAL.—The Comptroller General shall  
14 conduct a study on the use of waivers of rights by the  
15 Administrator that may arise under section 504 of title  
16 5, United States Code, or section 2412 of title 28, United  
17 States Code, as a condition for the settlement of any pro-  
18 ceedings to amend, modify, suspend, or revoke an airman  
19 certificate or to impose a civil penalty on a flight engineer,  
20 mechanic, pilot, or repairman (or an individual acting in  
21 the capacity of such engineer, mechanic, pilot, or repair-  
22 man).

23 (b) CONSIDERATIONS.—In conducting the study  
24 under subsection (a), the Comptroller General shall con-  
25 sider—

1           (1) the frequency of the use of waivers by the  
2 Administrator described in this section;

3           (2) the benefits and consequences of the use of  
4 such waivers to both the Administrator and the cer-  
5 tificate holder; and

6           (3) the effects of a prohibition on using such  
7 waivers.

8           (c) COOPERATION WITH STUDY.—The Administrator  
9 shall cooperate with any requests for information by  
10 Comptroller General to complete the study required under  
11 subsection (a).

12          (d) REPORT.—Not later than 1 year after the date  
13 of enactment of this Act, the Comptroller General shall  
14 submit to the appropriate committees of Congress a report  
15 containing the results of the study conducted under sub-  
16 section (a), including recommendations for any legislation  
17 and administrative action as the Comptroller General de-  
18 termines appropriate.

19 **SEC. 341. AIRPORT AIR SAFETY.**

20          The Administrator shall seek to enter into appro-  
21 priate arrangements with a qualified third-party entity to  
22 evaluate whether poor air quality inside the Washington  
23 Dulles International Airport passenger terminal negatively  
24 affects passengers.

1 **SEC. 342. DON YOUNG ALASKA AVIATION SAFETY INITIA-**  
2 **TIVE.**

3 (a) IN GENERAL.—Chapter 447 of title 49, United  
4 States Code, is amended by adding at the end the fol-  
5 lowing:

6 **“§ 44745. Don Young Alaska Aviation Safety Initiative**

7 “(a) IN GENERAL.—The Administrator of the Fed-  
8 eral Aviation Administration shall redesignate the FAA  
9 Alaska Aviation Safety Initiative of the Administration as  
10 the Don Young Alaska Aviation Safety Initiative (in this  
11 section referred to as the ‘Initiative’), under which the Ad-  
12 ministrator shall carry out the provisions of this section  
13 and take such other actions as the Administrator deter-  
14 mines appropriate to improve aviation safety in Alaska  
15 and covered locations.

16 “(b) OBJECTIVE.—The objective of the Initiative  
17 shall be to work cooperatively with aviation stakeholders  
18 and other stakeholders towards the goal of—

19 “(1) reducing the rate of fatal aircraft acci-  
20 dents in Alaska and covered locations by 90 percent  
21 from 2019 to 2033; and

22 “(2) by January 1, 2033, eliminating fatal acci-  
23 dents of aircraft operated by an air carrier that op-  
24 erates under part 135 of title 14, Code of Federal  
25 Regulations.

26 “(c) LEADERSHIP.—

1           “(1) IN GENERAL.—The Administrator shall  
2 designate the Regional Administrator for the Alas-  
3 kan Region of the Administration to serve as the Di-  
4 rector of the Initiative.

5           “(2) COVERED LOCATIONS.—The Administrator  
6 shall select a designee within the Aviation Safety Or-  
7 ganization to implement relevant requirements of  
8 this section in covered locations.

9           “(3) REPORTING CHAIN.—In all matters relat-  
10 ing to the Initiative, the Director of the Initiative  
11 shall report directly to the Administrator.

12           “(4) COORDINATION.—The Director of the Ini-  
13 tiative shall coordinate with the heads of other of-  
14 fices and lines of business of the Administration, in-  
15 cluding the other regional administrators, to carry  
16 out the Initiative.

17           “(d) AUTOMATED WEATHER SYSTEMS.—

18           “(1) REQUIREMENT.—The Administrator shall  
19 ensure, to the greatest extent practicable, that a cov-  
20 ered automated weather system is installed and op-  
21 erated at each covered airport not later than Decem-  
22 ber 31, 2030.

23           “(2) WAIVER.—In complying with the require-  
24 ment under paragraph (1), the Administrator may  
25 waive any positive benefit-cost ratio requirement for

1 the installation and operation of a covered auto-  
2 mated weather system.

3 “(3) PRIORITIZATION.—In developing the in-  
4 stallation timeline of a covered automated weather  
5 system at a covered airport pursuant to this sub-  
6 section, the Administrator shall—

7 “(A) coordinate and consult with the gov-  
8 ernments with jurisdiction over Alaska and cov-  
9 ered locations, covered airports, air carriers op-  
10 erating in Alaska or covered locations, private  
11 pilots based in Alaska or a covered location,  
12 and such other members of the aviation com-  
13 munity in Alaska or covered locations; and

14 “(B) prioritize early installation at covered  
15 airports that would enable the greatest number  
16 of instrument flight rule operations by air car-  
17 riers operating under part 121 or 135 of title  
18 14, Code of Federal Regulations.

19 “(4) RELIABILITY.—

20 “(A) IN GENERAL.—Pertaining to both  
21 Federal and non-Federal systems in Alaska, the  
22 Administrator shall be responsible for ensur-  
23 ing—

24 “(i) the reliability of covered auto-  
25 mated weather systems; and

1                   “(ii) the availability of weather infor-  
2                   mation from such systems.

3                   “(B) SPECIFICATIONS.—The Adminis-  
4                   trator shall establish data availability and  
5                   equipment reliability specifications for covered  
6                   automated weather systems.

7                   “(C) SYSTEM RELIABILITY AND RESTORA-  
8                   TION PLAN.—Not later than 2 years after the  
9                   date of enactment of this section, the Adminis-  
10                  trator shall establish an automated weather sys-  
11                  tem reliability and restoration plan for Alaska.  
12                  Such plan shall document the Administrator’s  
13                  strategy for ensuring covered automated weath-  
14                  er system reliability, including the availability of  
15                  weather information from such system, and for  
16                  restoring service in as little time as possible.

17                  “(D) TELECOMMUNICATIONS OR OTHER  
18                  FAILURES.—If a covered automated weather  
19                  system in Alaska is unable to broadly dissemi-  
20                  nate weather information due to a telecommuni-  
21                  cations failure or a failure other than an equip-  
22                  ment failure, the Administrator shall take such  
23                  actions as may be necessary to restore the full  
24                  functionality and connectivity of the covered  
25                  automated weather system. The Administrator

1 shall take actions under this subparagraph with  
2 the same urgency as the Administrator would  
3 take an action to repair a covered automated  
4 weather system equipment failure or data fidel-  
5 ity issue.

6 “(E) RELIABILITY DATA.—In tabulating  
7 data relating to the operational status of cov-  
8 ered automated weather systems (including in-  
9 dividually or collectively), the Administrator  
10 may not consider a covered automated weather  
11 system that is functioning nominally but is un-  
12 able to broadly disseminate weather information  
13 telecommunications failure or a failure other  
14 than an equipment failure as functioning reli-  
15 ably.

16 “(5) INVENTORY.—

17 “(A) MAINTENANCE IMPROVEMENTS.—

18 “(i) IN GENERAL.—Not later than 18  
19 months after the date of enactment of the  
20 FAA Reauthorization Act of 2024, the Ad-  
21 ministrator shall identify and implement  
22 reasonable alternative actions to improve  
23 maintenance of FAA-owned weather ob-  
24 serving systems that experience frequent  
25 service outages, including associated sur-

1 face communication outages, at covered  
2 airports.

3 “(ii) SPARE PARTS AVAILABILITY.—

4 The actions identified by the Administrator  
5 in clause (i) shall improve spare parts  
6 availability, including consideration of stor-  
7 age of more spare parts in the region in  
8 which the systems are located.

9 “(B) NOTICE OF OUTAGES.—Not later  
10 than 18 months after the date of enactment of  
11 the FAA Reauthorization Act of 2024, the Ad-  
12 ministrator shall update FAA Order 7930.2  
13 Notices to Air Missions, or any successive  
14 order, to incorporate weather system outages  
15 for automated weather observing systems and  
16 automated surface observing systems associated  
17 with Service A Outages at covered airports.

18 “(6) VISUAL WEATHER OBSERVATION SYS-  
19 TEM.—

20 “(A) DEPLOYMENT.—Not later than 3  
21 years after the date of enactment of the FAA  
22 Reauthorization Act of 2024, the Administrator  
23 shall take such actions as may be necessary  
24 to—



1 “(i) deploy visual weather observation  
2 systems;

3 “(ii) ensure that such systems are ca-  
4 pable of meeting the definition of a covered  
5 automated weather system in Alaska; and

6 “(iii) develop standard operation spec-  
7 ifications for visual weather operation sys-  
8 tems.

9 “(B) MODIFICATION OF SPECIFICA-  
10 TIONS.—Upon the request of an aircraft oper-  
11 ator, the Administrator shall issue or modify  
12 the standard operation specifications for visual  
13 weather observation systems developed under  
14 subparagraph (A) to allow such systems to be  
15 used to satisfy the requirements for supple-  
16 mental noncertified local weather observations  
17 under section 322 of the FAA Reauthorization  
18 Act of 2018 (Public Law 115–254).

19 “(e) WEATHER CAMERAS.—

20 “(1) IN GENERAL.—The Director shall continu-  
21 ously assess the state of the weather camera systems  
22 in Alaska and covered locations to ensure the oper-  
23 ational sufficiency and reliability of such systems.

24 “(2) APPLICATIONS.—The Director shall—

1           “(A) accept applications from persons to  
2           install weather cameras; and

3           “(B) consult with the governments with ju-  
4           risdiction over Alaska and covered locations,  
5           covered airports, air carriers operating in Alas-  
6           ka or covered locations, private pilots based in  
7           Alaska or covered locations, and such other  
8           members of the aviation community in Alaska  
9           and covered locations as the Administrator de-  
10          termines appropriate to solicit additional loca-  
11          tions at which to install and operate weather  
12          cameras.

13          “(3) PRESUMPTION.—Unless the Director has  
14          clear and compelling evidence to the contrary, the  
15          Director shall presume that the installation of a  
16          weather camera at a covered airport in Alaska, or  
17          that is recommended by a government with jurisdic-  
18          tion over a covered location, is cost beneficial and  
19          will improve aviation safety.

20          “(f) COOPERATION WITH OTHER AGENCIES.—In  
21          carrying out this section, the Administrator shall cooper-  
22          ate with the heads of other Federal or State agencies with  
23          responsibilities affecting aviation safety in Alaska and cov-  
24          ered locations, including the collection and dissemination  
25          of weather data.

1 “(g) SURVEILLANCE AND COMMUNICATION.—

2 “(1) IN GENERAL.—The Director shall take  
3 such actions as may be necessary to—

4 “(A) encourage and incentivize the equi-  
5 page of aircraft that operate under part 135 of  
6 title 14, Code of Federal Regulations, with  
7 automatic dependent surveillance and broadcast  
8 out equipment; and

9 “(B) improve aviation surveillance and  
10 communications in Alaska and covered loca-  
11 tions.

12 “(2) REQUIREMENT.—Not later than December  
13 31, 2030, the Administrator shall ensure that auto-  
14 matic dependent surveillance and broadcast coverage  
15 is available at 5,000 feet above ground level  
16 throughout each covered location and Alaska.

17 “(3) WAIVER.—The Administrator shall waive  
18 any positive benefit-cost ratio requirement for—

19 “(A) the installation and operation of  
20 equipment and facilities necessary to implement  
21 the requirement under paragraph (2); and

22 “(B) the provision of additional ground-  
23 based transmitters for automatic dependent  
24 surveillance-broadcasts to provide a minimum

1 operational network in Alaska along major  
2 flight routes.

3 “(4) SERVICE AREAS.—The Director shall con-  
4 tinuously identify additional automatic dependent  
5 surveillance–broadcast service areas in which the de-  
6 ployment of automatic dependent surveillance–broad-  
7 cast receivers and equipment would improve aviation  
8 safety.

9 “(h) OTHER PROJECTS.—The Director shall continue  
10 to build upon other initiatives recommended in the reports  
11 of the FAA Alaska Aviation Safety Initiative of the Ad-  
12 ministration published before the date of enactment of this  
13 section.

14 “(i) ANNUAL REPORT.—

15 “(1) IN GENERAL.—Beginning on the date that  
16 is 1 year after the date of enactment of the FAA  
17 Reauthorization Act of 2024, and annually there-  
18 after, the Administrator shall submit to the Com-  
19 mittee on Transportation and Infrastructure of the  
20 House of Representatives and the Committee on  
21 Commerce, Science, and Transportation of the Sen-  
22 ate a report on the Initiative, including an itemized  
23 description of how the Administration budget meets  
24 the goals of the Initiative.

1           “(2) STAKEHOLDER COMMENTS.—The Director  
2           shall append stakeholder comments, organized by  
3           topic, to each report submitted under paragraph (1)  
4           in the same manner as appendix 3 of the report ti-  
5           tled ‘FAA Alaska Aviation Safety Initiative FY21  
6           Final Report’, dated September 30, 2021.

7           “(j) FUNDING.—

8           “(1) IN GENERAL.—Notwithstanding any other  
9           provision of law, for each of fiscal years 2025  
10          through 2028—

11                  “(A) the Administrator may, upon applica-  
12                  tion from the government with jurisdiction over  
13                  a covered airport and in coordination with the  
14                  State or territory in which a covered airport is  
15                  located, use amounts apportioned under sub-  
16                  section (d)(2)(B) or subsection (e) of section  
17                  47114 to carry out the Initiative; or

18                  “(B) the sponsor of a covered airport that  
19                  receives an apportionment under subsection  
20                  (d)(2)(A) or subsection (e) of section 47114  
21                  may use such apportionment for any purpose  
22                  contained in this section.

23           “(2) SUPPLEMENTAL FUNDING.—Out of  
24           amounts made available under section 106(k) and  
25           section 48101, not more than a total of \$25,000,000

1 for each of fiscal years 2025 through 2028 is au-  
2 thORIZED to be expended to carry out the Initiative.

3 “(k) DEFINITIONS.—In this section:

4 “(1) COVERED AIRPORT.—The term ‘covered  
5 airport’ means an airport in Alaska or a covered lo-  
6 cation that is included in the national plan of inte-  
7 grated airport systems required under section 47103  
8 and that has a status other than unclassified in such  
9 plan.

10 “(2) COVERED AUTOMATED WEATHER SYS-  
11 TEM.—The term ‘covered automated weather sys-  
12 tem’ means an automated or visual weather report-  
13 ing facility that enables a pilot to begin an instru-  
14 ment procedure approach to an airport under section  
15 91.1039 or 135.225 of title 14, Code of Federal  
16 Regulations.

17 “(3) COVERED LOCATION.—The term ‘covered  
18 location’ means Hawaii, Puerto Rico, American  
19 Samoa, Guam, the Northern Mariana Islands, and  
20 the Virgin Islands.

21 “(l) CONFORMITY.—The Administrator shall conduct  
22 all activities required under this section in conformity with  
23 section 44720.”.

1 (b) REMOTE POSITIONS.—Section 40122(g) of title  
2 49, United States Code, is amended by adding at the end  
3 the following:

4 “(7) REMOTE POSITIONS.—

5 “(A) IN GENERAL.—If the Administrator  
6 determines that a covered position has not been  
7 filled after multiple vacancy announcements and  
8 that there are unique circumstances affecting  
9 the ability of the Administrator to fill such posi-  
10 tion, the Administrator may consider, in con-  
11 sultation with the appropriate labor union, ap-  
12 plicants for the covered position who apply  
13 under a vacancy announcement recruiting from  
14 the State or territory in which the position is  
15 based.

16 “(B) COVERED POSITION DEFINED.—In  
17 this paragraph, the term ‘covered position’  
18 means a safety-critical position, to include per-  
19 sonnel located at contract towers, based in  
20 Alaska, Hawaii, Puerto Rico, American Samoa,  
21 Guam, the Northern Mariana Islands, and the  
22 Virgin Islands.”.

23 (c) GAO STUDY ON ALASKA AVIATION SAFETY.—

24 (1) STUDY.—The Comptroller General shall  
25 conduct a study to—

1           (A) examine the effectiveness of the Don  
2           Young Alaska Aviation Safety Initiative to im-  
3           prove aviation safety, service, and infrastruc-  
4           ture; and

5           (B) identify challenges within the FAA to  
6           accomplishing safety improvements carried out  
7           under such Initiative.

8           (2) REPORT.—Not later than 2 years after the  
9           date of enactment of this Act, the Comptroller Gen-  
10          eral shall submit to the appropriate committees of  
11          Congress a report containing—

12           (A) the findings of the study under para-  
13           graph (1); and

14           (B) recommendations for such legislative  
15           or administrative action as the Comptroller  
16           General determines appropriate.

17          (d) RUNWAY LENGTH.—The Administrator—

18           (1) may not restrict funding made available  
19           under chapter 471 of title 49, United States Code,  
20           from being used at an airport in Alaska to rehabili-  
21           tate, resurface, or reconstruct the full length and  
22           width of an existing runway within Alaska based  
23           solely on reduced current or forecasted aeronautical  
24           activity levels or critical design type standards;



1           (2) may not reject requests for runway projects  
2           at airports in Alaska if such projects address critical  
3           community needs, including projects—

4                   (A) that support economic development by  
5                   expanding a runway to meet new demands; or

6                   (B) that preserve the length of runways  
7                   used by aircraft to deliver necessary cargo, in-  
8                   cluding heating fuel and gasoline, for the com-  
9                   munity served by the airport; and

10           (3) shall, not later than 60 days after receiving  
11           a request for a runway rehabilitation or reconstruc-  
12           tion project at an airport in Alaska, review each  
13           such request on a case-by-case basis.

14           (e) IMPLEMENTATION OF NTSB RECOMMENDA-  
15           TIONS.—

16                   (1) IN GENERAL.—Not later than 3 years after  
17                   the date of enactment of this Act, the Administrator  
18                   shall take such actions as may be necessary to im-  
19                   plement National Transportation Safety Board rec-  
20                   ommendations A-22-25 and A-22-26 (as contained  
21                   in Aviation Investigation Report AIR-22-09, adopt-  
22                   ed November 16, 2022).

23                   (2) COORDINATION.—In taking actions under  
24                   paragraph (1), the Administrator shall coordinate  
25                   with the State of Alaska, airports in Alaska, air car-

1 riers operating in Alaska, private pilots (including  
2 tour operators) based in Alaska, and such other  
3 members of the Alaska aviation community or other  
4 stakeholders as the Administrator determines appro-  
5 priate.

6 (f) CLERICAL AMENDMENT.—The analysis for chap-  
7 ter 447 of title 49, United States Code, is amended by  
8 adding at the end the following:

“44745. Don Young Alaska Aviation Safety Initiative.”.

9 **SEC. 343. ACCOUNTABILITY AND COMPLIANCE.**

10 (a) IN GENERAL.—Section 44704(a) of title 49,  
11 United States Code, is amended by adding at the end the  
12 following:

13 “(6) SUBMISSION OF DATA.—When an appli-  
14 cant submits design data to the Administrator for a  
15 finding of compliance as part of an application for  
16 a type certificate, the applicant shall certify to the  
17 Administrator that—

18 “(A) the submitted design data dem-  
19 onstrates compliance with the applicable air-  
20 worthiness standards; and

21 “(B) any airworthiness standards not com-  
22 plied with are compensated for by factors that  
23 provide an equivalent level of safety, as agreed  
24 upon by the Administrator.”.

1 (b) REPORT TO CONGRESS.—Not later than 1 year  
2 after the date of enactment of this Act, the Administrator  
3 shall provide to the appropriate committees of Congress  
4 a briefing on the implementation of the certification re-  
5 quirement added by the amendment made by subsection  
6 (a).

7 **SEC. 344. CHANGED PRODUCT RULE REFORM.**

8 (a) IN GENERAL.—Not later than 18 months after  
9 the date of enactment of this Act, the Administrator shall  
10 issue a notice of proposed rulemaking to revise section  
11 21.101 of title 14, Code of Federal Regulations, to achieve  
12 the following objectives:

13 (1) For any significant design change, as deter-  
14 mined by the Administrator, to require that the ex-  
15 ception related to impracticality under subsection  
16 (b)(3) of such section from the requirement to com-  
17 ply with the latest amendments of the applicable air-  
18 worthiness standards in effect on the date of appli-  
19 cation for the change be approved only after pro-  
20 viding public notice and opportunity to comment on  
21 such exception.

22 (2) To ensure appropriate documentation of  
23 any exception or exemption from airworthiness re-  
24 quirements in title 14, Code of Federal Regulations,

1 as in effect on the date of application for the  
2 change.

3 (b) CONGRESSIONAL BRIEFING.—Not later than 1  
4 year after the date of enactment of this Act, the Adminis-  
5 trator shall provide to the appropriate committees of Con-  
6 gress a briefing on the implementation by the FAA of the  
7 recommendations of the Changed Product Rule Inter-  
8 national Authorities Working Group, established for pur-  
9 poses of carrying out the requirements of section 117 of  
10 the Aircraft Certification, Safety, and Accountability Act  
11 (49 U.S.C. 44704 note), including recommendations on  
12 harmonized changes and reforms regarding the imprac-  
13 tical exception.

14 (c) FINAL RULE.—Not later than 3 years after the  
15 date of enactment of this Act, the Administrator shall  
16 issue a final rule based on the notice of proposed rule-  
17 making issued under subsection (a).

18 (d) ANNUAL REPORT.—Beginning in 2025 and annu-  
19 ally thereafter through 2028, the Administrator shall sub-  
20 mit to the appropriate committees of Congress an annual  
21 report detailing the number of all significant design  
22 change exceptions approved and denied under paragraphs  
23 (1) through (3) of section 21.101(b) of title 14, Code of  
24 Federal Regulations.

1 **SEC. 345. ADMINISTRATIVE AUTHORITY FOR CIVIL PEN-**  
2 **ALTIES.**

3 Section 46301(d) of title 49, United States Code, is  
4 amended—

5 (1) in paragraph (4) by striking subparagraph  
6 (A) and inserting the following:

7 “(A) the amount in controversy is more than—

8 “(i) \$400,000 if the violation was com-  
9 mitted by any person other than an individual  
10 or small business concern before the date of en-  
11 actment of the FAA Reauthorization Act of  
12 2024;

13 “(ii) \$50,000 if the violation was com-  
14 mitted by an individual or small business con-  
15 cern before the date of enactment of the FAA  
16 Reauthorization Act of 2024;

17 “(iii) \$1,200,000 if the violation was com-  
18 mitted by a person other than an individual or  
19 small business concern on or after the date of  
20 enactment of the FAA Reauthorization Act of  
21 2024; or

22 “(iv) \$100,000 if the violation was com-  
23 mitted by an individual on or after the date of  
24 enactment of the FAA Reauthorization Act of  
25 2024;”; and

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

3           “(8) The maximum civil penalty the Adminis-  
4 trator of the Transportation Security Administra-  
5 tion, Administrator of the Federal Aviation Adminis-  
6 tration, or Board may impose under this subsection  
7 is—

8           “(A) \$400,000 if the violation was com-  
9 mitted by a person other than an individual or  
10 small business concern before the date of enact-  
11 ment of the FAA Reauthorization Act of 2024;

12           “(B) \$50,000 if the violation was com-  
13 mitted by an individual or small business con-  
14 cern before the date of enactment of the FAA  
15 Reauthorization Act of 2024;

16           “(C) \$1,200,000 if the violation was com-  
17 mitted by a person other than an individual or  
18 small business concern on or after the date of  
19 enactment of the FAA Reauthorization Act of  
20 2024; or

21           “(D) \$100,000 if the violation was com-  
22 mitted by an individual on or after the date of  
23 enactment of the FAA Reauthorization Act of  
24 2024.”.

1 **SEC. 346. STUDY ON AIRWORTHINESS STANDARDS COMPLI-**  
2 **ANCE.**

3 (a) **STUDY.**—The Administrator shall seek to enter  
4 into an agreement with a federally funded research and  
5 development center to conduct a study, in consultation  
6 with appropriate aviation safety engineers of the FAA, on  
7 the occurrences and potential consequences of a transport  
8 airplane design found to not comply with applicable air-  
9 worthiness standards.

10 (b) **SCOPE.**—In conducting the study pursuant to  
11 subsection (a), the federally funded research and develop-  
12 ment center shall identify each final airworthiness direc-  
13 tive issued by the FAA or another civil aviation author-  
14 ity—

15 (1) applicable to transport airplanes during the  
16 10-year period prior to the date of enactment of this  
17 Act; and

18 (2) to address an unsafe condition resulting  
19 from an approved design that was noncompliant  
20 with an applicable airworthiness standard.

21 (c) **REQUIREMENTS.**—For each such airworthiness  
22 directive identified under subsection (b), the federally  
23 funded research and development center shall examine—

24 (1) the airworthiness standard with which the  
25 transport airplane failed to comply;

1           (2) the resulting unsafe condition and whether  
2 such condition resulted in an accident;

3           (3) the methods by which the noncompliance  
4 was discovered and brought to the attention of the  
5 FAA or another civil aviation authority, to the ex-  
6 tent such methods can be identified;

7           (4) an analysis of the method used by the appli-  
8 cant to show compliance during the certification  
9 process and whether other compliance methods may  
10 have reasonably identified the noncompliance during  
11 the certification process;

12           (5) the date of approval of the relevant type de-  
13 sign and the date of issuance of the airworthiness  
14 directive;

15           (6) any corrective action mandated to address  
16 the identified unsafe condition;

17           (7) the period of time specified for the incorpo-  
18 ration of the corrective action, during which the af-  
19 fected transport airplanes were allowed to operate  
20 before the unsafe condition was corrected; and

21           (8) the total cost of compliance estimated in the  
22 final rule adopting the airworthiness directive.

23           (d) COORDINATION.—In conducting the study under  
24 subsection (a), the federally funded research and develop-



1 ment center shall coordinate with, and solicit comments  
2 from—

3 (1) transport category aircraft manufacturers;

4 and

5 (2) employees of the Administration, including  
6 the official bargaining representative of aircraft cer-  
7 tification services engineers and of aviation safety  
8 engineers under section 7111 of title 5, United  
9 States Code, involved in developing airworthiness di-  
10 rectives, as necessary.

11 (e) REPORT TO CONGRESS.—Not later than 2 years  
12 after the date of enactment of this Act, the Administrator  
13 shall submit to the appropriate committees of Congress  
14 a report that includes—

15 (1) the results of the study conducted under  
16 subsection (a);

17 (2) actions the Administrator determines nec-  
18 essary to improve safety as a result of the findings  
19 under subsection (a) and any root causes of an un-  
20 safe condition that were identified;

21 (3) the comments solicited under subsection (d);

22 and

23 (4) any other recommendations for legislative or  
24 administrative action determined appropriate by the  
25 Administrator.

1 (f) DEFINITIONS.—In this section:

2 (1) AIR CARRIER; FOREIGN AIR CARRIER.—The  
3 terms “air carrier” and “foreign air carrier” have  
4 the meanings given such terms in section 40102 of  
5 title 49, United States Code.

6 (2) TRANSPORT AIRPLANE.—The term “trans-  
7 port airplane” means a transport category airplane  
8 designed for operation by an air carrier or foreign  
9 air carrier type-certificated with a passenger seating  
10 capacity of 30 or more or an all-cargo or combi de-  
11 rivative.

12 **SEC. 347. ZERO TOLERANCE FOR NEAR MISSES, RUNWAY**  
13 **INCURSIONS, AND SURFACE SAFETY RISKS.**

14 (a) POLICY.—

15 (1) IN GENERAL.—Section 47101(a) of title 49,  
16 United States Code, is amended—

17 (A) by redesignating paragraphs (2)  
18 through (13) as paragraphs (3) through (14),  
19 respectively; and

20 (B) by inserting after paragraph (1) the  
21 following:

22 “(2) that projects, activities, and actions that  
23 prevent runway incursions serve to—

24 “(A) improve airport surface surveillance;  
25 and

1           “(B) mitigate surface safety risks that are  
2           essential to ensuring the safe operation of the  
3           airport and airway system;”.

4           (2) CONFORMING AMENDMENTS.—Section  
5           47101 of title 49, United States Code, is amended—

6           (A) in subsection (g) by striking “sub-  
7           section (a)(5)” and inserting “subsection  
8           (a)(6)”; and

9           (B) in subsection (h) by striking “sub-  
10          section (a)(6)” and inserting “subsection  
11          (a)(7)”.

12          (3) CONTINUOUS EVALUATION.—In carrying  
13          out section 47101(a) of title 49, United States Code,  
14          as amended by this subsection, the Administrator  
15          shall establish a process to continuously track and  
16          evaluate ground traffic and air traffic activity and  
17          related incidents at airports.

18          (b) RUNWAY SAFETY COUNCIL.—

19           (1) IN GENERAL.—Not later than 6 months  
20           after the date of enactment of this Act, the Adminis-  
21           trator shall establish a council, to be known as the  
22           “Runway Safety Council” (in this section referred to  
23           as the “Council”), to develop a systematic manage-  
24           ment strategy to address airport surface safety  
25           risks.

1           (2) DUTIES.—The duties of the Council shall  
2 include, at a minimum, advancing the development  
3 of risk-based, data driven, integrated systems solu-  
4 tions and strategies to enhance airport surface safe-  
5 ty risk mitigation.

6           (3) MEMBERSHIP.—

7           (A) IN GENERAL.—In establishing the  
8 Council, the Administrator shall appoint at  
9 least 1 member from each of the following:

10                   (i) Airport operators.

11                   (ii) Air carriers.

12                   (iii) Aircraft operators.

13                   (iv) Avionics manufacturers.

14                   (v) Flight schools.

15                   (vi) The exclusive collective bargaining  
16 representative of aviation safety profes-  
17 sionals for the FAA certified under section  
18 7111 of title 5, United States Code.

19                   (vii) The exclusive bargaining rep-  
20 resentative of the air traffic controllers cer-  
21 tified under section 7111 of title 5, United  
22 States Code.

23                   (viii) Other safety experts the Admin-  
24 istrator determines appropriate.

1                   (B) ADDITIONAL MEMBERS.—The Admin-  
2                   istrator may appoint members representing any  
3                   other stakeholder organization that the Admin-  
4                   istrator determines appropriate to the Runway  
5                   Safety Council.

6                   (c) AIRPORT SURFACE SAFETY TECHNOLOGIES.—

7                   (1) IDENTIFICATION.—Not later than 6 months  
8                   after the date of enactment of this Act, the Adminis-  
9                   trator shall, in coordination with the Council, con-  
10                  sult with relevant stakeholders to identify tech-  
11                  nologies, equipment, systems, and process changes,  
12                  that—

13                         (A) may provide airport surface surveil-  
14                         lance capabilities at airports lacking such capa-  
15                         bilities;

16                         (B) may augment existing airport surface  
17                         detection and surveillance system; or

18                         (C) may improve onboard situational  
19                         awareness for flight crewmembers, including  
20                         technologies for use in an aircraft that—

21                                 (i) reduce the risk of collision on the  
22                                 runway with other aircraft or vehicles;

23                                 (ii) calculate safe landing distances;

24                                 and

1 (iii) prompt actions to bring the air-  
2 craft to a safe stop.

3 (2) CRITERIA.—Not later than 1 year after the  
4 date of enactment of this Act, the Administrator  
5 shall—

6 (A) based on the information obtained pur-  
7 suant to paragraph (1)(A) and (1)(B), identify  
8 airport surface detection and surveillance sys-  
9 tems that meet the standards of the FAA and  
10 may be able to—

11 (i) provide airport surface surveillance  
12 capabilities at airports lacking such capa-  
13 bilities; or

14 (ii) augment existing airport surface  
15 detection and surveillance systems, such as  
16 Airport Surface Detection System—Model  
17 X or the Airport Surface Surveillance Ca-  
18 pability;

19 (B) establish a timeline and action plan for  
20 replacing, maintaining, or enhancing the oper-  
21 ational capability provided by existing airport  
22 surface detection and surveillance systems, and  
23 implementing runway safety technologies at air-  
24 ports without airport surface detection and sur-

1           veillance systems, as needed, to improve runway  
2           safety;

3                   (C) based on the information obtained pur-  
4           suant to paragraph (1)(C), identify safety tech-  
5           nologies and systems in transport airplanes that  
6           meet the standards of the FAA that will—

7                           (i) enhance runway safety for trans-  
8           port airplanes that lack the capabilities of  
9           such technologies and systems, as appro-  
10          priate; or

11                           (ii) augment existing onboard situa-  
12          tional awareness runway traffic alerting  
13          and runway landing safety technologies in-  
14          stalled on transport airplanes; and

15                   (D) establish clear and quantifiable criteria  
16          relating to operational factors, including ground  
17          traffic and air traffic activity and the rate of  
18          runway and terminal airspace safety events (in-  
19          cluding runway incursions), that determine  
20          when the installation and deployment of an air-  
21          port surface detection or surveillance system, or  
22          other runway safety system (including runway  
23          status lights), at an airport is required.

24                   (3) DEPLOYMENT.—Not later than 5 years  
25          after the date of enactment of this Act, the Adminis-

1 trator shall ensure that airport surface detection and  
2 surveillance systems are deployed and operational  
3 at—

4 (A) all airports described in paragraph  
5 (2)(A); and

6 (B) all medium and large hub airports.

7 (4) BRIEFING.—Not later than 3 years after  
8 the date of enactment of this Act, the Administrator  
9 shall brief the appropriate committees of Congress  
10 on the progress of the deployment described in para-  
11 graph (3).

12 (d) FOREIGN OBJECT DEBRIS DETECTION.—

13 (1) IN GENERAL.—Not later than 3 years after  
14 the date of enactment of this Act, the Administrator  
15 shall assess, in coordination with the Council, auto-  
16 mated foreign object debris monitoring and detection  
17 systems at not less than 3 airports that are using  
18 such systems.

19 (2) CONSIDERATIONS.—In conducting the as-  
20 sessment under paragraph (1), the Administrator  
21 shall consider the following:

22 (A) The categorization of an airport.

23 (B) The potential frequency of foreign ob-  
24 ject debris incidents on airport runways or ad-  
25 jacent ramp areas.



1                   (C) The availability of funding for the in-  
2                   stallation and maintenance of foreign object de-  
3                   bris monitoring and detection systems.

4                   (D) The impact of such systems on the air-  
5                   field operations of an airport.

6                   (E) The effectiveness of available foreign  
7                   object debris monitoring and detection systems.

8                   (F) Any other factors relevant to assessing  
9                   the return on investment of foreign object de-  
10                  bris monitoring and detection systems.

11                 (3) CONSULTATION.—In carrying out this sub-  
12                 section, the Administrator and the Council shall con-  
13                 sult with manufacturers and suppliers of foreign ob-  
14                 ject debris detection technology and any other rel-  
15                 evant stakeholders.

16                 (e) RUNWAY SAFETY STUDY.—

17                 (1) IN GENERAL.—Not later than 2 years after  
18                 the date of enactment of this Act, the Administrator  
19                 shall seek to enter into appropriate arrangements  
20                 with a federally funded research and development  
21                 center to conduct a study of runway incursions, air-  
22                 port surface incidents, operational errors, or losses  
23                 of standard separation of aircraft in the approach or  
24                 departure phase of flight to determine how advanced  
25                 technologies and future airport development projects

1           may be able to reduce the frequency of such events  
2           and enhance aviation safety.

3           (2) CONSIDERATIONS.—In conducting the study  
4           under paragraph (1), the federally funded research  
5           and development center shall—

6                   (A) examine data relating to recurring  
7                   runway incursions, surface incidents, oper-  
8                   ational errors, or losses of standard separation  
9                   of aircraft in the approach or departure phase  
10                  of flight at airports to identify the underlying  
11                  factors that caused such events;

12                  (B) assess metrics used to identify when  
13                  such events are increasing at an airport;

14                  (C) assess available and developmental  
15                  technologies, including and beyond such tech-  
16                  nologies considered in subsection (c), that may  
17                  augment existing air traffic management capa-  
18                  bilities of surface surveillance and terminal air-  
19                  space equipment;

20                  (D) consider growth trends in airport size,  
21                  staffing and communication complexities to  
22                  identify—

23                          (i) future gaps in information ex-  
24                          change between aerospace stakeholders;  
25                          and

1 (ii) methods for meeting future near  
2 real-time information sharing needs; and

3 (E) examine airfield safety training pro-  
4 grams used by airport tenants and other stake-  
5 holders operating on airfields of airports, in-  
6 cluding airfield familiarization training pro-  
7 grams for employees, to assess scalability to  
8 handle future growth in airfield capacity and  
9 traffic.

10 (3) RECOMMENDATIONS.—In conducting the  
11 study required by paragraph (1), the federally fund-  
12 ed research and development center shall develop  
13 recommendations for the strategic planning efforts  
14 of the Administration to appropriately maintain sur-  
15 face safety considering future increases in air traffic  
16 and based on the considerations described in para-  
17 graph (2).

18 (4) REPORT TO CONGRESS.—Not later than 90  
19 days after the completion of the study required by  
20 paragraph (1), the Administrator shall submit to the  
21 appropriate committees of Congress a report on the  
22 findings of such study and any recommendations de-  
23 veloped under paragraph (3).

24 (f) DEFINITIONS.—In this section:

1           (1) AIR CARRIER; FOREIGN AIR CARRIER.—The  
2 terms “air carrier” and “foreign air carrier” have  
3 the meanings given such terms in section 40102 of  
4 title 49, United States Code.

5           (2) AIRPORT SURFACE DETECTION AND SUR-  
6 VEILLANCE SYSTEM.—The term “airport surface de-  
7 tection and surveillance system” means an airport  
8 surveillance system that is—

9                   (A) designed to track surface movement of  
10 aircraft and vehicles; or

11                   (B) capable of alerting air traffic control-  
12 lers or flight crewmembers of a possible runway  
13 incursion, misaligned approach, or other safety  
14 event.

15           (3) TRANSPORT AIRPLANE.—The term “trans-  
16 port airplane” means a transport category airplane  
17 designed for operation by an air carrier or foreign  
18 air carrier jet type-certificated with a passenger  
19 seating capacity of at least 10 seats or a maximum  
20 takeoff weight above 12,500 pounds or an all-cargo  
21 or combi derivative of such an airplane.

22 **SEC. 348. IMPROVEMENTS TO AVIATION SAFETY INFORMA-**  
23 **TION ANALYSIS AND SHARING PROGRAM.**

24           (a) IN GENERAL.—Not later than 3 years after the  
25 date of enactment of this Act, the Administrator shall im-

1 plement improvements to the Aviation Safety Information  
2 Analysis and Sharing Program with respect to safety data  
3 sharing and risk mitigation.

4 (b) REQUIREMENTS.—In carrying out subsection (a),  
5 the Administrator shall—

6 (1) identify methods to increase the rate at  
7 which data is collected, processed, and analyzed to  
8 expeditiously share safety intelligence;

9 (2) develop predictive capabilities to anticipate  
10 emerging safety risks;

11 (3) identify methods to improve shared data en-  
12 vironments with external stakeholders;

13 (4) establish a robust process for prioritizing  
14 requests for safety information;

15 (5) establish guidance to encourage regular  
16 safety inspector review of non-confidential aviation  
17 safety and performance data;

18 (6) identify industry segments not yet included  
19 and conduct outreach to such industry segments to  
20 increase the rate of participation, including—

21 (A) general aviation;

22 (B) air transportation and commercial  
23 aviation;

24 (C) rotorcraft operations;

25 (D) air ambulance operations; and

1 (E) aviation maintenance;

2 (7) establish processes for obtaining and ana-  
3 lyzing comprehensive and aggregate data for new  
4 and future industry segments; and

5 (8) integrate safety data from unmanned air-  
6 craft system operators, as appropriate.

7 (c) IMPLEMENTATION.—In carrying out subsection  
8 (a), the Administrator shall—

9 (1) prioritize production-ready configurable so-  
10 lutions over custom development, as appropriate, to  
11 support FAA critical aviation safety programs; and

12 (2) ensure that adequate market research is  
13 completed in accordance with FAA acquisition man-  
14 agement system requirements, including appropriate  
15 demonstrations of proposed solutions, as part of the  
16 evaluation criteria.

17 (d) RULE OF CONSTRUCTION.—Nothing in this sec-  
18 tion shall be construed—

19 (1) to require the Administrator to share con-  
20 fidential or proprietary information and data to safe-  
21 ty inspectors for purposes of enforcement; or

22 (2) to limit the applicability of section 44735 of  
23 title 49, United States Code, to the Aviation Safety  
24 Information Analysis and Sharing Program.

1 (e) BRIEFING.—Not later than 180 days after the  
2 date of enactment of this Act, and every 6 months there-  
3 after until the improvements under subsection (a) are  
4 made, the Administrator shall brief the appropriate com-  
5 mittees of Congress on the progress of implementation of  
6 the Aviation Safety Information Analysis and Sharing  
7 Program, including—

8 (1) an assessment of the progress of the FAA  
9 toward achieving milestones for such program identi-  
10 fied by the inspector general of the Department of  
11 Transportation and the Special Committee to Review  
12 FAA Aircraft Certification Reports;

13 (2) a description of the plan to use appropriate  
14 deployable commercial solutions to assist the FAA in  
15 meeting such milestones;

16 (3) steps taken to make improvements under  
17 subsection (b); and

18 (4) a summary of the efforts of the FAA to ad-  
19 dress gaps in safety data provided from any of the  
20 industry segments described in subsection (b)(6).

21 **SEC. 349. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

22 **AVIATION RULEMAKING COMMITTEE.**

23 (a) IN GENERAL.—The Administrator shall convene  
24 an aviation rulemaking committee to review, and develop  
25 findings and recommendations regarding, instructions for

1 continued airworthiness (as described in section 21.50 of  
2 title 14, Code of Federal Regulations), and provide to the  
3 Administrator a report on such findings and recommenda-  
4 tions and for other related purposes as determined by the  
5 Administrator.

6 (b) COMPOSITION.—The aviation rulemaking com-  
7 mittee established pursuant to subsection (a) shall consist  
8 of members appointed by the Administrator, including  
9 representatives of—

10 (1) holders of type certificates (as described in  
11 subpart B of part 21, title 14, Code of Federal Reg-  
12 ulations);

13 (2) holders of production certificates (as de-  
14 scribed in subpart G of part 21, title 14, Code of  
15 Federal Regulations);

16 (3) holders of parts manufacturer approvals (as  
17 described in subpart K of part 21, title 14, Code of  
18 Federal Regulations);

19 (4) holders of technical standard order author-  
20 izations (as described in subpart O of part 21, title  
21 14, Code of Federal Regulations);

22 (5) operators under parts 121, 125, or 135 of  
23 title 14, Code of Federal Regulations;

24 (6) holders of repair station certificates (as de-  
25 scribed in section 145 of title 14, Code of Federal



1 Regulations) that are not also type certificate hold-  
2 ers as included under paragraph (1), production cer-  
3 tificate holders as included under paragraph (2), or  
4 aircraft operators as included under paragraph (5)  
5 (or associated with any such entities);

6 (7) the certified bargaining representative of  
7 aviation safety inspectors and engineers for the Ad-  
8 ministration;

9 (8) general aviation operators;

10 (9) mechanics certificated under part 65 of title  
11 14, Code of Federal Regulations;

12 (10) holders of supplemental type certificates  
13 (as described in subpart E of part 21 of title 14,  
14 Code of Federal Regulations);

15 (11) designated engineering representatives em-  
16 ployed by repair stations described in paragraph (6);  
17 and

18 (12) aviation safety experts with specific knowl-  
19 edge of instructions for continued airworthiness poli-  
20 cies and regulations.

21 (c) CONSIDERATIONS.—The aviation rulemaking  
22 committee established pursuant to subsection (a) shall  
23 consider—

24 (1) existing standards, regulations, certifi-  
25 cations, assessments, and guidance related to in-

1 instructions for continued airworthiness and the clar-  
2 ity of such standards, regulations, certifications, as-  
3 sessments, and guidance to all parties;

4 (2) the sufficiency of safety data used in pre-  
5 paring instructions for continued airworthiness;

6 (3) the sufficiency of maintenance data used in  
7 preparing instructions for continued airworthiness;

8 (4) the protection of proprietary information  
9 and intellectual property in instructions for contin-  
10 ued airworthiness;

11 (5) the availability of instructions for continued  
12 airworthiness, as needed, for maintenance activities;

13 (6) the need to harmonize or deconflict pro-  
14 posed and existing regulations with other Federal  
15 regulations, guidance, and policies;

16 (7) international collaboration, where appro-  
17 priate and consistent with the interests of safety in  
18 air commerce and national security, with other civil  
19 aviation authorities, international aviation and  
20 standards organizations, and any other appropriate  
21 entities; and

22 (8) any other matter the Administrator deter-  
23 mines appropriate.

24 (d) DUTIES.—The Administrator shall—

1           (1) not later than 1 year after the date of en-  
2           actment of this Act, submit to the appropriate com-  
3           mittees of Congress a copy of the aviation rule-  
4           making committee report under subsection (a); and

5           (2) not later than 180 days after the date of  
6           submission of the report under paragraph (1), ini-  
7           tiate a rulemaking activity or make such policy and  
8           guidance updates necessary to address any con-  
9           sensus recommendations reached by the aviation  
10          rulemaking committee established pursuant to sub-  
11          section (a), as determined appropriate by the Ad-  
12          ministrator.

13 **SEC. 350. SECONDARY COCKPIT BARRIERS.**

14          (a) IN GENERAL.—Not later than 6 months after the  
15          date of enactment of this Act, the Administrator shall con-  
16          vene an aviation rulemaking committee to review and de-  
17          velop findings and recommendations to require installation  
18          of a secondary cockpit barrier on commercial passenger  
19          aircraft operated under the provisions of part 121 of title  
20          14, Code of Federal Regulations, that are not captured  
21          under another regulation or proposed regulation.

22          (b) MEMBERSHIP.—The Administrator shall appoint  
23          a chair and members of the rulemaking committee con-  
24          vened under subsection (a), which shall be comprised of  
25          at least 1 representative from the constituencies of—

- 1 (1) mainline air carriers;
- 2 (2) regional air carriers;
- 3 (3) aircraft manufacturers;
- 4 (4) passenger aircraft pilots represented by a  
5 labor group;
- 6 (5) flight attendants represented by a labor  
7 group;
- 8 (6) airline passengers; and
- 9 (7) other stakeholders the Administrator deter-  
10 mines appropriate.

11 (c) CONSIDERATIONS.—The aviation rulemaking  
12 committee convened under subsection (a) shall consider—

- 13 (1) minimum dimension requirements for sec-  
14 ondary barriers on all aircraft types operated under  
15 part 121 of title 14, Code of Federal Regulations;
- 16 (2) secondary barrier performance standards  
17 manufacturers and air carriers must meet for such  
18 aircraft types;
- 19 (3) the availability of certified secondary bar-  
20 riers suitable for use on such aircraft types;
- 21 (4) the development, certification, testing, man-  
22 ufacturing, installation, and training for secondary  
23 barriers for such aircraft types;
- 24 (5) flight duration and stage length;

1           (6) the location of lavatories on such aircraft as  
2           related to operational complexities;

3           (7) operational complexities;

4           (8) any risks to safely evacuate passengers of  
5           such aircraft; and

6           (9) other considerations the Administrator de-  
7           termines appropriate.

8           (d) REPORT TO CONGRESS.—Not later than 12  
9           months after the convening of the aviation rulemaking  
10          committee described in subsection (a), the Administrator  
11          shall submit to the appropriate committees of Congress  
12          a report based on the findings and recommendations of  
13          the aviation rulemaking committee convened under sub-  
14          section (a), including—

15               (1) if applicable, any dissenting positions on the  
16               findings and the rationale for each position; and

17               (2) any disagreements with the recommenda-  
18               tions, including the rationale for each disagreement  
19               and the reasons for the disagreement.

20          (e) INSTALLATION OF SECONDARY COCKPIT BAR-  
21          RIERS OF EXISTING AIRCRAFT.—Not later than 36  
22          months after the date of the submission of the report  
23          under subsection (d), the Administrator shall, taking into  
24          consideration the final reported findings and recommenda-  
25          tions of the aviation rulemaking committee, issue a final

1 rule requiring installation of a secondary cockpit barrier  
2 on each commercial passenger aircraft operated under the  
3 provisions of part 121 of title 14, Code of Federal Regula-  
4 tions.

5 **SEC. 351. PART 135 DUTY AND REST.**

6 (a) PART 91 TAIL-END FERRY RULEMAKING.—Not  
7 later than 3 years after the date of enactment of this Act,  
8 the Administrator shall require that any operation con-  
9 ducted by a flight crewmember during an assigned duty  
10 period under the operational control of an operator hold-  
11 ing a certificate under part 135 of title 14, Code of Fed-  
12 eral Regulations, before, during, or after the duty period  
13 (including any operations under part 91 of title 14, Code  
14 of Federal Regulations), without an intervening rest pe-  
15 riod, shall count towards the flight time and duty period  
16 limitations of such flight crewmember under part 135 of  
17 title 14, Code of Federal Regulations.

18 (b) RECORD KEEPING.—Not later than 1 year after  
19 the date of enactment of this Act, the Administrator shall  
20 update any Administration policy and guidance regarding  
21 complete and accurate record keeping practices for opera-  
22 tors holding a certificate under part 135 of title 14, Code  
23 of Federal Regulations, in order to properly document, at  
24 a minimum—

25 (1) flight crew assignments;

1 (2) flight crew prospective rest notifications;

2 (3) compliance with flight and duty times limi-  
3 tations and post-duty rest requirements; and

4 (4) duty period start and end times.

5 (c) SAFETY MANAGEMENT SYSTEM OVERSIGHT.—

6 The Administrator, in performing oversight of the safety  
7 management system of an operator holding a certificate  
8 under part 135 of title 14, Code of Federal Regulations,  
9 following the implementation of the final rule issued based  
10 on the final rule titled “Safety Management Systems”,  
11 and published on April 26, 2024 (89 Fed. Reg. 33068),  
12 shall ensure such operator is evaluating and appropriately  
13 mitigating aviation safety risks, including, at minimum,  
14 risks associated with—

15 (1) inadequate flight crewmember duty and rest  
16 periods; and

17 (2) incomplete records pertaining to flight crew  
18 rest, duty, and flight times.

19 (d) ORGAN TRANSPORTATION FLIGHTS.—In updat-  
20 ing guidance and policy pursuant to subsection (b), the  
21 Administrator shall consider and allow for appropriate ac-  
22 commodations, including accommodations related to sub-  
23 sections (b)(2) and (b)(4) for operators—

24 (1) performing organ transportation operations;

25 and

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

4 **SEC. 352. FLIGHT DATA RECOVERY FROM OVERWATER OP-**  
5 **ERATIONS.**

6           (a) FLIGHT DATA RECOVERY FROM OVERWATER  
7 OPERATIONS.—Chapter 447 of title 49, United States  
8 Code, is further amended by adding at the end the fol-  
9 lowing:

10 **“§ 44746. Flight data recovery from overwater oper-**  
11 **ations**

12           “(a) IN GENERAL.—Not later than 18 months after  
13 the date of enactment of this section, the Administrator  
14 of the Federal Aviation Administration shall complete a  
15 rulemaking proceeding to require that, not later than 5  
16 years after the date of enactment of this section, all appli-  
17 cable aircraft are—

18           “(1) fitted with a means, in the event of an ac-  
19 cident, to recover mandatory flight data parameters  
20 in a manner that does not require the underwater  
21 retrieval of the cockpit voice recorder or flight data  
22 recorder;

23           “(2) equipped with a tamper-resistant method  
24 to broadcast sufficient information to a ground sta-  
25 tion to establish the location where an applicable air-



1 craft terminates flight as the result of such an event;  
2 and

3 “(3) equipped with an airframe low-frequency  
4 underwater locating device that functions for at least  
5 90 days and that can be detected by appropriate  
6 equipment.

7 “(b) APPLICABLE AIRCRAFT DEFINED.—In this sec-  
8 tion, the term ‘applicable aircraft’ means an aircraft man-  
9 ufactured on or after January 1, 2028, that is—

10 “(1) operated under part 121 of title 14, Code  
11 of Federal Regulations;

12 “(2) required by regulation to have a cockpit  
13 voice recorder and a flight data recorder; and

14 “(3) used in extended overwater operations.”.

15 (b) CLERICAL AMENDMENT.—The analysis for chap-  
16 ter 447 of title 49, United States Code, is further amend-  
17 ed by adding at the end the following:

“44746. Flight data recovery from overwater operations.”.

18 **SEC. 353. RAMP WORKER SAFETY CALL TO ACTION.**

19 (a) CALL TO ACTION RAMP WORKER SAFETY RE-  
20 VIEW.—Not later than 180 days after the date of enact-  
21 ment of this Act, the Administrator shall initiate a Call  
22 to Action safety review of airport ramp worker safety and  
23 ways to minimize or eliminate ingestion zone and jet blast  
24 zone accidents.

1 (b) CONTENTS.—The Call to Action safety review re-  
2 quired pursuant to subsection (a) shall include—

3 (1) a description of Administration regulations,  
4 guidance, and directives related to airport ramp  
5 worker safety procedures and oversight of such pro-  
6 cesses;

7 (2) a description of reportable accidents and in-  
8 cidents involving airport ramp workers in 5-year pe-  
9 riod preceding the date of enactment of this Act, in-  
10 cluding any identified contributing factors to the re-  
11 portable accident or incident;

12 (3) training and related educational materials  
13 for airport ramp workers, including supervisory and  
14 contract employees;

15 (4) any recommended devices and methods for  
16 communication on the airport ramp, including con-  
17 siderations of requirements for operable radios and  
18 headsets;

19 (5) a review of markings on the airport ramp  
20 that define restriction, staging, safety, or hazard  
21 zones, including markings to clearly define and  
22 graphically indicate the engine ingestion zones and  
23 envelope of safety for the variety of aircraft that  
24 may park at the same gate of the airport;

1           (6) a review of aircraft jet blast and engine in-  
2           take safety markings, including incorporation of  
3           markings on aircraft to indicate engine inlet danger  
4           zones; and

5           (7) a process for stakeholders, including air-  
6           lines, aircraft manufacturers, airports, labor, and  
7           aviation safety experts, to provide feedback and  
8           share best practices.

9           (c) REPORT AND ACTIONS.—Not later than 180 days  
10          after the conclusion of the Call to Action safety review  
11          pursuant to subsection (a), the Administrator shall—

12           (1) submit to the appropriate committees of  
13          Congress a report on the results of the review and  
14          any recommendations for actions or best practices to  
15          improve airport ramp worker safety, including the  
16          identification of risks and possible ways to mitigate  
17          such risks to be considered in any applicable safety  
18          management system of air carriers and airports; and

19           (2) initiate such actions as are necessary to act  
20          upon the findings of the review.

21          (d) TRAINING MATERIALS.—Not later than 6 months  
22          after the completion of the safety review required under  
23          subsection (a), the Administrator shall develop and pub-  
24          lish training and related educational materials about air-  
25          craft engine ingestion and jet blast hazards for ground

1 crews, including supervisory and contract employees, that  
2 includes information on—

3 (1) the specific dangers and consequences of en-  
4 tering engine ingestion or jet blast zones;

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

7 (3) on-the-job, instructor-led training to phys-  
8 ically demonstrate the engine ingestion zone bound-  
9 aries and jet blast zones for each kind of aircraft the  
10 ground crew may encounter.

11 (e) CONSULTATION.—In carrying out this section, the  
12 Administrator shall consult with aviation safety experts,  
13 air carriers, aircraft manufacturers, relevant labor organi-  
14 zations, and airport operators.

15 (f) TRAINING REQUIREMENTS.—Not later than 6  
16 months after the publication of the training and related  
17 educational materials required under subsection (d), the  
18 Administrator may require any ramp worker, as appro-  
19 priate, to receive the relevant engine ingestion and jet  
20 blast zone hazard training before such ramp worker may  
21 perform work on any airport ramp.

22 **SEC. 354. VOLUNTARY REPORTING PROTECTIONS.**

23 (a) IN GENERAL.—Section 40123(a) of title 49,  
24 United States Code, is amended in the matter preceding  
25 paragraph (1)—

1           (1) by inserting “, including section  
2           552(b)(3)(B) of title 5” after “Notwithstanding any  
3           other provision of law”; and

4           (2) by inserting “or third party” after “nor any  
5           agency”.

6           (b) REVIEW OF PROTECTION FROM DISCLOSURE.—  
7 Not later than 180 days after the date of enactment of  
8 this Act, the Administrator shall review and update part  
9 193 of title 14, Code of Federal Regulations, and review  
10 section 44735 of title 49, United States Code, to ensure  
11 such laws and regulations designate and protect from dis-  
12 closure information or data submitted, collected, or ob-  
13 tained by the Administrator under voluntary safety pro-  
14 grams, including the following:

15           (1) Aviation Safety Action Program.

16           (2) Flight Operational Quality Assurance.

17           (3) Line Operations Safety Assessments.

18           (4) Air Traffic Safety Action Program.

19           (5) Technical Operations Safety Action Pro-  
20           gram.

21           (6) Such other voluntarily submitted informa-  
22           tion or programs as the Administrator determines  
23           appropriate.

1 **SEC. 355. TOWER MARKING NOTICE OF PROPOSED RULE-**  
2 **MAKING.**

3 (a) IN GENERAL.—Not later than 1 year after the  
4 date of enactment of this Act, the Administrator shall  
5 issue a notice of proposed rulemaking to implement sec-  
6 tion 2110 of the FAA Extension, Safety, and Security Act  
7 of 2016 (49 U.S.C. 44718 note).

8 (b) REPORT.—If the Administrator fails to issue the  
9 notice of proposed rulemaking pursuant to subsection (a),  
10 the Administrator shall submit to the appropriate commit-  
11 tees of Congress an annual report on the status of such  
12 rulemaking, including—

13 (1) the reasons that the Administrator has  
14 failed to issue the rulemaking; and

15 (2) a list of fatal aircraft accidents associated  
16 with unmarked towers that have occurred during the  
17 5-year period preceding the date of submission of  
18 the report.

19 **SEC. 356. PROMOTION OF CIVIL AERONAUTICS AND SAFETY**  
20 **OF AIR COMMERCE.**

21 Section 40104 of title 49, United States Code, is  
22 amended—

23 (1) in subsection (a) by striking “In carrying  
24 out” and all that follows through “other interested  
25 organizations.”;

1           (2) by redesignating subsection (d) as sub-  
2           section (e);

3           (3) by redesignating subsection (b) as sub-  
4           section (d); and

5           (4) by redesignating subsection (c) as sub-  
6           section (b) and reordering the subsections accord-  
7           ingly.

8   **SEC. 357. EDUCATIONAL AND PROFESSIONAL DEVELOP-**  
9   **MENT.**

10          (a) IN GENERAL.—Section 40104 of title 49, United  
11 States Code, is amended by inserting after subsection (b)  
12 (as redesignated by section 356) the following:

13          “(c) EDUCATIONAL AND PROFESSIONAL DEVELOP-  
14 MENT.—

15               “(1) IN GENERAL.—In carrying out subsection  
16               (a), the Administrator shall support and undertake  
17               efforts to promote and support the education and  
18               professional development of current and future aero-  
19               space professionals.

20               “(2) EDUCATIONAL MATERIALS.—Based on the  
21               availability of resources, the Administrator shall—

22                       “(A) develop and distribute civil aviation  
23                       information and educational materials; and

24                       “(B) provide expertise to State and local  
25                       school administrators, college and university of-

1 officials, and officers of other interested organiza-  
2 tions and entities.

3 “(3) CONTENT.—In developing the educational  
4 materials under paragraph (2), the Administrator  
5 shall ensure such materials, including presentations,  
6 cover topics of broad relevance, including—

7 “(A) ethical decision-making and the re-  
8 sponsibilities of aerospace professionals;

9 “(B) managing a workforce, encouraging  
10 proper reporting of prospective safety issues,  
11 and educating employees on safety management  
12 systems; and

13 “(C) responsibilities as a designee or rep-  
14 resentative of the Administrator.”.

15 (b) SUPPORT FOR PROFESSIONAL DEVELOPMENT  
16 AND CONTINUING EDUCATION.—The Administrator may  
17 take such action as may be necessary to support or launch  
18 initiatives that seek to advance the professional develop-  
19 ment and continuing education of aerospace professionals.

20 **SEC. 358. GLOBAL AVIATION SAFETY.**

21 (a) IN GENERAL.—Section 40104(d) of title 49,  
22 United States Code, (as redesignated by section 356) is  
23 amended—

24 (1) in the subsection heading by inserting “AND  
25 ASSISTANCE” after “INTERNATIONAL ROLE”;



1           (2) in paragraph (1) by striking “The Adminis-  
2           trator” and inserting “In carrying out subsection  
3           (a), the Administrator”;

4           (3) by redesignating paragraph (2) as para-  
5           graph (4); and

6           (4) by inserting after paragraph (1) the fol-  
7           lowing:

8           “(2) INTERNATIONAL PRESENCE.—The Admin-  
9           istrator shall maintain an international presence  
10          to—

11                   “(A) assist foreign civil aviation authorities  
12          in—

13                           “(i) establishing robust aviation over-  
14                           sight practices and policies;

15                           “(ii) harmonizing international avia-  
16                           tion standards for air traffic management,  
17                           operator certification, aircraft certification,  
18                           airports, and certificated or credentialed  
19                           individuals;

20                           “(iii) validating and accepting foreign  
21                           aircraft design and production approvals;

22                           “(iv) preparing for new aviation tech-  
23                           nologies, including powered-lift aircraft,  
24                           products, and articles; and

1                   “(v) appropriately adopting continuing  
2                   airworthiness information, such as air-  
3                   worthiness directives;

4                   “(B) encourage the adoption of United  
5                   States standards, regulations, and policies;

6                   “(C) establish, maintain, and update bilat-  
7                   eral or multilateral aviation safety agreements  
8                   and the aviation safety information contained  
9                   within such agreements;

10                  “(D) engage in bilateral and multilateral  
11                  discussions as required under paragraph (5)  
12                  and provide technical assistance as described in  
13                  paragraph (6);

14                  “(E) validate foreign aviation products and  
15                  ensure reciprocal validation of products for  
16                  which the United States is the state of design  
17                  or production;

18                  “(F) support accident and incident inves-  
19                  tigations, particularly such investigations that  
20                  involve United States persons and certified  
21                  products and such investigations where the Na-  
22                  tional Transportation Safety Board is sup-  
23                  porting an investigation pursuant to annex 13  
24                  of the International Civil Aviation Organization;

1           “(G) support the international safety ac-  
2           tivities of the United States aviation sector;

3           “(H) maintain valuable relationships with  
4           entities with aviation equities, including civil  
5           aviation authorities, other governmental bodies,  
6           non-governmental organizations, and foreign  
7           manufacturers; and

8           “(I) perform other activities as determined  
9           necessary by the Administrator.”.

10       (b) REVIEW OF INTERNATIONAL FIELD OFFICES.—  
11       Section 40104(d) of title 49, United States Code, (as re-  
12       designated by section 356) is further amended by inserting  
13       after paragraph (2) the following:

14           “(3) INTERNATIONAL OFFICES.—In carrying  
15           out the responsibilities described in subsection (a),  
16           the Administrator—

17           “(A) shall maintain international offices of  
18           the Administration;

19           “(B) every 5 years, may review existing  
20           international offices to determine—

21           “(i) the effectiveness of such offices in  
22           fulfilling the mission described in para-  
23           graph (2); and

1                   “(ii) the adequacy of resources and  
2                   staffing to achieve the mission described in  
3                   paragraph (2); and

4                   “(C) shall establish offices to address gaps  
5                   identified by the review under subparagraph  
6                   (B) and in furtherance of the mission described  
7                   in paragraph (2), putting an emphasis on estab-  
8                   lishing such offices—

9                   “(i) where international civil aviation  
10                  authorities are located;

11                  “(ii) where regional intergovernmental  
12                  organizations are located;

13                  “(iii) in countries that have difficulty  
14                  maintaining a category 1 classification  
15                  through the International Aviation Safety  
16                  Assessment program; and

17                  “(iv) in regions that have experienced  
18                  substantial growth in aviation operations  
19                  or manufacturing.”.

20                  (c) BILATERAL AVIATION SAFETY AGREEMENTS;  
21                  TECHNICAL ASSISTANCE.—

22                  (1) ESTABLISHMENT.—Section 40104(d) of  
23                  title 49, United States Code, (as redesignated by  
24                  section 356) is further amended by adding at the  
25                  end the following:

1           “(5) BILATERAL AVIATION SAFETY AGREE-  
2           MENTS.—

3           “(A) IN GENERAL.—The Administrator  
4           shall negotiate, enter into, promote, enforce,  
5           evaluate the effectiveness of, and seek to update  
6           bilateral or multilateral aviation safety agree-  
7           ments, and the parts of such agreements, with  
8           international aviation authorities.

9           “(B) PURPOSE.—The Administrator shall  
10          seek to enter into bilateral aviation safety  
11          agreements under this section to, at a min-  
12          imum—

13                   “(i) improve global aviation safety;

14                   “(ii) increase harmonization of, and  
15                   reduce duplicative, requirements, processes,  
16                   and approvals to advance the aviation in-  
17                   terests of the United States;

18                   “(iii) ensure access to international  
19                   markets for operators, service providers,  
20                   and manufacturers from the United States;  
21                   and

22                   “(iv) put in place procedures for re-  
23                   course when a party to such agreements  
24                   fails to meet the obligations of such party  
25                   under such agreements.

1           “(C) SCOPE.—The scope of a bilateral  
2 aviation safety agreement entered into under  
3 this section shall, as appropriate, cover existing  
4 aviation users and concepts and establish a  
5 process by which bilateral aviation safety agree-  
6 ments can be updated to include new and novel  
7 concepts on an ongoing basis.

8           “(D) CONTENTS.—Bilateral aviation safety  
9 agreements entered into under this section  
10 shall, as appropriate and consistent with United  
11 States law and regulation, include topics such  
12 as—

13                   “(i) airworthiness, certification, and  
14 validation;

15                   “(ii) maintenance;

16                   “(iii) operations and pilot training;

17                   “(iv) airspace access, efficiencies, and  
18 navigation services;

19                   “(v) transport category aircraft;

20                   “(vi) fixed-wing aircraft, rotorcraft,  
21 powered-lift aircraft, products, and arti-  
22 cles;

23                   “(vii) aerodrome certification;

24                   “(viii) unmanned aircraft and associ-  
25 ated elements of such aircraft;

1                   “(ix) flight simulation training de-  
2                   vices;

3                   “(x) new or emerging technologies and  
4                   technology trends; and

5                   “(xi) other topics as determined ap-  
6                   propriate by the Administrator.

7                   “(E) RULE OF CONSTRUCTION.—Bilateral  
8                   or multilateral aviation safety agreements en-  
9                   tered into under this subsection shall not be  
10                  construed to diminish or alter any authority of  
11                  the Administrator under any other provision of  
12                  law.”.

13                  (2) TECHNICAL ASSISTANCE UPDATES.—Sec-  
14                  tion 40113(e) of title 49, United States Code, is  
15                  amended by adding at the end the following:

16                  “(6) TECHNICAL ASSISTANCE OUTSIDE OF  
17                  AGREEMENTS.—In the absence of a bilateral or mul-  
18                  tilateral agreement, the Administrator may provide  
19                  technical assistance and training under this sub-  
20                  section if the Administrator determines that—

21                  “(A) a foreign government would benefit  
22                  from technical assistance pursuant to this sub-  
23                  section to strengthen aviation safety, efficiency,  
24                  and security; and

1           “(B) the engagement is to provide inher-  
2           ently governmental technical assistance and  
3           training.

4           “(7) INHERENTLY GOVERNMENTAL TECHNICAL  
5           ASSISTANCE AND TRAINING DEFINED.—In this sub-  
6           section, the term ‘inherently governmental technical  
7           assistance and training’ means technical assistance  
8           and training that—

9           “(A) relies upon or incorporates Federal  
10          Aviation Administration-specific program, sys-  
11          tem, policy, or procedural matters;

12          “(B) must be accomplished using agency  
13          expertise and authority; and

14          “(C) relates to—

15                 “(i) international aviation safety as-  
16                 sessment technical reviews and technical  
17                 assistance;

18                 “(ii) aerodrome safety and certifi-  
19                 cation;

20                 “(iii) aviation system certification ac-  
21                 tivities based on Federal Aviation Adminis-  
22                 tration regulations and requirements;

23                 “(iv) cybersecurity efforts to protect  
24                 United States aviation ecosystem compo-  
25                 nents and facilities;



1                   “(v) operation and maintenance of air  
2                   navigation system equipment, procedures,  
3                   and personnel; or

4                   “(vi) training and exercises in support  
5                   of aviation safety, efficiency, and secu-  
6                   rity.”.

7                   (3) VALIDATION OF POWERED-LIFT AIR-  
8                   CRAFT.—In carrying out section 40104(d) of title  
9                   49, United States Code (as amended by this Act),  
10                  the Administrator shall ensure coordination with  
11                  international civil aviation authorities regarding the  
12                  establishment of mutual processes for efficient vali-  
13                  dation, acceptance, and working arrangements of  
14                  certificates and approvals for powered-lift aircraft,  
15                  products, and articles.

16                  (4) REPORT ON INTERNATIONAL VALIDATION  
17                  PROGRAM PERFORMANCE.—

18                  (A) IN GENERAL.—Not later than 2 years  
19                  after the date of enactment of this Act, the Sec-  
20                  retary shall initiate a review to evaluate the  
21                  performance of the type certificate validation  
22                  program of the FAA under bilateral or multilat-  
23                  eral aviation safety agreements, with a focus on  
24                  agreed to implementation procedures.

1 (B) CONTENTS.—In conducting the review  
2 under subparagraph (A), the Secretary shall  
3 consider, at minimum, the following:

4 (i) Actions taken for the purposes of  
5 carrying out section 243(a) of the FAA  
6 Reauthorization Act of 2018 (49 U.S.C.  
7 44701 note).

8 (ii) Metrics from validation programs  
9 carried out prior to the initiation of such  
10 review, including the number and types of  
11 projects, timeline milestones, and trends  
12 relating to the repeated use of non-basic  
13 criteria.

14 (iii) Training on the minimum stand-  
15 ards of established validation work plans,  
16 including any guidance on the level of in-  
17 volvement of the validating authority, es-  
18 tablished justifications for involvement,  
19 and procedures for compliance document  
20 requests.

21 (iv) The perspectives of—

22 (I) FAA employees responsible  
23 for type validation projects;

24 (II) bilateral civil aviation regu-  
25 latory partners; and

1 (III) industry applicants seeking  
2 validation.

3 (v) Adequacy of the funding and staff-  
4 ing levels of the International Validation  
5 Branch of the Compliance and Airworthi-  
6 ness Division of the Aircraft Certification  
7 Service of the FAA.

8 (vi) Effectiveness of FAA training for  
9 FAA employees.

10 (vii) Effectiveness of outreach con-  
11 ducted to improve and enforce validation  
12 processes.

13 (viii) Efforts undertaken to strength-  
14 en relationships with international certifi-  
15 cation authorities.

16 (ix) Number of approvals issued by  
17 other certifying authorities in compliance  
18 with applicable bilateral agreements and  
19 implementation procedures.

20 (C) REPORT.—Not later than 60 days  
21 after the completion of the review initiated  
22 under this subsection, the Administrator shall  
23 submit to the appropriate committees of Con-  
24 gress a report regarding such review.

1 (D) DEFINITIONS.—In this paragraph, the  
2 terms “ODA holder” and “ODA unit” have the  
3 meanings given such terms in section 44736(c)  
4 of title 49, United States Code.

5 (d) INTERNATIONAL ENGAGEMENT STRATEGY.—  
6 Section 40104(d) of title 49, United States Code, (as re-  
7 designated by section 356) is further amended by adding  
8 at the end the following:

9 “(7) STRATEGIC PLAN.—The Administrator  
10 shall maintain a strategic plan for the international  
11 engagement of the Administration that includes—

12 “(A) all elements of the report required  
13 under section 243(b) of the FAA Reauthoriza-  
14 tion Act of 2018 (49 U.S.C. 44701 note);

15 “(B) measures to fulfill the mission de-  
16 scribed in paragraph (2);

17 “(C) initiatives to attain greater expertise  
18 among employees of the Federal Aviation Ad-  
19 ministration in issues related to dispute resolu-  
20 tion, intellectual property, and export control  
21 laws;

22 “(D) policy regarding the future direction  
23 and strategy of the United States engagement  
24 with the International Civil Aviation Organiza-  
25 tion;

1           “(E) procedures for acceptance of manda-  
2           tory airworthiness information, such as air-  
3           worthiness directives, and other safety-related  
4           regulatory documents, including procedures to  
5           implement the requirements of section  
6           44701(e)(5);

7           “(F) all factors, including funding and  
8           resourcing, necessary for the Administration to  
9           maintain leadership in the global activities re-  
10          lated to aviation safety and air transportation;

11          “(G) establishment of, and a process to  
12          regularly track and update, metrics to measure  
13          the effectiveness of, and foreign civil aviation  
14          authority compliance with, bilateral aviation  
15          safety agreements; and

16          “(H) a strategic methodology to facilitate  
17          the ability of the United States aerospace in-  
18          dustry to efficiently operate and export new  
19          aerospace technologies, products, and articles in  
20          key markets globally.”.

21          (e) POWERED-LIFT AIRCRAFT.—In developing the  
22          methodology required under section 40104(d)(7)(H) of  
23          title 49, United States Code (as added by subsection (d)),  
24          the Administrator shall—

1           (1) perform an assessment of existing bilateral  
2           aviation safety agreements, implementation proce-  
3           dures, and other associated bilateral arrangements  
4           to determine how current and future powered-lift  
5           products and articles can utilize the most appro-  
6           priate validation mechanisms and procedures;

7           (2) facilitate global acceptance of the approach  
8           of the FAA to certification of powered-lift aircraft,  
9           products, and articles; and

10          (3) consider any other information determined  
11          appropriated by the Administrator.

12 **SEC. 359. AVAILABILITY OF PERSONNEL FOR INSPECTIONS,**  
13 **SITE VISITS, AND TRAINING.**

14          Section 40104 of title 49, United States Code, is fur-  
15          ther amended by adding at the end the following:

16          “(f) TRAVEL.—The Administrator and the Secretary  
17          of Transportation shall, in carrying out the responsibilities  
18          described in subsection (a), delegate to the appropriate su-  
19          pervisors of offices of the Administration the ability to au-  
20          thorize the domestic and international travel of relevant  
21          personnel who are not in the Federal Aviation Administra-  
22          tion Executive System, without any additional approvals  
23          required, for the purposes of—

24                 “(1) promoting aviation safety, aircraft oper-  
25                 ations, air traffic, airport, unmanned aircraft sys-

1       tems, aviation fuels, and other aviation standards,  
2       regulations, and initiatives adopted by the United  
3       States;

4               “(2) facilitating the adoption of United States  
5       approaches on such aviation standards and rec-  
6       ommended practices at the International Civil Avia-  
7       tion Organization;

8               “(3) supporting the acceptance of Administra-  
9       tion design and production approvals by other civil  
10      aviation authorities;

11              “(4) training Administration personnel and  
12      training provided to other persons;

13              “(5) engaging with regulated entities, including  
14      performing site visits;

15              “(6) activities associated with subsections (c)  
16      through (e); and

17              “(7) other activities as determined by the Ad-  
18      ministrator.”.

19   **SEC. 360. WILDFIRE SUPPRESSION.**

20       (a) IN GENERAL.—Not later than 18 months after  
21      the date of enactment of this Act, to ensure that sufficient  
22      firefighting resources are available to suppress wildfires  
23      and protect public safety and property, and notwith-  
24      standing any other provision of law or agency regulation,  
25      the Administrator shall issue a rule under which—

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

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

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

17          (b) SURPLUS MILITARY AIRCRAFT.—In issuing a  
18          rule under subsection (a), the Administrator may not en-  
19          able any aircraft of a type that has been—

20               (1) manufactured in accordance with the re-  
21               quirements of, and accepted for use by, the armed  
22               forces (as defined in section 101 of title 10, United  
23               States Code); and

24               (2) later modified to be used for wildfire sup-  
25               pression operations.



1           (c) CONFORMING AMENDMENTS TO FAA DOCU-  
2 MENTS.—In issuing a rule under subsection (a), the Ad-  
3 ministrator shall revise the order of the FAA titled “Re-  
4 stricted Category Type Certification”, issued on February  
5 27, 2006 (FAA Order 8110.56), as well as any cor-  
6 responding policy or guidance material, to reflect the re-  
7 quirements of this section.

8           (d) SAVINGS PROVISION.—Nothing in this section  
9 shall be construed to limit the authority of the Adminis-  
10 trator to take action otherwise authorized by law to pro-  
11 tect aviation safety or passenger safety.

12           (e) DEFINITIONS.—In this section:

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

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

1 **SEC. 361. CONTINUOUS AIRCRAFT TRACKING AND TRANS-**  
2 **MISSION FOR HIGH ALTITUDE BALLOONS.**

3 (a) STUDY ON EFFECTS OF HIGH ALTITUDE BAL-  
4 LOONS ON AVIATION SAFETY.—

5 (1) IN GENERAL.—Not later than 180 days  
6 after the date of enactment of this Act, the Adminis-  
7 trator, in coordination with the heads of other rel-  
8 evant Federal agencies, shall brief the appropriate  
9 committees of Congress on the effects of high alti-  
10 tude balloon operations that do not emit electronic  
11 or radio signals for identification purposes and are  
12 launched within the United States and the terri-  
13 tories of the United States on aviation safety.

14 (2) CONSIDERATIONS.—In carrying out this  
15 subsection, the Administrator shall consider—

16 (A) current technology available and em-  
17 ployed to track high altitude balloon operations  
18 described under paragraph (1);

19 (B) how the flights of such operations have  
20 affected, or could affect, aviation safety;

21 (C) how such operations have contributed,  
22 or could contribute, to misidentified threats to  
23 civil or military aviation operations or infra-  
24 structure; and

1                   (D) how such operations have impacted, or  
2                   could impact, national security and air traffic  
3                   control operations.

4           (b) HIGH ALTITUDE BALLOON TRACKING AVIATION  
5 RULEMAKING COMMITTEE.—

6           (1) ESTABLISHMENT.—Not later than 180 days  
7           after the date of enactment of this Act, the Adminis-  
8           trator shall establish an Aviation Rulemaking Com-  
9           mittee (in this section referred to as the “Com-  
10           mittee”) to review and develop findings and rec-  
11           ommendations to inform a standard for any high al-  
12           titude balloon to be equipped with a system for con-  
13           tinuous aircraft tracking that transmits, at a min-  
14           imum, the altitude, location, and identity of the high  
15           altitude balloon in a manner that is accessible to air  
16           traffic controllers and ensures the safe integration of  
17           high altitude balloons into the national airspace sys-  
18           tem.

19           (2) COMPOSITION.—The Committee shall con-  
20           sist of members appointed by the Administrator, in-  
21           cluding the following:

22                   (A) Representatives of industry.

23                   (B) Aviation safety experts, including ex-  
24                   perts with specific knowledge—

1 (i) of high altitude balloon operations;

2 or

3 (ii) FAA tracking and surveillance  
4 systems.

5 (C) Non-governmental researchers and  
6 educators.

7 (D) Representatives of the Department of  
8 Defense.

9 (E) Representatives of Federal agencies  
10 that conduct high altitude balloon operations.

11 (3) REPORT.—Not later than 18 months after  
12 the date of enactment of this Act, the Committee  
13 shall submit to the Administrator a report detailing  
14 the findings and recommendations developed under  
15 paragraph (1), including recommendations regarding  
16 the following:

17 (A) How to update sections 91.215,  
18 91.225, and 99.13 of title 14, Code of Federal  
19 Regulations, to require all high altitude balloons  
20 to have a continuous aircraft tracking and  
21 transmission system.

22 (B) Any necessary updates to the require-  
23 ments for high altitude balloons under subpart  
24 D of part 101 of title 14, Code of Federal Reg-  
25 ulations.

1 (C) Any necessary updates to other FAA  
2 regulations or requirements deemed appropriate  
3 and necessary by the Administrator to—

4 (i) ensure any high altitude balloon  
5 has a continuous aircraft tracking and  
6 transmission system;

7 (ii) ensure all data relating to the alti-  
8 tude, location, and identity of any high al-  
9 titude balloon is made available to air traf-  
10 fic controllers;

11 (iii) determine criteria and provide ap-  
12 proval guidance for new equipment that  
13 provides continuous aircraft tracking and  
14 transmission for high altitude balloons and  
15 meets the performance requirements de-  
16 scribed under section 91.225 of title 14,  
17 Code of Federal Regulations, including  
18 portable, battery-powered Automatic De-  
19 pendent Surveillance–Broadcast Out equi-  
20 page; and

21 (iv) maintain airspace safety.

22 (4) USE OF PRIOR WORK.—In developing the  
23 report under paragraph (3), the Committee may  
24 make full use of any research, comments, data, find-

1       ings, or recommendations made by any prior avia-  
2       tion rulemaking committee.

3               (5) NEW TECHNOLOGIES AND SOLUTIONS.—

4       Nothing in this subsection shall require the Com-  
5       mittee to develop recommendations requiring equi-  
6       page of high altitude balloons with an Automatic  
7       Dependent Surveillance–Broadcast Out system or an  
8       air traffic control transponder transmission system,  
9       or preclude the Committee from making rec-  
10      ommendations for the adoption of new systems or  
11      solutions that may require that a high altitude bal-  
12      loon be equipped with a system that can transmit,  
13      at a minimum, the altitude, location, and identity of  
14      the high altitude balloon.

15              (6) BRIEFING.—Not later than 6 months after  
16      receiving the report required under paragraph (3),  
17      the Administrator shall brief the appropriate com-  
18      mittees of Congress on the contents of such report  
19      and the status of any recommendation received pur-  
20      suant to such report.

21              (c) DEFINITIONS.—In this section, the term “high al-  
22      titude balloon” means a manned or unmanned free balloon  
23      operating not less than 18,000 feet above mean sea level.

1 **SEC. 362. CABIN AIR SAFETY.**

2 (a) **DEADLINE FOR 2018 STUDY ON BLEED AIR.—**

3 Not later than 6 months after the date of enactment of  
4 this Act, the Administrator shall complete the require-  
5 ments of section 326 of the FAA Reauthorization Act of  
6 2018 (49 U.S.C. 40101 note) and submit to the appro-  
7 priate Congressional committees the following:

8 (1) The completed study required under sub-  
9 section (c) of such section.

10 (2) The report on the feasibility, efficacy, and  
11 cost-effectiveness of certification and installation of  
12 systems to evaluate bleed air quality required under  
13 subsection (d) of such section.

14 (b) **REPORTING SYSTEM FOR SMOKE OR FUME**  
15 **EVENTS ONBOARD COMMERCIAL AIRCRAFT.—**

16 (1) **IN GENERAL.—**Not later than 180 days  
17 after the date of the enactment of this Act, the Ad-  
18 ministrator shall develop a standardized submission  
19 system for air carrier employees to voluntarily report  
20 fume or smoke events onboard passenger-carrying  
21 aircraft operating under part 121 of title 14, Code  
22 of Federal Regulations.

23 (2) **COLLECTED INFORMATION.—**In developing  
24 the system under paragraph (1), the Administrator  
25 shall ensure that the system includes a method for  
26 submitting information about a smoke or fume event

1 that allows for the collection of the following infor-  
2 mation, if applicable:

3 (A) Identification of the flight number,  
4 type, and registration of the aircraft.

5 (B) The date of the reported fume or  
6 smoke event onboard the aircraft.

7 (C) Description of fumes or smoke in the  
8 aircraft, including the nature, intensity, and  
9 visual consistency or smell (if any).

10 (D) The location of the fumes or smoke in  
11 the aircraft.

12 (E) The source (if discernible) of the  
13 fumes or smoke in the aircraft.

14 (F) The phase of flight during which  
15 fumes or smoke first became present.

16 (G) The duration of the fume or smoke  
17 event.

18 (H) Any required onboard medical atten-  
19 tion for passengers or crew members.

20 (I) Any additional factors as determined  
21 appropriate by the Administrator or crew mem-  
22 ber submitting a report.

23 (3) GUIDELINES FOR SUBMISSION.—The Ad-  
24 ministrator shall issue guidelines on how to submit  
25 the information described in paragraph (2).



1           (4) CONFIRMATION OF SUBMISSION.—Upon  
2 submitting the information described in paragraph  
3 (2), the submitting party shall receive a duplicate  
4 record of the submission and confirmation of receipt.

5           (5) USE OF INFORMATION.—The Adminis-  
6 trator—

7           (A) may not publicly publish any—

8                 (i) information specific to a fume or  
9 smoke event that is submitted pursuant to  
10 this section; and

11                (ii) any information that may be used  
12 to identify the party submitting such infor-  
13 mation;

14           (B) may only publicly publish information  
15 submitted pursuant to this section that has  
16 been aggregated if—

17                 (i) such information has been vali-  
18 dated; and

19                 (ii) the availability of such informa-  
20 tion would improve aviation safety;

21           (C) shall maintain a database of such in-  
22 formation;

23           (D) at the request of an air carrier, shall  
24 provide to such air carrier any information sub-  
25 mitted pursuant to this section that is relevant

1 to such air carrier, except any information that  
2 may be used to identify the party submitting  
3 such information;

4 (E) may not, without validation, assume  
5 that information submitted pursuant to this  
6 section is accurate for the purposes of initiating  
7 rulemaking or taking an enforcement action;

8 (F) may use information submitted pursu-  
9 ant to this section to inform the oversight of  
10 the safety management system of an air carrier;  
11 and

12 (G) may use information submitted pursu-  
13 ant to this section for the purpose of per-  
14 forming a study or supporting a study spon-  
15 sored by the Administrator.

16 (c) NATIONAL ACADEMIES STUDY ON OVERALL  
17 CABIN AIR QUALITY.—

18 (1) IN GENERAL.—Not later than 3 years after  
19 the date of enactment of this Act, the Administrator  
20 shall seek to enter into the appropriate arrange-  
21 ments with the National Academies to conduct a  
22 study and issue recommendations to be made pub-  
23 licly available pertaining to cabin air quality and any  
24 risk of, and potential for, persistent and accidental  
25 fume or smoke events onboard a passenger-carrying

1 aircraft operating under part 121 of title 14, Code  
2 of Federal Regulations.

3 (2) SCOPE.—In carrying out a study pursuant  
4 to paragraph (1), the National Academies shall ex-  
5 amine—

6 (A) the report issued pursuant to section  
7 326 of the FAA Reauthorization Act of 2018  
8 (49 U.S.C. 40101 note) and any identified as-  
9 sumptions or gaps described in such report;

10 (B) the information collected through the  
11 system established pursuant to subsection (b);

12 (C) any health risks or impacts of fume or  
13 smoke events on flight crews, including flight  
14 attendants and pilots, and passengers onboard  
15 aircraft operating under part 121 of title 14,  
16 Code of Federal Regulations;

17 (D) instances of persistent or regularly oc-  
18 ccurring (as determined by the National Acad-  
19 emies) fume or smoke events in such aircraft;

20 (E) instances of accidental, unexpected, or  
21 irregularly occurring (as determined by the Na-  
22 tional Academies) fume or smoke events on  
23 such aircraft, including whether such accidental  
24 events are more frequent during various phases

1 of operations, including ground operations, tax-  
2 iing, take off, cruise, and landing;

3 (F) the air contaminants present during  
4 the instances described in subparagraphs (D)  
5 and (E) and the probable originating materials  
6 of such air contaminants;

7 (G) the frequencies, durations, and likely  
8 causes of the instances described in subpara-  
9 graphs (D) and (E); and

10 (H) any additional data on fume or smoke  
11 events, as determined appropriate by the Na-  
12 tional Academies.

13 (3) RECOMMENDATIONS.—As a part of the  
14 study conducted under paragraph (1), the National  
15 Academies shall provide recommendations—

16 (A) that, at minimum, address how to—

17 (i) improve overall cabin air quality of  
18 passenger-carrying aircraft;

19 (ii) improve the detection, accuracy,  
20 and reporting of fume or smoke events;  
21 and

22 (iii) reduce the frequency and impact  
23 of fume or smoke events; and

24 (B) to establish or update standards,  
25 guidelines, or regulations that could help

1           achieve the recommendations described in sub-  
2           paragraph (A).

3           (4) REPORT TO CONGRESS.—Not later than 1  
4           month after the completion of the study conducted  
5           under paragraph (1), the Administrator shall submit  
6           to the appropriate committees of Congress a copy of  
7           such study and recommendations submitted with  
8           such study.

9           (d) RULEMAKING.—Not later than 1 year after the  
10          completion of the study conducted under subsection (c),  
11          the Administrator may, as appropriate to address the safe-  
12          ty risks identified as a result of the actions taken pursuant  
13          to this section, issue a notice of proposed rulemaking to  
14          establish requirements for scheduled passenger air carrier  
15          operations under part 121 of title 14, Code of Federal  
16          Regulations that may include the following:

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

21                 (2) Required actions and procedures for air car-  
22                 riers to take after receiving a report of an incident  
23                 involving a fume or smoke event in which at least 1  
24                 passenger or crew member required medical atten-  
25                 tion as a result of such incident.

1           (3) Installation onboard aircraft of detectors  
2           and other air quality monitoring equipment.

3           (e) FUME OR SMOKE EVENT DEFINED.—In this sec-  
4 tion, the term “fume or smoke event” means an event in  
5 which there is an atypical noticeable or persistent presence  
6 of fumes or air contaminants in the cabin, including, at  
7 a minimum, a smoke event.

8 **SEC. 363. COMMERCIAL AIR TOUR AND SPORT PARA-**  
9 **CHUTING SAFETY.**

10          (a) SAFETY REQUIREMENTS FOR COMMERCIAL AIR  
11 TOUR OPERATORS.—

12           (1) SAFETY REFORMS.—

13           (A) AUTHORITY TO CONDUCT NONSTOP  
14 COMMERCIAL AIR TOURS.—

15           (i) IN GENERAL.—Subject to clause  
16           (ii), beginning on the date that is 2 years  
17           after the date a final rule is published pur-  
18           suant to paragraph (3), no person may  
19           conduct commercial air tours unless such  
20           person either—

21           (I) holds a certificate identifying  
22           the person as an air carrier or com-  
23           mercial operator under part 119 of  
24           title 14, Code of Federal Regulations  
25           and conducts all commercial air tours

1 under the applicable provisions of part  
2 121 or part 135 of title 14, Code of  
3 Federal Regulations; or

4 (II) conducts all commercial air  
5 tours pursuant to the requirements  
6 established by the Administrator  
7 under the final rule published pursu-  
8 ant to paragraph (3).

9 (ii) SMALL BUSINESS EXCEPTION.—  
10 The provisions of clause (i) shall not apply  
11 to a person who conducts 100 or fewer  
12 commercial air tours in a calendar year.

13 (B) ADDITIONAL SAFETY REQUIRE-  
14 MENTS.—

15 (i) IN GENERAL.—Not later than 3  
16 years after the date of enactment of this  
17 Act, the Administrator shall issue new or  
18 revised regulations to require a commercial  
19 air tour operator seeking to conduct an op-  
20 eration with a removed or modified door  
21 and a person conducting aerial photog-  
22 raphy operations seeking to conduct an op-  
23 eration with a removed or modified door to  
24 receive approval from the Administrator  
25 prior to conducting such operation.

1 (ii) CONDITIONS AND RESTRIC-  
2 TIONS.—In issuing new or revised regula-  
3 tions under clause (i), the Administrator  
4 may impose such conditions and restric-  
5 tions as determined necessary for safety.

6 (iii) CONSIDERATIONS.—In issuing  
7 new or revised regulations under clause (i),  
8 the Administrator shall require a commer-  
9 cial air tour operator to demonstrate to  
10 any representative of the FAA, upon re-  
11 quest, that a pilot authorized to operate  
12 such an air tour has received avoidance  
13 training for controlled flight into terrain  
14 and in-flight loss of control. Such training  
15 shall address reducing the risk of accidents  
16 involving unintentional flight into instru-  
17 ment meteorological conditions to address  
18 day, night, and low-visibility environments  
19 with special attention paid to research  
20 available as of the date of enactment of  
21 this Act on human factors issues involved  
22 in such accidents, including, at a min-  
23 imum—

24 (I) specific terrain, weather, and  
25 infrastructure challenges relevant in



1 the local operating environment that  
2 increase the risk of such accidents;

3 (II) pilot decision-making rel-  
4 evant to the avoidance of instrument  
5 meteorological conditions while oper-  
6 ating under visual flight rules;

7 (III) use of terrain awareness  
8 displays;

9 (IV) spatial disorientation risk  
10 factors and countermeasures; and

11 (V) strategies for maintaining  
12 control, including the use of auto-  
13 mated systems.

14 (2) AVIATION RULEMAKING COMMITTEE.—

15 (A) IN GENERAL.—The Administrator  
16 shall convene an aviation rulemaking committee  
17 to review and develop findings and rec-  
18 ommendations to increase the safety of com-  
19 mercial air tours.

20 (B) CONSIDERATIONS.—The aviation rule-  
21 making committee convened under subpara-  
22 graph (A) shall consider, at a minimum—

23 (i) potential changes to operations  
24 regulations or requirements for commercial  
25 air tours, including requiring—

1 (I) the adoption of pilot training  
2 standards that are comparable, as ap-  
3 plicable, to the standards under sub-  
4 part H of part 135 of title 14, Code  
5 of Federal Regulations; and

6 (II) the adoption of maintenance  
7 standards that are comparable, as ap-  
8 plicable, to the standards under sub-  
9 part J of part 135 of title 14, Code  
10 of Federal Regulations;

11 (ii) establishing a performance-based  
12 standard for flight data monitoring for all  
13 commercial air tour operators that reviews  
14 all available data sources to identify devi-  
15 ations from established areas of operation  
16 and potential safety issues;

17 (iii) requiring all commercial air tour  
18 operators to install flight data recording  
19 devices capable of supporting collection  
20 and dissemination of the data incorporated  
21 in the Flight Operational Quality Assur-  
22 ance Program under section 13.401 of title  
23 14, Code of Federal Regulations (or, if an  
24 aircraft cannot be retrofitted with such  
25 equipment, requiring the commercial air

1           tour operator for such aircraft to collect  
2           and maintain flight data through alter-  
3           native methods);

4                   (iv) requiring all commercial air tour  
5           operators to implement a flight data moni-  
6           toring program, such as a Flight Oper-  
7           ational Quality Assurance Program;

8                   (v) establishing methods to provide ef-  
9           fective terrain awareness and warning; and

10                   (vi) establishing methods to provide  
11           effective traffic avoidance in identified  
12           high-traffic tour areas, such as requiring  
13           commercial air tour operators that operate  
14           within such areas be equipped with an  
15           automatic dependent surveillance-broadcast  
16           out- and in-supported traffic advisory sys-  
17           tem that—

18                           (I) includes both visual and aural  
19           alerts;

20                           (II) is driven by an algorithm de-  
21           signed to eliminate nuisance alerts;  
22           and

23                           (III) is operational during all  
24           flight operations.

1 (vii) codifying and uniformly applying  
2 Living History Flight Experience exemp-  
3 tion conditions and limitations.

4 (C) MEMBERSHIP.—The aviation rule-  
5 making committee convened under subpara-  
6 graph (A) shall consist of members appointed  
7 by the Administrator, including—

8 (i) representatives of industry, includ-  
9 ing manufacturers of aircraft and aircraft  
10 technologies;

11 (ii) air tour operators or organizations  
12 that represent such operators; and

13 (iii) aviation safety experts with spe-  
14 cific knowledge of safety management sys-  
15 tems and flight data monitoring programs  
16 under part 135 of title 14, Code of Federal  
17 Regulations.

18 (D) DUTIES.—

19 (i) IN GENERAL.—The Administrator  
20 shall direct the aviation rulemaking com-  
21 mittee to make findings and submit rec-  
22 ommendations regarding each of the mat-  
23 ters specified in clauses (i) through (vi) of  
24 subparagraph (B).

1                   (ii) CONSIDERATIONS.—In carrying  
2 out the duties of the aviation rulemaking  
3 committee under clause (i), the Adminis-  
4 trator shall direct the aviation rulemaking  
5 committee to consider—

6                   (I) recommendations of the Na-  
7 tional Transportation Safety Board;

8                   (II) recommendations of previous  
9 aviation rulemaking committees that  
10 reviewed flight data monitoring pro-  
11 gram requirements for commercial op-  
12 erators under part 135 of title 14,  
13 Code of Federal Regulations;

14                   (III) recommendations from in-  
15 dustry safety organizations, including  
16 the Vertical Aviation Safety Team,  
17 the General Aviation Joint Safety  
18 Committee, and the United States  
19 Helicopter Safety Team;

20                   (IV) scientific data derived from  
21 a broad range of flight data recording  
22 technologies capable of continuously  
23 transmitting and that support a meas-  
24 urable and viable means of assessing

1 data to identify and correct hazardous  
2 trends;

3 (V) appropriate use of data for  
4 modifying behavior to prevent acci-  
5 dents;

6 (VI) the need to accommodate  
7 technological advancements in flight  
8 data recording technology;

9 (VII) data gathered from avia-  
10 tion safety reporting programs;

11 (VIII) appropriate methods to  
12 provide effective terrain awareness  
13 and warning system protections while  
14 mitigating nuisance alerts for aircraft;

15 (IX) the need to accommodate  
16 the diversity of airworthiness stand-  
17 ards under part 27 and part 29 of  
18 title 14, Code of Federal Regulations;

19 (X) the need to accommodate di-  
20 versity of operations and mission sets;

21 (XI) benefits of third-party data  
22 analysis for large and small oper-  
23 ations;

24 (XII) accommodations necessary  
25 for small businesses; and

1 (XIII) other issues, as necessary.

2 (E) REPORTS AND REGULATIONS.—Not  
3 later than 20 months after the date of enact-  
4 ment of this Act, the Administrator shall sub-  
5 mit to the appropriate committees of Congress  
6 a report based on the findings of the aviation  
7 rulemaking committee.

8 (3) RULEMAKING REQUIRED.—

9 (A) NOTICE OF PROPOSED RULE-  
10 MAKING.—Not later than 1 year after the date  
11 the Administrator submits a report under para-  
12 graph (2)(E), the Administrator shall issue a  
13 notice of proposed rulemaking establishing in-  
14 creasing safety regulations for commercial air  
15 tour operators based on the recommendations  
16 of the rulemaking committee established under  
17 paragraph (2).

18 (B) CONTENTS.—The notice of proposed  
19 rulemaking under subparagraph (A) shall re-  
20 quire, at a minimum—

21 (i) the adoption of pilot training  
22 standards that are comparable, as applica-  
23 ble, to the standards under subpart H of  
24 part 135 of title 14, Code of Federal Regu-  
25 lations for commercial tour operators;

1                   (ii) the adoption of maintenance  
2 standards that are comparable, as applica-  
3 ble, to the standards under subpart J of  
4 part 135 of title 14, Code of Federal Regu-  
5 lations for commercial tour operators; and

6                   (iii) that beginning on a date deter-  
7 mined appropriate by the Administrator, a  
8 helicopter operated by a commercial air  
9 tour operator be equipped with an ap-  
10 proved flight data monitoring system capa-  
11 ble of recording flight performance data.

12                   (C) FINAL RULE.—Not later than 2 years  
13 after the issuance of a notice of proposed rule-  
14 making under subparagraph (A), the Adminis-  
15 trator shall finalize the rule.

16                   (b) SAFETY REQUIREMENTS FOR SPORT PARACHUTE  
17 OPERATIONS.—

18                   (1) AVIATION RULEMAKING COMMITTEE.—The  
19 Administrator shall convene an aviation rulemaking  
20 committee to review and develop findings and rec-  
21 ommendations to increase the safety of sport para-  
22 chute operations.

23                   (2) CONTENTS.—This aviation rulemaking com-  
24 mittee convened under paragraph (1) shall consider,  
25 at a minimum—



1 (A) potential regulatory action governing  
2 parachute operations that are conducted in the  
3 United States and are subject to the require-  
4 ments of part 105 of title 14, Code of Federal  
5 Regulations, to address—

6 (i) whether FAA-approved aircraft  
7 maintenance and inspection programs that  
8 consider, at a minimum, minimum equip-  
9 ment standards informed by recommended  
10 maintenance instructions of engine manu-  
11 facturers, such as service bulletins and  
12 service information letters for time between  
13 overhauls and component life limits, should  
14 be implemented; and

15 (ii) initial and annual recurrent pilot  
16 training and proficiency checks for pilots  
17 conducting parachute operations that ad-  
18 dress, at a minimum, operation- and air-  
19 craft-specific weight and balance calcula-  
20 tions, preflight inspections, emergency and  
21 recovery procedures, and parachutist  
22 egress procedures for each type of aircraft  
23 flown; and

24 (B) the revision of guidance material con-  
25 tained in the advisory circular of the FAA titled

1 “Sport Parachuting” (AC 105–2E) to include  
2 guidance for parachute operations in imple-  
3 menting the FAA-approved aircraft mainte-  
4 nance and inspection program and the pilot  
5 training and pilot proficiency checking pro-  
6 grams required under any new or revised regu-  
7 lations; and

8 (C) the revision of guidance materials  
9 issued in the order of the FAA titled “Flight  
10 Standards Information Management System”  
11 (FAA Order 8900.1), to include guidance for  
12 FAA inspectors who oversee an operation con-  
13 ducted under—

14 (i) part 91 of title 14, Code of Fed-  
15 eral Regulations; and

16 (ii) an exception specified in section  
17 119.1(e) of title 14, Code of Federal Regu-  
18 lations.

19 (3) MEMBERSHIP.—The aviation rulemaking  
20 committee under paragraph (1) shall consist of  
21 members appointed by the Administrator, includ-  
22 ing—

23 (A) representatives of industry, including  
24 manufacturers of aircraft and aircraft tech-  
25 nologies;

1 (B) parachute operators, or organizations  
2 that represent such operators; and

3 (C) aviation safety experts with specific  
4 knowledge of safety management systems and  
5 flight data monitoring programs under part 135  
6 and part 105 of title 14, Code of Federal Regu-  
7 lations.

8 (4) DUTIES.—

9 (A) IN GENERAL.—The Administrator  
10 shall direct the aviation rulemaking committee  
11 to make findings and submit recommendations  
12 regarding each of the matters specified in sub-  
13 paragraphs (A) through (C) of paragraph (2).

14 (B) CONSIDERATIONS.—In carrying out its  
15 duties under subparagraph (A), the Adminis-  
16 trator shall direct the aviation rulemaking com-  
17 mittee to consider—

18 (i) findings and recommendations of  
19 the National Transportation Safety Board,  
20 as relevant, and specifically such findings  
21 and recommendations related to parachute  
22 operations, including the June 21, 2019,  
23 incident in Mokuleia, Hawaii;

1 (ii) recommendations of previous avia-  
2 tion rulemaking committees that consid-  
3 ered similar issues;

4 (iii) recommendations from industry  
5 safety organizations, including, at a min-  
6 imum, the United States Parachute Asso-  
7 ciation;

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

10 (v) data gathered from aviation safety  
11 reporting programs;

12 (vi) the need to accommodate diversity  
13 of operations and mission sets;

14 (vii) accommodations necessary for  
15 small businesses; and

16 (viii) other issues as necessary.

17 (5) REPORTS AND REGULATIONS.—

18 (A) IN GENERAL.—Not later than 36  
19 months after the date of enactment of this Act,  
20 the Administrator shall submit to the appro-  
21 priate committees of Congress a report based  
22 on the findings of the aviation rulemaking com-  
23 mittee.

24 (B) CONTENTS.—The report under sub-  
25 paragraph (A) shall include—

- 1 (i) any recommendations submitted by  
2 the aviation rulemaking committee; and  
3 (ii) any actions the Administrator in-  
4 tends to initiate, if necessary, as a result  
5 of such recommendations.

6 (c) DEFINITIONS.—In this section:

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

10 (2) COMMERCIAL AIR TOUR.—The term “com-  
11 mercial air tour” has the meaning given such term  
12 in section 136.1 of title 14, Code of Federal Regula-  
13 tions.

14 (3) COMMERCIAL AIR TOUR OPERATOR.—The  
15 term “commercial air tour operator” has the mean-  
16 ing given such term in section 136.1 of title 14,  
17 Code of Federal Regulations.

18 (4) PARACHUTE OPERATION.—The term “para-  
19 chute operation” has the meaning given such term  
20 in section 105.3 of title 14, Code of Federal Regula-  
21 tions (or any successor regulation).

22 **SEC. 364. HAWAII AIR NOISE AND SAFETY TASK FORCE.**

23 (a) PARTICIPATION.—To the extent acceptable to the  
24 State of Hawaii, the Administrator shall participate as a

1 technical advisor in the air noise and safety task force es-  
2 tablished by State legislation in the State of Hawaii.

3 (b) RULEMAKING.—Not later than 18 months after  
4 the date on which the task force described in subsection  
5 (a) delivers findings and consensus recommendations to  
6 the FAA, the Administrator shall, consistent with main-  
7 taining the safety and efficiency of the national airspace  
8 system—

9 (1) issue an intent to proceed with a proposed  
10 rulemaking;

11 (2) take other action sufficient to carry out fea-  
12 sible, consensus recommendations; or

13 (3) issue a statement determining that no such  
14 rule or other action is warranted, including a de-  
15 tailed explanation of the rationale for such deter-  
16 mination.

17 (c) CONSIDERATIONS.—In determining whether to  
18 proceed with a proposed rulemaking, guidance, or other  
19 action under subsection (b) and, if applicable, in devel-  
20 oping the proposed rule, guidance, or carrying out the  
21 other action, the Administrator shall consider the findings  
22 and consensus recommendations of the task force de-  
23 scribed in subsection (a).

24 (d) AUTHORITIES.—In issuing the rule, guidance, or  
25 carrying out the other action described in subsection (b),

1 the Administrator may take actions in the State of Hawaii  
2 to—

3 (1) provide commercial air tour operators with  
4 preferred routes, times, and minimum altitudes for  
5 the purpose of noise reduction, so long as such rec-  
6 ommendations do not negatively impact safety condi-  
7 tions;

8 (2) provide commercial air tour operators with  
9 information regarding quiet aircraft technology; and

10 (3) establish a method for residents of the State  
11 of Hawaii to publicly report noise disruptions due to  
12 commercial air tours and for commercial air tour op-  
13 erators to respond to complaints.

14 (e) RULE OF CONSTRUCTION.—Nothing in this sec-  
15 tion shall be construed as providing the Administrator  
16 with authority to ban commercial air tour flights in the  
17 State of Hawaii for the purposes of noise reduction.

18 (f) DEFINITIONS.—In this section:

19 (1) COMMERCIAL AIR TOUR.—The term “com-  
20 mercial air tour” has the meaning given such term  
21 in section 136.1 of title 14, Code of Federal Regula-  
22 tions.

23 (2) COMMERCIAL AIR TOUR OPERATOR.—The  
24 term “commercial air tour operator” has the mean-

1       ing given such term in section 136.1 of title 14,  
2       Code of Federal Regulations.

3   **SEC. 365. MODERNIZATION AND IMPROVEMENTS TO AIR-**  
4                   **CRAFT EVACUATION.**

5       (a) STUDY.—

6           (1) IN GENERAL.—Not later than 1 year after  
7       the date of enactment of this Act, the Administrator  
8       shall conduct a study on improvements to the safety  
9       and efficiency of evacuation standards for manufac-  
10      turers and carriers of transport category airplanes,  
11      as described in parts 25 and 121 of title 14, Code  
12      of Federal Regulations.

13       (2) CONTENTS.—

14           (A) REQUIREMENTS.—The study required  
15      under paragraph (1) shall include—

16           (i) a prospective risk analysis, as well  
17           as an evaluation of relevant past incidents  
18           with respect to evacuation safety and evac-  
19           uation standards;

20           (ii) an assessment of the evacuation  
21           testing procedures described in section  
22           25.803 of such title 14, as well as rec-  
23           ommendations for how to revise such test-  
24           ing procedures to ensure that the testing  
25           procedures assess, in a safe manner, the



1 ability of passengers with disabilities, in-  
2 cluding passengers who use wheelchairs or  
3 other mobility assistive devices, to safely  
4 and efficiently evacuate an aircraft;

5 (iii) an assessment of the evacuation  
6 demonstration procedures described in  
7 such part 121, as well as recommendations  
8 for how to improve such demonstration  
9 procedures to ensure that the demonstra-  
10 tion procedures assess, in a safe manner,  
11 the ability of passengers with disabilities,  
12 including passengers who use wheelchairs  
13 or other mobility assistive devices, to safely  
14 and efficiently evacuate an aircraft;

15 (iv) the research proposed in National  
16 Transportation Safety Board Safety Rec-  
17 ommendation A-18-009; and

18 (v) any other analysis determined ap-  
19 propriate by the Administrator.

20 (B) CONSIDERATIONS.—In conducting the  
21 study under paragraph (1), the Administrator  
22 shall assess the following:

23 (i) The ability of passengers of dif-  
24 ferent ages (including infants, children,

1 and senior citizens) to safely and efficiently  
2 evacuate a transport category airplane.

3 (ii) The ability of passengers of dif-  
4 ferent heights and weights to safely and ef-  
5 ficiently evacuate a transport category air-  
6 plane.

7 (iii) The ability of passengers with  
8 disabilities to safely and efficiently evac-  
9 uate a transport category airplane.

10 (iv) The ability of passengers who  
11 cannot speak, have difficulty speaking, use  
12 synthetic speech, or are non-vocal or non-  
13 verbal to safely and efficiently evacuate a  
14 transport category airplane.

15 (v) The ability of passengers who do  
16 not speak English to safely and efficiently  
17 evacuate a transport category airplane.

18 (vi) The impact of the presence of  
19 carry-on luggage and personal items (such  
20 as a purse, briefcase, laptop, or backpack)  
21 on the ability of passengers to safely and  
22 efficiently evacuate a transport category  
23 airplane.

24 (vii) The impact of seat size and pas-  
25 senger seating space and pitch on the abil-

1                   ity of passengers to safely and efficiently  
2                   evacuate a transport category airplane.

3                   (viii) The impact of seats and other  
4                   obstacles in the pathway to the exit open-  
5                   ing from the nearest aisle on the ability of  
6                   passengers to safely and efficiently evac-  
7                   uate a transport category airplane.

8                   (ix) With respect to aircraft with par-  
9                   allel longitudinal aisles, the impact of seat  
10                  pods or other seating configurations that  
11                  block access between such aisles within a  
12                  cabin on the ability of passengers to safely  
13                  and efficiently evacuate a transport cat-  
14                  egory airplane.

15                 (x) The impact of passenger load on  
16                 the ability of passengers to safely and effi-  
17                 ciently evacuate a transport category air-  
18                 plane.

19                 (xi) The impact of animals approved  
20                 to accompany a passenger, including serv-  
21                 ice animals, on the ability of passengers to  
22                 safely and efficiently evacuate a transport  
23                 category airplane.

24                 (xii) Whether an applicant for a type  
25                 certificate (as defined in section

1 44704(e)(7) of title 49, United States  
2 Code) should be required to demonstrate  
3 compliance with FAA emergency evacu-  
4 ation regulations (as described in section  
5 25.803 and Appendix J of part 25 of title  
6 14, Code of Federal Regulations) through  
7 live testing in any case in which the Ad-  
8 ministrator determines that the new air-  
9 craft design is significant.

10 (xiii) Any other factor determined ap-  
11 propriate by the Administrator.

12 (C) DEFINITIONS.—In this paragraph:

13 (i) PASSENGER LOAD.—The term  
14 “passenger load” means the number of  
15 passengers relative to the number of seats  
16 onboard the aircraft.

17 (ii) PASSENGERS WITH DISABIL-  
18 ITIES.—The term “passengers with disabil-  
19 ities” means any qualified individual with  
20 a disability, as defined in section 382.3 of  
21 title 14, Code of Federal Regulations.

22 (b) AVIATION RULEMAKING COMMITTEE FOR EVACU-  
23 ATION STANDARDS.—

24 (1) IN GENERAL.—Not later than 180 days  
25 after the completion of the study conducted under

1 subsection (a), the Administrator shall establish an  
2 aviation rulemaking committee (in this section re-  
3 ferred to as the “Committee”) to—

4 (A) review the findings of the study; and

5 (B) develop and submit to the Adminis-  
6 trator recommendations regarding improve-  
7 ments to the evacuation standards described in  
8 parts 25 and 121 of title 14, Code of Federal  
9 Regulations.

10 (2) COMPOSITION.—The Committee shall con-  
11 sist of members appointed by the Administrator, in-  
12 cluding the following:

13 (A) Representatives of industry.

14 (B) Representatives of aviation labor orga-  
15 nizations.

16 (C) Aviation safety experts with specific  
17 knowledge of the evacuation standards and re-  
18 quirements under such parts 25 and 121.

19 (D) Representatives of individuals with dis-  
20 abilities with specific knowledge of accessibility  
21 standards regarding evacuations in emergency  
22 circumstances.

23 (E) Representatives of the senior citizen  
24 community.

25 (F) Representatives of pediatricians.

1           (3) CONSIDERATIONS.—In reviewing the find-  
2           ings of the study conducted under subsection (a)  
3           and developing recommendations regarding the im-  
4           provement of the evacuation standards under sub-  
5           section (b)(1)(B), the Committee shall consider the  
6           following:

7                   (A) The recommendations made by any  
8                   prior aviation rulemaking committee regarding  
9                   the evacuation standards described in such  
10                  parts 25 and 121.

11                  (B) Scientific data derived from the study  
12                  conducted under subsection (a).

13                  (C) Any data gathered from aviation safety  
14                  reporting programs.

15                  (D) The cost-benefit analysis and risk  
16                  analysis of any recommended standards.

17                  (E) Any other item determined appropriate  
18                  by the Committee.

19           (c) REPORT TO CONGRESS.—Not later than 180 days  
20           after the date on which the Committee submits to the Ad-  
21           ministrators the recommendations under subsection  
22           (b)(1)(B), the Administrator shall submit to the appro-  
23           priate committees of Congress a report on—

24                   (1) the findings of the study conducted under  
25                   subsection (a);

1           (2) the recommendations of the Committee  
2           under subsection (b)(1)(B); and

3           (3) the Administrator’s plan, if any, to imple-  
4           ment such recommendations.

5           (d) RULEMAKING.—Not later than 90 days after sub-  
6           mitting to Congress the report under subsection (c), the  
7           Administrator shall issue a notice of proposed rulemaking  
8           to implement the recommendations of the Committee that  
9           the Administrator considers appropriate.

10 **SEC. 366. 25-HOUR COCKPIT VOICE RECORDER.**

11           (a) IN GENERAL.—

12           (1) COCKPIT VOICE RECORDER FOR NEWLY  
13           MANUFACTURED AIRCRAFT.—A covered operator  
14           may not operate a covered aircraft manufactured  
15           later than the date that is 1 year after the date of  
16           enactment of this Act unless such aircraft has a  
17           cockpit voice recorder installed that retains the last  
18           25 hours of recorded information using a recorder  
19           that meets the standards of Technical Standard  
20           Order TSO–C123c, or any later revision.

21           (2) COCKPIT VOICE RECORDER FOR COVERED  
22           AIRCRAFT.—Not later than 6 years after the date of  
23           enactment of this Act, a covered operator may not  
24           operate a covered aircraft unless such aircraft has a  
25           cockpit voice recorder installed that retains the last

1 25 hours of recorded information using a recorder  
2 that meets the standards of Technical Standard  
3 Order TSO–C123c, or any later revision.

4 (b) PROHIBITED USE.—The Administrator or any  
5 covered operator may not use a cockpit voice recorder re-  
6 cording for a certificate action, civil penalty, or discipli-  
7 nary proceedings against a flight crewmember.

8 (c) RULEMAKING.—Not later than 3 years after the  
9 date of enactment of this Act, the Administrator shall—

10 (1) issue a final rule to update applicable regu-  
11 lations, as necessary, to conform to the requirements  
12 of subsection (a)(2); and

13 (2) issue a rule to update applicable regula-  
14 tions, as necessary, to ensure, to the greatest extent  
15 practicable, that any data from a cockpit voice re-  
16 corder—

17 (A) is protected from unlawful or unau-  
18 thorized disclosure to the public;

19 (B) is used exclusively by a Federal agency  
20 or a foreign accident investigative agency for a  
21 criminal investigation, aircraft accident, or air-  
22 craft incident investigation; and

23 (C) is not deliberately erased or tampered  
24 with following a National Transportation Safety  
25 Board reportable event under part 830 of title



1           49, Code of Federal Regulations, for which civil  
2           and criminal penalties may be assessed in ac-  
3           cordance with section 1155 of title 49, United  
4           States Code, and section 32 of title 18, United  
5           States Code.

6           (d) SAVINGS CLAUSE.—Nothing in this section shall  
7           be construed as rescoping, constraining, or otherwise man-  
8           dating delays to FAA actions in the notice of proposed  
9           rulemaking titled “25–Hour Cockpit Voice Recorder  
10          (CVR) Requirements, New Aircraft Production”, issued  
11          on December 4, 2023 (88 Fed. Reg. 84090).

12          (e) RULE OF CONSTRUCTION.—Nothing in this sec-  
13          tion shall be construed to affect—

14                 (1) the confidentiality of recording and tran-  
15                 scripts under section 1114(c) of title 49, United  
16                 States Code;

17                 (2) the ban on recording for civil penalty or cer-  
18                 tificate under section 121.359(h) of title 14, Code of  
19                 Federal Regulations; or

20                 (3) the prohibition against use of data from  
21                 flight operational quality assurance programs for en-  
22                 forcement purposes under section 13.401 of title 14,  
23                 Code of Federal Regulations.

24          (f) DEFINITIONS.—In this section:

1           (1) COVERED AIRCRAFT.—The term “covered  
2 aircraft” means—

3           (A) an aircraft operated by an air carrier  
4 under part 121 of title 14, Code of Federal  
5 Regulations; or

6           (B) a transport category aircraft designed  
7 for operations by an air carrier or foreign air  
8 carrier type-certificated with a passenger seat-  
9 ing capacity of 30 or more or an all-cargo or  
10 combi derivative of such an aircraft.

11           (2) COVERED OPERATOR.—The term “covered  
12 operator” means the operator of a covered aircraft.

13 **SEC. 367. SENSE OF CONGRESS REGARDING MANDATED**  
14 **CONTENTS OF ONBOARD EMERGENCY MED-**  
15 **ICAL KITS.**

16 It is the sense of Congress that—

17           (1) a regularly scheduled panel of experts  
18 should reexamine and provide an updated list of  
19 mandated contents of onboard emergency medical  
20 kits that is thorough and practical, keeping pas-  
21 senger safety and well-being paramount; and

22           (2) such panel should consider including on the  
23 list of mandated contents of such medical kits, at a  
24 minimum, opioid overdose reversal medication.

1 **SEC. 368. PASSENGER AIRCRAFT FIRST AID AND EMER-**  
2 **GENCY MEDICAL KIT EQUIPMENT AND**  
3 **TRAINING.**

4 (a) IN GENERAL.—Not later than 2 years after the  
5 date of enactment of this Act, the Administrator shall  
6 issue a notice of proposed rulemaking regarding first aid  
7 and emergency medical kit equipment and training re-  
8 quired for flight crewmembers, as provided in part 121  
9 of title 14, Code of Federal Regulations, applicable to all  
10 certificate holders operating passenger aircraft under such  
11 part.

12 (b) CONSIDERATIONS.—In carrying out subsection  
13 (a), the Administrator shall consider—

14 (1) the benefits and costs (including the costs  
15 of flight diversions and emergency landings) of re-  
16 quiring any new medications or equipment necessary  
17 to be included in approved emergency medical kits;

18 (2) whether the contents of the emergency med-  
19 ical kits include, at a minimum, appropriate medica-  
20 tions and equipment that can practicably be admin-  
21 istered to address—

22 (A) the emergency medical needs of chil-  
23 dren and pregnant women;

24 (B) opioid overdose reversal;

25 (C) anaphylaxis; and

26 (D) cardiac arrest;

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

5           (c) **REGULAR REVIEW.**—Not later than 5 years after  
6           the issuance of the final rule under subsection (a), and  
7           every 5 years thereafter, the Administrator shall evaluate  
8           and revise, if appropriate—

9           (1) the first aid and emergency medical kit  
10          equipment and training required for flight crew-  
11          members; and

12          (2) any required training for flight crew-  
13          members regarding the content, location, and func-  
14          tion of such kit.

15 **SEC. 369. INTERNATIONAL AVIATION SAFETY ASSESSMENT**  
16 **PROGRAM.**

17          (a) **AVIATION SAFETY OVERSIGHT MEASURES CAR-**  
18 **RIED OUT BY FOREIGN COUNTRIES.**—Chapter 447 of title  
19 49, United States Code, is further amended by adding at  
20 the end the following:

21 **“§ 44747. Aviation safety oversight measures carried**  
22 **out by foreign countries**

23          “(a) **ASSESSMENT.**—

24                 “(1) **IN GENERAL.**—On a regular basis, the Ad-  
25                 ministrators, in consultation with the Secretary of

1       Transportation and the Secretary of State, shall as-  
2       sess aviation safety oversight measures carried out  
3       by any foreign country—

4               “(A) from which a foreign air carrier is  
5       conducting foreign air transportation to and  
6       from the United States;

7               “(B) from which a foreign air carrier seeks  
8       to conduct foreign air transportation to and  
9       from the United States;

10              “(C) whose air carriers carry or seek to  
11       carry the code of a United States air carrier; or

12              “(D) as determined appropriate by the Ad-  
13       ministrator.

14              “(2) CONSULTATION AND CRITERIA.—In con-  
15       ducting an assessment described in paragraph (1),  
16       the Administrator shall—

17              “(A) consult with the appropriate authori-  
18       ties of the government of the foreign country;

19              “(B) determine the efficacy with which  
20       such foreign country carries out and complies  
21       with its aviation safety oversight responsibilities  
22       consistent with—

23              “(i) the Convention on International  
24       Civil Aviation (in this section referred to as  
25       the ‘Chicago Convention’);

1                   “(ii) international aviation safety  
2                   standards; and

3                   “(iii) recommended practices set forth  
4                   by the International Civil Aviation Organi-  
5                   zation;

6                   “(C) use a standard approach and method-  
7                   ology that will result in an analysis of the avia-  
8                   tion safety oversight activities of such foreign  
9                   country that are carried out to meet the min-  
10                  imum standards contained in Annexes 1, 6, and  
11                  8 to the Chicago Convention in effect on the  
12                  date of the assessment, or any such successor  
13                  documents; and

14                  “(D) identify instances of noncompliance  
15                  pertaining to the aviation safety oversight ac-  
16                  tivities of such foreign country consistent with  
17                  the Chicago Convention, international aviation  
18                  safety standards, and recommended practices  
19                  set forth by the International Civil Aviation Or-  
20                  ganization.

21                  “(3) FINDINGS OF NONCOMPLIANCE.—In any  
22                  case in which the assessment described in subsection  
23                  (a)(1) finds an instance of non-compliance, the Ad-  
24                  ministrator shall—

1           “(A) notify the foreign country that is the  
2           subject of such finding;

3           “(B) not later than 90 days after trans-  
4           mission of such notification, request and initiate  
5           final discussions with the foreign country to  
6           recommend actions by which the foreign coun-  
7           try can mitigate the noncompliance; and

8           “(C) after the discussions described in sub-  
9           paragraph (B) have concluded, determine  
10          whether or not the noncompliance finding has  
11          been corrected;

12          “(b) UNCORRECTED NON-COMPLIANCE.—If the Ad-  
13          ministrators find that such foreign country has not cor-  
14          rected the non-compliance by the close of such final discus-  
15          sions—

16               “(1) the Administrator shall notify the Sec-  
17               retary of Transportation and the Secretary of State  
18               that the condition of noncompliance remains;

19               “(2) the Administrator, after consulting with  
20               informing the Secretary of Transportation and the  
21               Secretary of State, shall notify the foreign country  
22               of such finding; and

23               “(3) notwithstanding section 40105(b), the Ad-  
24               ministrators, after consulting with the appropriate  
25               civil aviation authority of such foreign country and

1 notifying the Secretary of Transportation and the  
2 Secretary of State, may withhold, revoke, or pre-  
3 scribe conditions on the operating authority of a for-  
4 eign air carrier that—

5 “(A) provides or seeks to provide foreign  
6 air transportation to and from the United  
7 States; or

8 “(B) carries or seeks to carry the code of  
9 an air carrier.

10 “(c) **AUTHORITY.**—Notwithstanding subsections (a)  
11 and (b), the Administrator retains the ability to take im-  
12 mediate safety oversight actions if the Administrator, in  
13 consultation with the Secretary of Transportation and the  
14 Secretary of State, as needed, determines that a condition  
15 exists that threatens the safety of passengers, aircraft, or  
16 crew traveling to or from such foreign country. In this  
17 event that the Administrator makes a determination under  
18 this subsection, the Administrator shall immediately notify  
19 the Secretary of State of such determination so that the  
20 Secretary of State may issue a travel advisory with respect  
21 to such foreign country.

22 “(d) **PUBLIC NOTIFICATION.**—

23 “(1) **IN GENERAL.**—In any case in which the  
24 Administrator provides notification to a foreign



1 country under subsection (b)(2), the Administrator  
2 shall—

3 “(A) recommend the actions necessary to  
4 bring such foreign country into compliance with  
5 the international standards contained in the  
6 Chicago Convention;

7 “(B) publish the identity of such foreign  
8 country on the website of the Federal Aviation  
9 Administration, in the Federal Register, and  
10 through other mediums appropriate to provide  
11 notice to the public; and

12 “(C) brief the Committee on Transpor-  
13 tation and Infrastructure of the House of Rep-  
14 resentatives and the Committee on Commerce,  
15 Science, and Transportation of the Senate on  
16 the identity of such foreign country and a sum-  
17 mary of any critical safety information resulting  
18 from an assessment described in subsection  
19 (a)(1).

20 “(2) COMPLIANCE.—If the Administrator finds  
21 that a foreign country subsequently corrects all out-  
22 standing noncompliances, the Administrator, after  
23 consulting with the appropriate civil aviation author-  
24 ity of such foreign country and notifying the Sec-  
25 retary of Transportation and the Secretary of State,

1 shall take actions as necessary to ensure the updated  
2 compliance status is reflected, including in the medi-  
3 ums invoked in paragraph (1)(B).

4 “(e) ACCURACY OF THE IASA LIST.—A foreign  
5 country that does not have foreign air carrier activity, as  
6 described in subsection (a)(1), for an extended period of  
7 time, as determined by the Administrator, shall be re-  
8 moved for inactivity from the public listings described in  
9 subsection (d)(1)(B), after informing the Secretary of  
10 Transportation and the Secretary of State.

11 “(f) CONSISTENCY.—

12 “(1) IN GENERAL.—The Administration shall  
13 use data, tools, and methods that ensure trans-  
14 parency and repeatability of assessments conducted  
15 under this section.

16 “(2) TRAINING.—The Administrator shall en-  
17 sure that Administration personnel are properly and  
18 adequately trained to carry out the assessments set  
19 forth in this section, including with respect to the  
20 standards, methodology, and material used to make  
21 determinations under this section.”.

22 (b) REPORT TO CONGRESS.—Not later than 2 years  
23 after the date of enactment of this Act, and annually  
24 thereafter through 2028, the Administrator shall submit  
25 to the appropriate committees of Congress a report on the

1 assessments conducted under the amendments made by  
2 this section, including the results of any corrective actions  
3 taken by noncompliant foreign countries.

4 (c) CLERICAL AMENDMENT.—The analysis for chap-  
5 ter 447 of title 49, United States Code, is further amend-  
6 ed by adding at the end the following:

“44747. Aviation safety oversight measures carried out by foreign countries.”.

7 **SEC. 370. WHISTLEBLOWER PROTECTION ENFORCEMENT.**

8 Section 42121(b) of title 49, United States Code, is  
9 amended—

10 (1) in the subsection heading by striking “DE-  
11 PARTMENT OF LABOR COMPLAINT PROCEDURE” and  
12 inserting “DEPARTMENT OF LABOR AND FEDERAL  
13 AVIATION ADMINISTRATION COMPLAINT PROCE-  
14 DURE”; and

15 (2) by striking paragraph (5) and inserting the  
16 following:

17 “(5) ENFORCEMENT OF ORDER.—Whenever  
18 any person has failed to comply with an order issued  
19 under paragraph (3), the Secretary of Labor and the  
20 Administrator of the Federal Aviation Administra-  
21 tion shall consult with each other to determine the  
22 most appropriate action to be taken, in which—

23 “(A) the Secretary of Labor may file a  
24 civil action in the United States district court  
25 for the district in which the violation was found

1 to occur to enforce such order, for which, in ac-  
2 tions brought under this paragraph, the district  
3 courts shall have jurisdiction to grant all appro-  
4 priate relief including, injunctive relief and com-  
5 pensatory damages; and

6 “(B) the Administrator of the Federal  
7 Aviation Administration may assess a civil pen-  
8 alty pursuant to section 46301.”.

9 **SEC. 371. CIVIL PENALTIES FOR WHISTLEBLOWER PROTEC-**  
10 **TION PROGRAM VIOLATIONS.**

11 Section 46301(d)(2) of title 49, United States Code,  
12 is amended by inserting “section 42121,” before “chapter  
13 441”.

14 **SEC. 372. ENHANCED QUALIFICATION PROGRAM FOR RE-**  
15 **STRICTED AIRLINE TRANSPORT PILOT CER-**  
16 **TIFICATE.**

17 (a) PROGRAM.—

18 (1) IN GENERAL.—Not later than 6 months  
19 after the date of enactment of this Act, the Adminis-  
20 trator shall establish the requirements for a program  
21 to be known as the Enhanced Qualification Program  
22 (in this section referred to as the “Program”) under  
23 which—

24 (A) qualified air carriers are certified by  
25 the Administrator to provide enhanced training

1 for eligible pilots seeking to obtain restricted  
2 airline transport certificates, either directly by  
3 the air carrier or by a certified training institu-  
4 tion under part 141 or part 142 of title 14,  
5 Code of Federal Regulations, that is under con-  
6 tract with the qualified air carrier; and

7 (B) qualified instructors and evaluators  
8 provide enhanced training to eligible pilots pur-  
9 suant to the curriculum requirements under  
10 paragraph (4).

11 (2) QUALIFIED INSTRUCTORS AND EVAL-  
12 UATORS.—Under the Program—

13 (A) all testing and training shall be per-  
14 formed by qualified instructors; and

15 (B) all evaluations shall be performed by  
16 qualified evaluators.

17 (3) PILOT ASSESSMENT.—Under the Program,  
18 the Administrator shall establish guidelines for an  
19 assessment that prospective pilots are required to  
20 pass in order to participate in the training under the  
21 Program. Such assessment shall include an evalua-  
22 tion of the pilot's aptitude, ability, and readiness for  
23 operation of transport category aircraft.

24 (4) PROGRAM CURRICULUM.—Under the Pro-  
25 gram, the Administrator shall establish requirements

1 for the curriculum to be provided under the Pro-  
2 gram. Such curriculum shall include—

3 (A) a nationally standardized, non-air car-  
4 rier or aircraft-specific training curriculum  
5 which shall—

6 (i) ensure prospective pilots have ap-  
7 propriate knowledge at the commercial  
8 pilot certificate, multi-engine rating, and  
9 instrument rating level;

10 (ii) introduce the pilots to concepts  
11 associated with air carrier operations;

12 (iii) meet all requirements for an ATP  
13 Certification Training Program under part  
14 61.156 or part 142 of title 14, Code of  
15 Federal Regulations; and

16 (iv) include a course of instruction de-  
17 signed to prepare the prospective pilot to  
18 take the ATP Multiengine Airplane Knowl-  
19 edge Test;

20 (B) an aircraft-specific training cur-  
21 rriculum, developed by the air carrier using ob-  
22 jectives and learning standards developed by the  
23 Administrator, which shall—

1 (i) only be administered to prospective  
2 pilots who have completed the require-  
3 ments under subparagraph (A);

4 (ii) resemble a type rating training  
5 curriculum that includes aircraft ground  
6 and flight training that culminates in—

7 (I) the completion of a maneu-  
8 vers evaluation that incorporates ele-  
9 ments of a type rating practical test;  
10 or

11 (II) at the discretion of the air  
12 carrier, an actual type rating practical  
13 test resulting in the issuance of a type  
14 rating for the specific aircraft; and

15 (iii) ensure the prospective pilot has  
16 an adequate understanding and working  
17 knowledge of transport category aircraft  
18 automation and autoflight systems; and

19 (C) air carrier-specific procedures using  
20 objectives and learning standards developed by  
21 the Administrator to further expand on the con-  
22 cepts described in subparagraphs (A) and (B),  
23 which shall—

24 (i) only be administered to prospective  
25 pilots who have completed requirements

1 under subparagraphs (A) and (B) and an  
2 ATP Multiengine Airplane Knowledge  
3 Test;

4 (ii) include instructions on air carrier  
5 checklist usage and standard operating  
6 procedures; and

7 (iii) integrate aircraft-specific training  
8 in appropriate flight simulation training  
9 devices representing the specific aircraft  
10 type, including complete crew resource  
11 management and scenario-based training.

12 (5) APPLICATION AND CERTIFICATION.—Under  
13 the Program, the Administrator shall establish a  
14 process for air carriers to apply for training program  
15 certification. Such process shall include a review to  
16 ensure that the training provided by the air carrier  
17 will meet the requirements of this section, includ-  
18 ing—

19 (A) the assessment requirements under  
20 paragraph (3);

21 (B) the curriculum requirements under  
22 paragraph (4);

23 (C) the requirements for qualified instruc-  
24 tors under subsection (d)(5); and



1 (D) the requirements for eligible pilots  
2 under subsection (d)(2).

3 (6) DATA.—Under the Program, the Adminis-  
4 trator shall require that each qualified air carrier  
5 participating in the Program collect and submit to  
6 the Administrator such data from the Program that  
7 the Administrator determines is appropriate for the  
8 Administrator to provide for oversight of the Pro-  
9 gram.

10 (7) REGULAR INSPECTION.—Under the Pro-  
11 gram, the Administrator shall provide for the reg-  
12 ular inspection of qualified air carriers certified  
13 under paragraph (5) to ensure that the air carrier  
14 continues to meet the requirements under the Pro-  
15 gram.

16 (b) REGULATIONS.—The Administrator may issue  
17 regulations or guidance as determined necessary to carry  
18 out the Program.

19 (c) CLARIFICATION REGARDING REQUIRED FLIGHT  
20 HOURS.—The provisions of this section shall have no ef-  
21 fect on the total flight hours required under part 61.159  
22 of title 14, Code of Federal Regulations, to receive an air-  
23 line transport pilot certificate, or the Administrator's au-  
24 thority under section 217(d) of the Airline Safety and  
25 Federal Aviation Administration Extension Act of 2010

1 (49 U.S.C. 44701 note) (as in effect on the date of enact-  
2 ment of this section).

3 (d) DEFINITIONS.—In this section:

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

7 (2) ELIGIBLE PILOT.—The term “eligible pilot”  
8 means a pilot that—

9 (A) has—

10 (i) graduated from a United States  
11 Armed Forces undergraduate pilot training  
12 school;

13 (ii) obtained a degree with an aviation  
14 major from an institution of higher edu-  
15 cation (as defined in part 61.1 of title 14,  
16 Code of Federal Regulations) that has  
17 been issued a letter of authorization by the  
18 Administrator under part 61.169 of such  
19 title 14; or

20 (iii) completed flight and ground  
21 training for a commercial pilot certificate  
22 in the airplane category and an airplane  
23 instrument rating at a certified training in-  
24 stitution under part 141 of such title 14;

1 (B) has a current commercial pilot certifi-  
2 cate under part 61.123 of such title 14, with  
3 airplane category multi-engine and instrument  
4 ratings under part 61.129 of such title 14; and

5 (C) meets the pilot assessment require-  
6 ments under subsection (a)(3).

7 (3) QUALIFIED AIR CARRIER.—The term  
8 “qualified air carrier” means an air carrier that has  
9 been issued a part 119 operating certificate for con-  
10 ducting operations under part 121 of title 14, Code  
11 of Federal Regulations.

12 (4) QUALIFIED EVALUATOR.—The term “quali-  
13 fied evaluator” means an individual that meets the  
14 requirements for a training center evaluator under  
15 part 142.55 of title 14, Code of Federal Regulations,  
16 or for check airmen under part 121.411 of such  
17 title.

18 (5) QUALIFIED INSTRUCTOR.—The term  
19 “qualified instructor” means an individual that—

20 (A) is qualified in accordance with the  
21 minimum training requirements for an ATP  
22 Certification Training Program under para-  
23 graphs (1) through (3) of part 121.410(b) of  
24 title 14, Code of Federal Regulations;

1 (B) if the instructor is a flight instructor,  
2 is qualified in accordance with part  
3 121.410(b)(4) of such title;

4 (C) if the instructor is administering type  
5 rating practical tests, is qualified as an appro-  
6 priate examiner for such rating;

7 (D) received training in threat and error  
8 management, facilitation, and risk mitigation  
9 determined appropriate by the Administrator;  
10 and

11 (E) meets any other requirement deter-  
12 mined appropriate by the Administrator.

## 13 **Subtitle B—Aviation Cybersecurity**

### 14 **SEC. 391. FINDINGS.**

15 Congress finds the following:

16 (1) Congress has tasked the FAA with respon-  
17 sibility for securing the national airspace system, in-  
18 cluding the air traffic control system and other air  
19 navigation services, civil aircraft, and aeronautical  
20 products and articles through safety regulation and  
21 oversight. These mandates have included protecting  
22 against cyber threats affecting aviation safety or the  
23 Administration's provision of safe, secure, and effi-  
24 cient air navigation services and airspace manage-  
25 ment.

1           (2) In 2016, Congress passed the FAA Extension,  
2           Safety, and Security Act of 2016, pursuant to  
3           which the FAA enhanced the cybersecurity of the  
4           national airspace system by—

5                   (A) developing a cybersecurity strategic  
6           plan;

7                   (B) coordinating with other Federal agen-  
8           cies to identify cyber vulnerabilities;

9                   (C) developing a cyber threat model; and

10                   (D) completing a comprehensive, strategic  
11           policy framework to identify and mitigate cyber-  
12           security risks to the air traffic control system.

13           (3) In 2018, Congress passed the FAA Reau-  
14           thorization Act of 2018 which—

15                   (A) authorized funding for the construction  
16           of FAA facilities dedicated to improving the cy-  
17           bersecurity of the national airspace system;

18                   (B) required the FAA to review and up-  
19           date its comprehensive, strategic policy frame-  
20           work for cybersecurity to assess the degree to  
21           which the framework identifies and addresses  
22           known cybersecurity risks associated with the  
23           aviation system, and evaluate existing short-  
24           and long-term objectives for addressing cyberse-  
25           curity risks to the national airspace system;

1           (C) created a Chief Technology Officer po-  
2           sition within the FAA to be responsible for,  
3           among other things, coordinating the implemen-  
4           tation, operation, maintenance, and cybersecu-  
5           rity of technology programs relating to the air  
6           traffic control system with the aviation industry  
7           and other Federal agencies; and

8           (D) directed the National Academy of  
9           Sciences to study the cybersecurity workforce of  
10          the FAA in order to develop recommendations  
11          to increase the size, quality, and diversity of  
12          such workforce.

13          (4) Congress has declared that the FAA is the  
14          primary Federal agency to assess and address the  
15          threats posed from cyber incidents relating to FAA-  
16          provided air traffic control and air navigation serv-  
17          ices and the threats posed from cyber incidents re-  
18          lating to civil aircraft, aeronautical products and ar-  
19          ticles, aviation networks, aviation systems, services,  
20          and operations, and the aerospace industry affecting  
21          aviation safety or the provision of safe, secure, and  
22          efficient air navigation services and airspace man-  
23          agement by the Administration.

1 **SEC. 392. AEROSPACE PRODUCT SAFETY.**

2 (a) CYBERSECURITY STANDARDS.—Section 44701(a)  
3 of title 49, United States Code, is amended—

4 (1) in paragraph (1) by inserting “cybersecu-  
5 rity,” after “quality of work,”; and

6 (2) in paragraph (5)—

7 (A) by inserting “cybersecurity and” after  
8 “standards for”; and

9 (B) by striking “procedure” and inserting  
10 “procedures”.

11 (b) EXCLUSIVE RULEMAKING AUTHORITY.—Section  
12 44701 of title 49, United States Code, is amended by add-  
13 ing at the end the following:

14 “(g) EXCLUSIVE RULEMAKING AUTHORITY.—Not-  
15 withstanding any other provision of law and except as pro-  
16 vided in section 40131, the Administrator, in consultation  
17 with the heads of such other agencies as the Administrator  
18 determines necessary, shall have exclusive authority to  
19 prescribe regulations for purposes of assuring the cyberse-  
20 curity of civil aircraft, aircraft engines, propellers, and ap-  
21 pliances.”.

22 **SEC. 393. FEDERAL AVIATION ADMINISTRATION REGULA-**  
23 **TIONS, POLICY, AND GUIDANCE.**

24 (a) IN GENERAL.—Chapter 401 of title 49, United  
25 States Code, is amended by adding at the end the fol-  
26 lowing:

1 **“§ 40131. National airspace system cyber threat man-**  
2 **agement process**

3 “(a) ESTABLISHMENT.—The Administrator of the  
4 Federal Aviation Administration, in consultation with the  
5 heads of other agencies as the Administrator determines  
6 necessary, shall establish a national airspace system cyber  
7 threat management process to protect the national air-  
8 space system cyber environment, including the safety, se-  
9 curity, and efficiency of air navigation services provided  
10 by the Administration.

11 “(b) ISSUES TO BE ADDRESSED.—In establishing  
12 the national airspace system cyber threat management  
13 process under subsection (a), the Administrator shall, at  
14 a minimum—

15 “(1) monitor the national airspace system for  
16 significant cybersecurity incidents;

17 “(2) in consultation with appropriate Federal  
18 agencies, evaluate the cyber threat landscape for the  
19 national airspace system, including updating such  
20 evaluation on both annual and threat-based  
21 timelines;

22 “(3) conduct national airspace system cyber in-  
23 cident analyses;

24 “(4) create a cyber common operating picture  
25 for the national airspace system cyber environment;



1           “(5) coordinate national airspace system signifi-  
2           cant cyber incident responses with other appropriate  
3           Federal agencies;

4           “(6) track significant cyber incident detection,  
5           response, mitigation implementation, recovery, and  
6           closure;

7           “(7) establish a process, or utilize existing proc-  
8           esses, to share relevant significant cyber incident  
9           data related to the national airspace system;

10           “(8) facilitate significant cybersecurity report-  
11           ing, including through the Cybersecurity and Infra-  
12           structure Agency; and

13           “(9) consider any other matter the Adminis-  
14           trator determines appropriate.

15           “(c) DEFINITIONS.—In this section:

16           “(1) CYBER COMMON OPERATING PICTURE.—  
17           The term ‘cyber common operating picture’ means  
18           the correlation of a detected cyber incident or cyber  
19           threat in the national airspace system and other  
20           operational anomalies to provide a holistic view of  
21           potential cause and impact.

22           “(2) CYBER ENVIRONMENT.—The term ‘cyber  
23           environment’ means the information environment  
24           consisting of the interdependent networks of infor-  
25           mation technology infrastructures and resident data,

1 including the internet, telecommunications networks,  
2 computer systems, and embedded processors and  
3 controllers.

4 “(3) CYBER INCIDENT.—The term ‘cyber inci-  
5 dent’ means an action that creates noticeable deg-  
6 radation, disruption, or destruction to the cyber en-  
7 vironment and causes a safety or other negative im-  
8 pact on operations of—

9 “(A) the national airspace system;

10 “(B) civil aircraft; or

11 “(C) aeronautical products and articles.

12 “(4) CYBER THREAT.—The term ‘cyber threat’  
13 means the threat of an action that, if carried out,  
14 would constitute a cyber incident or an electronic at-  
15 tack.

16 “(5) ELECTRONIC ATTACK.—The term ‘elec-  
17 tronic attack’ means the use of electromagnetic spec-  
18 trum energy to impede operations in the cyber envi-  
19 ronment, including through techniques such as jam-  
20 ming or spoofing.

21 “(6) SIGNIFICANT CYBER INCIDENT.—The term  
22 ‘significant cyber incident’ means a cyber incident,  
23 or a group of related cyber incidents, that the Ad-  
24 ministrator determines is likely to result in demon-

1 strable harm to the national airspace system of the  
2 United States.”.

3 (b) CLERICAL AMENDMENT.—The analysis for chap-  
4 ter 401 of title 49, United States Code, is amended by  
5 adding at the end the following:

“40131. National airspace system cyber threat management process.”.

6 **SEC. 394. SECURING AIRCRAFT AVIONICS SYSTEMS.**

7 Section 506(a) of the FAA Reauthorization Act of  
8 2018 (49 U.S.C. 44704 note) is amended—

9 (1) in the matter preceding paragraph (1) by  
10 striking “consider, where appropriate, revising” and  
11 inserting “revise, as appropriate, existing”;

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

14 (3) in paragraph (2) by striking the period at  
15 the end and inserting “; and”; and

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

17 “(3) to establish a process and timeline by  
18 which software-based systems and equipment, in-  
19 cluding aircraft flight critical systems of aircraft op-  
20 erated under part 121 of title 14, Code of Federal  
21 Regulations, can be regularly screened to attempt to  
22 determine whether the software-based systems and  
23 equipment have been compromised by unauthorized  
24 external or internal access.”.

1 **SEC. 395. CIVIL AVIATION CYBERSECURITY RULEMAKING**  
2 **COMMITTEE.**

3 (a) IN GENERAL.—Not later than 1 year after the  
4 date of enactment of this Act, the Administrator shall con-  
5 vene an aviation rulemaking committee on civil aircraft  
6 cybersecurity to conduct reviews (as segmented under sub-  
7 section (c)) and develop findings and recommendations on  
8 cybersecurity standards for civil aircraft, aircraft ground  
9 support information systems, airports, air traffic control  
10 mission systems, and aeronautical products and articles.

11 (b) DUTIES.—The Administrator shall—

12 (1) for each segmented review conducted by the  
13 committee convened under subsection (a), submit to  
14 the appropriate committees of Congress a report  
15 based on the findings of such review; and

16 (2) not later than 180 days after the date of  
17 submission of a report under paragraph (1) and, in  
18 consultation with other agencies as the Adminis-  
19 trator determines necessary, for consensus rec-  
20 ommendations reached by such aviation rulemaking  
21 committee—

22 (A) undertake a rulemaking, if appro-  
23 priate, based on such recommendations; and

24 (B) submit to the appropriate committees  
25 of Congress a supplemental report with expla-  
26 nations for each consensus recommendation not

1           addressed, if applicable, by a rulemaking under  
2           subparagraph (A).

3           (c) SEGMENTATION.—In tasking the aviation rule-  
4 making committee with developing findings and rec-  
5 ommendations relating to aviation cybersecurity, the Ad-  
6 ministrator shall direct such committee to segment and  
7 sequence work by the topic or subject matter of regulation,  
8 including by directing the committee to establish sub-  
9 groups to consider different topics and subject matters.

10          (d) COMPOSITION.—The aviation rulemaking com-  
11 mittee convened under subsection (a) shall consist of mem-  
12 bers appointed by the Administrator, including representa-  
13 tives of—

14           (1) aircraft manufacturers, to include at least 1  
15           manufacturer of transport category aircraft;

16           (2) air carriers;

17           (3) unmanned aircraft system stakeholders, in-  
18           cluding operators, service suppliers, and manufactur-  
19           ers of hardware components and software applica-  
20           tions;

21           (4) manufacturers of powered-lift aircraft;

22           (5) airports;

23           (6) original equipment manufacturers of ground  
24           and space-based aviation infrastructure;

1           (7) aviation safety experts with specific knowl-  
2           edge of aircraft cybersecurity; and

3           (8) a nonprofit which operates 1 or more feder-  
4           ally funded research and development centers with  
5           specific knowledge of aviation and cybersecurity.

6           (e) MEMBER ELIGIBILITY.—Prior to a member’s ap-  
7           pointment under subsection (c), the Administrator shall  
8           establish appropriate requirements related to nondisclo-  
9           sure, background investigations, security clearances, or  
10          other screening mechanisms for applicable members of the  
11          aviation rulemaking committee who require access to sen-  
12          sitive security information or other protected information  
13          relevant to the member’s duties on the rulemaking com-  
14          mittee. Members shall protect the sensitive security infor-  
15          mation in accordance with part 1520 of title 49, Code of  
16          Federal Regulations.

17          (f) PROHIBITION ON COMPENSATION.—The members  
18          of the aviation rulemaking committee convened under sub-  
19          section (a) shall not receive pay, allowances, or benefits  
20          from the Government by reason of their service on such  
21          committee.

22          (g) CONSIDERATIONS.—The Administrator may di-  
23          rect such committee to consider—

24                 (1) existing aviation cybersecurity standards,  
25                 regulations, policies, and guidance, including those

1 from other Federal agencies, and the need to har-  
2 monize or deconflict proposed and existing stand-  
3 ards, regulations, policies, and guidance;

4 (2) threat- and risk-based security approaches  
5 used by the aviation industry, including the assess-  
6 ment of the potential costs and benefits of cyberse-  
7 curity actions;

8 (3) data gathered from cybersecurity or safety  
9 reporting;

10 (4) the diversity of operations and systems on  
11 aircraft and amongst air carriers;

12 (5) design approval holder aircraft network se-  
13 curity guidance for operators;

14 (6) FAA services, aviation industry services,  
15 and aircraft use of positioning, navigation, and tim-  
16 ing data in the context of Executive Order No.  
17 13905, as in effect on the date of enactment of this  
18 Act;

19 (7) updates needed to airworthiness regulations  
20 and systems safety assessment methods used to  
21 show compliance with airworthiness requirements for  
22 design, function, installation, and certification of  
23 civil aircraft, aeronautical products and articles, and  
24 aircraft networks;

1           (8) updates needed to air carrier operating and  
2 maintenance regulations to ensure continued adher-  
3 ence with processes and procedures established in  
4 airworthiness regulations to provide cybersecurity  
5 protections for aircraft systems, including for contin-  
6 ued airworthiness;

7           (9) policies and procedures to coordinate with  
8 other Federal agencies, including intelligence agen-  
9 cies, and the aviation industry in sharing informa-  
10 tion and analyses related to cyber threats to civil  
11 aircraft information, data, networks, systems, serv-  
12 ices, operations, and technology and aeronautical  
13 products and articles;

14           (10) the response of the Administrator and  
15 aviation industry to, and recovery from, cyber inci-  
16 dents, including by coordinating with other Federal  
17 agencies, including intelligence agencies;

18           (11) processes for members of the aviation in-  
19 dustry to voluntarily report to the FAA cyber inci-  
20 dents that may affect aviation safety in a manner  
21 that protects trade secrets and confidential business  
22 information;

23           (12) appropriate cybersecurity controls for air-  
24 craft networks, aircraft systems, and aeronautical



1 products and articles to protect aviation safety, in-  
2 cluding airworthiness;

3 (13) appropriate cybersecurity controls for air-  
4 ports relative to the size and nature of airside oper-  
5 ations of such airports to ensure aviation safety;

6 (14) minimum standards for protecting civil  
7 aircraft, aeronautical products and articles, aviation  
8 networks, aviation systems, services, and operations  
9 from cyber threats and cyber incidents;

10 (15) international collaboration, where appro-  
11 priate and consistent with the interests of aviation  
12 safety in air commerce and national security, with  
13 other civil aviation authorities, international aviation  
14 and standards organizations, and any other appro-  
15 priate entities to protect civil aviation from cyber in-  
16 cidents and cyber threats;

17 (16) activities of the Administrator under sec-  
18 tion 506 of the FAA Reauthorization Act of 2018  
19 (49 U.S.C. 44704 note) (as amended by section  
20 394); and

21 (17) any other matter the Administrator deter-  
22 mines appropriate.

23 (h) DEFINITIONS.—The definitions set forth in sec-  
24 tion 40131 of title 49, United States Code (as added by  
25 this subtitle), shall apply to this section.

1 **SEC. 396. GAO REPORT ON CYBERSECURITY OF COMMER-**  
2 **CIAL AVIATION AVIONICS.**

3 (a) IN GENERAL.—The Comptroller General shall  
4 conduct a review on the consideration, identification, and  
5 inclusion of aircraft cybersecurity into the strategic frame-  
6 work of principles and policies developed pursuant to sec-  
7 tion 2111 of the FAA Extension, Safety, and Security Act  
8 of 2016 (49 U.S.C. 44903 note).

9 (b) CONTENTS.—In carrying out the review under  
10 subsection (a), the Comptroller General shall assess—

11 (1) how onboard aircraft cybersecurity risks  
12 and vulnerabilities are defined, identified, and ac-  
13 counted for in the comprehensive and strategic  
14 framework described in subsection (a), including how  
15 the implementation of such framework protects and  
16 defends FAA networks and systems to mitigate risks  
17 to FAA missions and service delivery;

18 (2) how onboard aircraft cybersecurity, particu-  
19 larly of aircraft avionics, is considered, incorporated,  
20 and prioritized for mitigation in the cybersecurity  
21 strategy, including pursuant to the framework de-  
22 scribed in paragraph (1);

23 (3) how the Transportation Security Agency  
24 and FAA differentiate and manage the roles and re-  
25 sponsibilities for the cybersecurity of aircraft and  
26 ground systems;

1           (4) how cybersecurity vulnerabilities of aircraft  
2           and ground systems are considered, incorporated,  
3           and prioritized for mitigation in the cybersecurity  
4           strategy; and

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

11          (c) REPORT REQUIRED.—Not later than 2 years  
12 after the date of the enactment of this Act, the Comp-  
13 troller General shall submit a report containing the results  
14 of the review required by this section to—

15           (1) the appropriate committees of Congress;

16           (2) the Committee on Homeland Security of the  
17          House of Representatives; and

18           (3) the Committee on Homeland Security and  
19          Governmental Affairs of the Senate.

20                           **TITLE IV—AEROSPACE**  
21                           **WORKFORCE**

22                   **SEC. 401. REPEAL OF DUPLICATIVE OR OBSOLETE WORK-**  
23                   **FORCE PROGRAMS.**

24           (a) REPEAL.—Sections 44510 and 44515 of title 49,  
25 United States Code, are repealed.

1           (b) CLERICAL AMENDMENTS.—The analysis for  
2 chapter 445 of title 49, United States Code, is amended  
3 by striking the items relating to sections 44510 and  
4 44515.

5 **SEC. 402. CIVIL AIRMEN STATISTICS.**

6           (a) PUBLICATION FREQUENCY.—The Administrator  
7 shall publish the study commonly referred to as the “U.S.  
8 Civil Airmen Statistics” on a monthly basis.

9           (b) PRESENTATION OF DATA.—The Administrator  
10 shall make the data from the study under subsection (a)  
11 publicly available on the website of the Administration in  
12 a user-friendly, downloadable format.

13           (c) EXPANDED DATA CRITERIA.—Not later than 1  
14 year after the date of enactment of this Act, the Adminis-  
15 trator shall ensure that data sets and tables published as  
16 part of the study described in subsection (a) display infor-  
17 mation relating to the sex of certificate holders in more  
18 instances.

19           (d) HISTORICAL DATA.—Not later than 1 year after  
20 the date of enactment of this Act, the Administrator shall  
21 make all previously published annual data from the study  
22 described in subsection (a) available on the website of the  
23 Administration.

1 **SEC. 403. BESSIE COLEMAN WOMEN IN AVIATION ADVISORY**  
2 **COMMITTEE.**

3 (a) ESTABLISHMENT.—Not later than 6 months after  
4 the date of enactment of this Act, the Secretary shall es-  
5 tablish the Bessie Coleman Women in Aviation Advisory  
6 Committee (in this section referred to as the “Com-  
7 mittee”).

8 (b) PURPOSE.—The Committee shall advise the Sec-  
9 retary and the Administrator on matters and policies re-  
10 lated to promoting the recruitment, retention, employ-  
11 ment, education, training, career advancement, and well-  
12 being of women in the aviation industry and aviation-fo-  
13 cused Federal civil service positions.

14 (c) FORM OF DIRECTIVES.—All activities carried out  
15 by the Committee, including special committees, shall be  
16 in response to written terms of work from the Secretary  
17 or taskings approved by a majority of the voting members  
18 of the Committee and may not duplicate the objectives of  
19 the Air Carrier Training Aviation Rulemaking Committee.

20 (d) FUNCTIONS.—In carrying out the directives de-  
21 scribed in subsection (c), the functions of the Committee  
22 are as follows:

23 (1) Foster industry collaboration in an open  
24 and transparent manner by engaging, as prescribed  
25 by this section, with representatives of the private

1 sector associated with an entity described in sub-  
2 section (e)(1)(B).

3 (2) Make recommendations for strategic objec-  
4 tives, priorities, and policies that would improve the  
5 recruitment, retention, training, and career advance-  
6 ment of women in aviation professions.

7 (3) Evaluate opportunities for the Administra-  
8 tion to improve the recruitment and retention of  
9 women in the Administration.

10 (4) Periodically review and update the rec-  
11 ommendations directed to the FAA and non-FAA  
12 entities produced by the Advisory Board created  
13 pursuant to section 612 of the FAA Reauthorization  
14 Act of 2018 (49 U.S.C. 40101 note) to improve the  
15 implementation of such recommendations.

16 (5) Coordinate with the Office of Civil Rights of  
17 the Department of Transportation and the Federal  
18 Women's Program of the FAA to ensure directives  
19 described in subsection (c) do not duplicate objec-  
20 tives of such office or program.

21 (e) MEMBERSHIP.—

22 (1) VOTING MEMBERS.—The Committee shall  
23 be composed of the following members:

24 (A) The Administrator, or the designee of  
25 the Administrator.

1 (B) At least 25 individuals, appointed by  
2 the Secretary, representing the following:

3 (i) Aircraft manufacturers and aero-  
4 space companies.

5 (ii) Public and private aviation labor  
6 organizations, including collective bar-  
7 gaining representatives of—

8 (I) aviation safety inspectors and  
9 safety engineers of the FAA;

10 (II) air traffic controllers;

11 (III) certified aircraft mainte-  
12 nance technicians; and

13 (IV) commercial airline crew-  
14 members.

15 (iii) General aviation operators.

16 (iv) Air carriers.

17 (v) Business aviation operators, in-  
18 cluding powered-lift operators.

19 (vi) Unmanned aircraft systems oper-  
20 ators.

21 (vii) Aviation safety management ex-  
22 perts.

23 (viii) Aviation maintenance, repair,  
24 and overhaul entities.

1 (ix) Airport owners, operators, and  
2 employees.

3 (x) Institutions of higher education  
4 (as defined in section 101 of the Higher  
5 Education Act of 1965 (20 U.S.C. 1001)),  
6 a postsecondary vocational institution (as  
7 defined in section 102(c) of the Higher  
8 Education Act of 1965 (20 U.S.C. 1002)),  
9 or a high school or secondary school (as  
10 such terms are defined in section 8101 of  
11 the Elementary and Secondary Education  
12 Act of 1965 (20 U.S.C. 7801)).

13 (xi) A flight school that provides flight  
14 training, as defined in part 61 of title 14,  
15 Code of Federal Regulations, or that holds  
16 a pilot school certificate under part 141 of  
17 title 14, Code of Federal Regulations.

18 (xii) Aviation maintenance technician  
19 schools governed under part 147 of title  
20 14, Code of Federal Regulations.

21 (xiii) Engineering business associa-  
22 tions.

23 (xiv) Civil Air Patrol.

24 (xv) Nonprofit organizations within  
25 the aviation industry.



1 (2) NONVOTING MEMBERS.—

2 (A) IN GENERAL.—In addition to the  
3 members appointed under paragraph (1), the  
4 Committee shall be composed of not more than  
5 5 nonvoting members appointed by the Sec-  
6 retary from among officers or employees of the  
7 FAA, at least 1 of which shall be an employee  
8 of the Office of Civil Rights of the FAA.

9 (B) ADDITIONAL NONVOTING MEMBERS.—  
10 The Secretary may invite representatives from  
11 the Department of Education and Department  
12 of Labor to serve as nonvoting members on the  
13 Committee.

14 (C) DUTIES.—The nonvoting members  
15 may—

16 (i) take part in deliberations of the  
17 Committee; and

18 (ii) provide subject matter expertise  
19 with respect to reports and recommenda-  
20 tions of the Committee.

21 (D) LIMITATION.—The nonvoting members  
22 may not represent any stakeholder interest  
23 other than that of the respective Federal agency  
24 of the member.

1           (3) TERMS.—Each voting member and non-  
2           voting member of the Committee appointed by the  
3           Secretary shall be appointed for a term that expires  
4           not later than the date on which the authorization  
5           of the Committee expires under subsection (k).

6           (4) COMMITTEE CHARACTERISTICS.—The Com-  
7           mittee shall have the following characteristics:

8                   (A) The ability to obtain necessary infor-  
9                   mation from additional experts in the aviation  
10                  and aerospace communities.

11                  (B) A membership that enables the Com-  
12                  mittee to have substantive discussions and  
13                  reach consensus on issues in a timely manner.

14                  (C) Appropriate expertise, including exper-  
15                  tise in human resources, human capital man-  
16                  agement, policy, labor relations, employment  
17                  training, workforce development, and youth out-  
18                  reach.

19           (5) DATE.—Not later than 9 months after the  
20           date of enactment of this Act, the Secretary shall  
21           make the appointments described in this subsection.

22           (f) CHAIRPERSON.—

23                   (1) IN GENERAL.—The Committee shall select a  
24                   chairperson from among the voting members of the  
25                   Committee.

1           (2) TERM.—The Chairperson shall serve a 2-  
2 year term.

3           (g) MEETINGS.—

4           (1) FREQUENCY.—The Committee shall meet at  
5 least twice each year at the call of the Chairperson  
6 or the Secretary.

7           (2) PUBLIC ATTENDANCE.—The meetings of  
8 the Committee shall be open and accessible to the  
9 public.

10          (3) ADMINISTRATIVE SUPPORT.—The Secretary  
11 shall furnish the Committee with logistical and ad-  
12 ministrative support to enable the Committee to per-  
13 form the duties of the Committee.

14          (h) SPECIAL COMMITTEES.—

15          (1) ESTABLISHMENT.—The Committee may es-  
16 tablish special committees composed of industry rep-  
17 resentatives, members of the public, labor represent-  
18 atives, and other relevant parties in complying with  
19 the consultation and participation requirements  
20 under subsection (d).

21          (2) APPLICABLE LAW.—Chapter 10 of title 5,  
22 United States Code, shall not apply to a special com-  
23 mittee established by the Committee.

24          (i) PERSONNEL MATTERS.—

25          (1) NO COMPENSATION OF MEMBERS.—

1 (A) NON-FEDERAL EMPLOYEES.—A mem-  
2 ber of the Committee who is not an officer or  
3 employee of the Government shall serve without  
4 compensation.

5 (B) FEDERAL EMPLOYEES.—A member of  
6 the Committee who is an officer or employee of  
7 the Federal Government shall serve without  
8 compensation in addition to the compensation  
9 received for the services of the member as an  
10 officer or employee of the Federal Government.

11 (2) DEATH OR RESIGNATION.—If a member of  
12 the Committee dies or resigns during the term of  
13 service of such member, the Secretary shall des-  
14 ignate a successor for the unexpired term of such  
15 member.

16 (j) REPORTS.—

17 (1) TASK REPORTS.—The Committee shall sub-  
18 mit to the Secretary and the appropriate committees  
19 of Congress annual reports detailing the completion  
20 of each directive summarizing the—

21 (A) findings and associated recommenda-  
22 tions of the Committee for any legislative and  
23 administrative actions the Committee considers  
24 appropriate to improve the advancement of  
25 women in aviation; and

1 (B) planned activities of the Committee, as  
2 directed by the Secretary or approved by a ma-  
3 jority of voting members of the Committee, and  
4 proposed terms of work to fulfill each activity.

5 (2) ADDITIONAL REPORTS.—The Committee  
6 may submit to the appropriate committees of Con-  
7 gress, the Secretary, and the Administrator addi-  
8 tional reports and recommendations related to edu-  
9 cation, training, recruitment, retention, and ad-  
10 vancement of women in the aviation industry as the  
11 Committee determines appropriate.

12 (k) SUNSET.—The authorization of the Committee  
13 shall expire on October 1, 2028.

14 **SEC. 404. FAA ENGAGEMENT AND COLLABORATION WITH**  
15 **HBCUS AND MSIS.**

16 (a) IN GENERAL.—The Administrator—

17 (1) shall continue—

18 (A) to partner with and conduct outreach  
19 to Historically Black Colleges and Universities  
20 and minority serving institutions to promote  
21 awareness of educational and career opportuni-  
22 ties, including the Educational Partnership Ini-  
23 tiative of the FAA, and develop curriculum re-  
24 lated to aerospace, aviation, and air traffic con-  
25 trol; and

1 (B) operation of the Minority Serving In-  
2 stitutions Internship Program; and

3 (2) may—

4 (A) make internship placements under the  
5 Minority Serving Institutions Internship Pro-  
6 gram available during academic sessions  
7 throughout the year; and

8 (B) extend an internship placement under  
9 the Minority Serving Institutions Internship  
10 Program for a student beyond a single aca-  
11 demic session.

12 (b) PROGRAM DATA.—In carrying out the Minority  
13 Serving Institutions Internship Program, the Adminis-  
14 trator shall track data, including annual metrics meas-  
15 uring the following with respect to such Program:

16 (1) The total number of applicants.

17 (2) The total number of applicants offered an  
18 internship and the total number of applicants who  
19 accept an internship.

20 (3) The line of business in which each intern is  
21 placed.

22 (4) The conversion rate of interns in the Pro-  
23 gram who are hired as full-time FAA employees.

24 (c) MINORITY SERVING INSTITUTION DEFINED.—In  
25 this section, the term “minority serving institution” means

1 an institution described in paragraphs (1) through (7) of  
2 section 371(a) of the Higher Education Act of 1965 (20  
3 U.S.C. 1067q(a)).

4 **SEC. 405. AIRMAN KNOWLEDGE TESTING WORKING GROUP.**

5 (a) **WORKING GROUP.**—Not later than 1 year after  
6 the date of enactment of this Act, the Administrator shall  
7 task the Aviation Rulemaking Advisory Committee to es-  
8 tablish a working group to assess and evaluate the appro-  
9 priateness of allowing a high school student, upon success-  
10 ful completion of an aviation maintenance curriculum, to  
11 take the general written knowledge portion of the me-  
12 chanic exam described in section 65.75 of title 14, Code  
13 of Federal Regulations, at an FAA-approved testing cen-  
14 ter.

15 (b) **REPORT.**—Not later than 18 months after the  
16 Aviation Rulemaking Advisory Committee tasks the work-  
17 ing group under subsection (a), the working group shall  
18 submit to the Administrator a final report with relevant  
19 findings and recommendations.

20 (c) **HIGH SCHOOL DEFINED.**—In this section, the  
21 term “high school” has the meaning given such term in  
22 section 8101 of the Elementary and Secondary Education  
23 Act of 1965 (20 U.S.C. 7801).

1 **SEC. 406. AIRMAN CERTIFICATION STANDARDS.**

2 (a) IN GENERAL.—The Administrator shall use the  
3 Aviation Rulemaking Advisory Committee Airman Certifi-  
4 cation System Working Group (in this section referred to  
5 as the “Working Group”) to review airman certification  
6 standards and ensure that airman proficiency and knowl-  
7 edge correlates and corresponds to regulations, proce-  
8 dures, equipment, aviation infrastructure, and safety  
9 trends at the time of such review.

10 (b) DUTIES.—In carrying out subsection (a), the  
11 Working Group shall—

12 (1) obtain industry recommendations on main-  
13 taining and updating airman certification standards,  
14 including guidance documents and airman tests;

15 (2) ensure tasks carried out by the Working  
16 Group are addressed and completed in a timely and  
17 efficient manner; and

18 (3) recommend to the Administrator a means  
19 by which the FAA may communicate to industry the  
20 process for establishing, updating, and maintaining  
21 airman certification standards, including relevant  
22 guidance documents, handbooks, and airman test  
23 materials.

24 **SEC. 407. AIRMAN’S MEDICAL BILL OF RIGHTS.**

25 (a) IN GENERAL.—



1           (1) DEVELOPMENT.—Not later than 1 year  
2 after the date of enactment of this Act, the Adminis-  
3 trator shall develop a document (in this section re-  
4 ferred to as the “Airman’s Medical Bill of Rights”)   
5 detailing the rights of an individual before, during,  
6 and after a medical examination conducted by an  
7 Aviation Medical Examiner.

8           (2) CONTENTS.—The Airman’s Medical Bill of  
9 Rights required under paragraph (1) shall, at a min-  
10 imum, contain information about the right of an in-  
11 dividual to—

12                   (A) bring a trusted companion or request  
13 to have a chaperone present for a medical ex-  
14 amination;

15                   (B) terminate an exam in accordance with  
16 guidelines from the Administrator for appro-  
17 priately terminating such exam;

18                   (C) receive medical examination with re-  
19 spect and recognition of the dignity of the indi-  
20 vidual;

21                   (D) be assured of privacy and confiden-  
22 tiality;

23                   (E) select an Aviation Medical Examiner  
24 of the choice of the individual, as long as the

1 Aviation Medical Examiner has the required  
2 designations;

3 (F) privacy when changing, undressing,  
4 and using the restroom;

5 (G) ask questions about FAA medical  
6 standards and the applicability to the current  
7 health status of the individual;

8 (H) report an incident of misconduct by an  
9 Aviation Medical Examiner to the appropriate  
10 authorities, including to the State licensing  
11 board of the Aviation Medical Examiner or the  
12 FAA;

13 (I) report to the Administrator an allega-  
14 tion regarding alleged Aviation Medical Exam-  
15 iner misconduct without fear of retaliation or  
16 negative action relating to an airman certificate  
17 of the individual; and

18 (J) be advised of any known conflicts of in-  
19 terest an Aviation Medical Examiner may have  
20 with respect to the medical examination of the  
21 individual.

22 (3) PUBLIC AVAILABILITY.—The Airman's  
23 Medical Bill of Rights required under paragraph (1)  
24 shall be—

1 (A) made available to, and acknowledged  
2 by, an individual in the MedXpress system (or  
3 any successor system);

4 (B) made available in a hard-copy format  
5 by an Aviation Medical Examiner at the time of  
6 exam upon request by an individual; and

7 (C) displayed in a common space in the of-  
8 fice of the Aviation Medical Examiner.

9 (b) EXPECTATIONS FOR MEDICAL EXAMINATIONS.—

10 (1) IN GENERAL.—Not later than 1 year after  
11 the date of enactment of this Act, the Administrator  
12 shall develop a simplified document explaining the  
13 standard procedures performed during a medical ex-  
14 amination conducted by an Aviation Medical Exam-  
15 iner.

16 (2) PUBLIC AVAILABILITY.—The document re-  
17 quired under paragraph (1) shall be—

18 (A) made available to, and acknowledged  
19 by, an individual in the MedXpress system (or  
20 any successor system);

21 (B) made available in a hard-copy format  
22 by an Aviation Medical Examiner at the time of  
23 exam upon request by an individual; and

24 (C) displayed in a common space in the of-  
25 fice of the Aviation Medical Examiner.

1 **SEC. 408. IMPROVED DESIGNEE MISCONDUCT REPORTING**  
2 **PROCESS.**

3 (a) IMPROVED DESIGNEE MISCONDUCT REPORTING  
4 PROCESS.—

5 (1) IN GENERAL.—Not later than 1 year after  
6 the date of enactment of this Act, the Administrator  
7 shall establish a streamlined process for individuals  
8 involved in incidents of alleged misconduct by a des-  
9 ignee to report such incidents in a manner that pro-  
10 tects the privacy and confidentiality of such individ-  
11 uals.

12 (2) PUBLIC ACCESS TO REPORTING PROCESS.—  
13 The process for reporting alleged misconduct by a  
14 designee shall be made available to the public on the  
15 website of the Administration, including—

16 (A) the designee locator search webpage;  
17 and

18 (B) the webpage of the Office of Audit and  
19 Evaluation of the FAA.

20 (3) OBLIGATION TO REPORT CRIMINAL  
21 CHARGES.—Not later than 90 days after the date of  
22 enactment of this Act, the Administrator shall revise  
23 the orders and policies governing the Designee Man-  
24 agement System to clarify that designees are obli-  
25 gated to report any arrest, indictment, or conviction

1 for violation of a local, State, or Federal law within  
2 a period of time specified by the Administrator.

3 (4) AUDIT OF REPORTING PROCESS BY INSPEC-  
4 TOR GENERAL.—

5 (A) IN GENERAL.—Not later than 3 years  
6 after the date on which the Administrator final-  
7 izes the update of the reporting process under  
8 paragraph (1), the inspector general of the De-  
9 partment of Transportation shall conduct an  
10 audit of such reporting process.

11 (B) CONTENTS.—In conducting the audit  
12 of the reporting process described in subpara-  
13 graph (A), the inspector general shall, at a min-  
14 imum—

15 (i) review the efforts of the Adminis-  
16 tration to improve the reporting process  
17 and solutions developed to respond to and  
18 investigate allegations of misconduct;

19 (ii) analyze reports of misconduct  
20 brought to the Administrator prior to any  
21 changes made to the reporting process as  
22 a result of the enactment of this Act, in-  
23 cluding the ultimate outcomes of those re-  
24 ports and whether any reports resulted in

1 the Administrator taking action against  
2 the accused designee;

3 (iii) determine whether the reporting  
4 process results in appropriate action, in-  
5 cluding reviewing, investigating, and clos-  
6 ing out reports; and

7 (iv) if applicable, make recommenda-  
8 tions to improve the reporting process.

9 (C) REPORT.—Not later than 1 year after  
10 the date of initiation of the audit described in  
11 subparagraph (A), the inspector general shall  
12 submit to the appropriate committees of Con-  
13 gress a report on the results of such audit, in-  
14 cluding findings and recommendations.

15 (b) DESIGNEE DEFINED.—In this section, the term  
16 “designee” means an individual who has been designated  
17 to act as a representative of the Administrator as—

18 (1) an Aviation Medical Examiner (as described  
19 in section 183.21 of title 14, Code of Federal Regu-  
20 lations);

21 (2) a pilot examiner (as described in section  
22 183.23 of such title); or

23 (3) a technical personnel examiner (as described  
24 in section 183.25 of such title).

1 **SEC. 409. REPORT ON SAFE UNIFORM OPTIONS FOR CER-**  
2 **TAIN AVIATION EMPLOYEES.**

3 (a) IN GENERAL.—The Administrator shall review  
4 whether air carriers operating under part 121 of title 14,  
5 Code of Federal Regulations, and repair stations certifi-  
6 cated under part 145 of such title have in place uniform  
7 policies and uniform offerings that ensure pregnant em-  
8 ployees can perform required duties safely.

9 (b) CONSULTATION.—In conducting the review re-  
10 quired under subsection (a), the Administrator shall con-  
11 sult with air carriers and repair stations described in sub-  
12 section (a) and employees of such air carriers and such  
13 stations who are required to adhere to a uniform policy.

14 (c) BRIEFING.—Not later than 2 years after the date  
15 of enactment of this Act, the Administrator shall brief the  
16 appropriate committees of Congress on the results of the  
17 review required under subsection (a).

18 **SEC. 410. HUMAN FACTORS PROFESSIONALS.**

19 The Administrator shall take such actions as may be  
20 necessary to establish a new work code for human factors  
21 professionals who—

22 (1) perform work involving the design and test-  
23 ing of technologies, processes, and systems which re-  
24 quire effective and safe human performance;

25 (2) generate and apply theories, principles,  
26 practical concepts, systems, and processes related to

1 the design and testing of technologies, systems, and  
2 training programs to support and evaluate human  
3 performance in work contexts; and

4 (3) meet education or experience requirements  
5 as determined by the Administrator.

6 **SEC. 411. AEROMEDICAL INNOVATION AND MODERNIZA-**  
7 **TION WORKING GROUP.**

8 (a) ESTABLISHMENT.—Not later than 180 days after  
9 the date of enactment of this Act, the Administrator shall  
10 establish a working group (in this section referred to as  
11 the “working group”) to review the medical processes,  
12 policies, and procedures of the Administration and to  
13 make recommendations to the Administrator on modern-  
14 izing such processes, policies, and procedures to ensure  
15 timely and efficient certification of airmen.

16 (b) MEMBERSHIP.—

17 (1) IN GENERAL.—The working group shall  
18 consist of—

19 (A) 2 co-chairs described in paragraph (2);

20 and

21 (B) not less than 15 individuals appointed  
22 by the Administrator, each of whom shall have  
23 knowledge or a background in aerospace medi-  
24 cine, psychiatry, neurology, cardiology, or inter-  
25 nal medicine.



1           (2) CO-CHAIRS.—The working group shall be  
2 co-chaired by—

3           (A) the Federal Air Surgeon of the FAA;  
4 and

5           (B) a member described under paragraph  
6 (1)(A) to be selected by members of the work-  
7 ing group.

8           (3) PREFERENCE.—The Administrator, in ap-  
9 pointing members pursuant to paragraph (1)(B),  
10 shall give preference to—

11           (A) Aviation Medical Examiners (as de-  
12 scribed in section 183.21 of title 14, Code of  
13 Federal Regulations);

14           (B) licensed medical physicians;

15           (C) practitioners holding a pilot certificate;

16 and

17           (D) individuals having demonstrated re-  
18 search and expertise in aeromedical research or  
19 sciences.

20           (e) ACTIVITIES.—In reviewing the aeromedical deci-  
21 sion-making processes, policies, and procedures of the Ad-  
22 ministration in accordance with subsection (a), the work-  
23 ing group, at a minimum, shall—

1           (1) assess the medical conditions an Aviation  
2           Medical Examiner may issue a medical certificate di-  
3           rectly to an individual;

4           (2) determine the appropriateness of the list of  
5           such medical conditions as of the date of enactment  
6           of this Act;

7           (3) assess the special issuance process;

8           (4) determine the appropriateness of whether a  
9           renewal of a special issuance can be based on a med-  
10          ical evaluation and treatment plan by the treating  
11          medical specialist of the individual pursuant to ap-  
12          proval from an Aviation Medical Examiner;

13          (5) evaluate advancements in technologies to  
14          address forms of red-green color blindness and de-  
15          termine whether such technologies may be approved  
16          for use by airmen;

17          (6) review policies and guidance relating to At-  
18          tention-Deficit Hyperactivity Disorder and Attention  
19          Deficit Disorder;

20          (7) evaluate whether medications used to treat  
21          such disorders may be safely prescribed to airmen;

22          (8) review protocols pertaining to the Human  
23          Intervention Motivation Study of the FAA;

24          (9) review protocols and policies relating to—

25                (A) neurological disorders; and

1 (B) cardiovascular conditions to ensure  
2 alignment with medical best practices, latest re-  
3 search;

4 (10) review mental health protocols and medica-  
5 tions approved for treating such mental health con-  
6 ditions, including such actions taken resulting from  
7 recommendations by the Mental Health and Aviation  
8 Medical Clearances Rulemaking Committee;

9 (11) assess processes and protocols pertaining  
10 to recertification of airmen receiving disability insur-  
11 ance post-recovery from the medical condition, in-  
12 jury, or disability that precludes airmen from exer-  
13 cising the privileges of an airman certificate;

14 (12) assess processes and protocols pertaining  
15 to the certification of veterans reporting a disability  
16 rating from the Department of Veterans Affairs; and

17 (13) assess and evaluate the user interface and  
18 information-sharing capabilities of any online med-  
19 ical portal administered by the FAA.

20 (d) AVIATION WORKFORCE MENTAL HEALTH TASK  
21 GROUP.—

22 (1) ESTABLISHMENT.—Not later than 120 days  
23 after the working group pursuant to subsection (a)  
24 is established, the co-chairs of such working group  
25 shall establish an aviation workforce mental health

1 task group (referred to in this subsection as the  
2 “task group”) to oversee, monitor, and evaluate ef-  
3 forts of the Administrator related to supporting the  
4 mental health of the aviation workforce.

5 (2) COMPOSITION.—The co-chairs of such  
6 working group shall appoint—

7 (A) a Chair of the task group; and

8 (B) members of the task group from  
9 among the members of the working group ap-  
10 pointed by the Administrator under subsection  
11 (b)(1).

12 (3) DUTIES.—The duties of the task group  
13 shall include—

14 (A) carrying out the activities described in  
15 subsection (c)(10);

16 (B) soliciting feedback from aviation indus-  
17 try professionals or other licensed professionals  
18 representing air carrier operations under part  
19 121 and part 135 of title 14, Code of Federal  
20 Regulations, and general aviation operations  
21 under part 91 of title 14, Code of Federal Reg-  
22 ulations;

23 (C) reviewing and evaluating guidance  
24 issued by the International Civil Aviation Orga-  
25 nization on aviation workforce mental health;

1 (D) providing advice, as appropriate, on  
2 the implementation of the final recommenda-  
3 tions issued by the inspector general of the De-  
4 partment of Transportation in the report titled,  
5 “FAA Conduct Comprehensive Evaluations of  
6 Pilots With Mental Health Challenges, but Op-  
7 portunities Exist to Further Mitigate Safety  
8 Risks”, published on July 12, 2023  
9 (AV2023038);

10 (E) monitoring and evaluating the imple-  
11 mentation of recommendations by the Mental  
12 Health and Aviation Medical Clearances Rule-  
13 making Committee;

14 (F) expanding and improving mental  
15 health outreach, education, and assistance pro-  
16 grams for the aviation workforce; and

17 (G) reducing the stigma associated with  
18 mental healthcare in the aviation workforce.

19 (4) REPORT.—Not later than 2 years after the  
20 date of the establishment of the task group, the task  
21 group shall submit to the Secretary and the appro-  
22 priate committees of Congress a report detailing—

23 (A) the results of the review under para-  
24 graph (3)(A); and

1 (B) progress on the implementation of rec-  
2 ommendations pursuant to subparagraphs (D)  
3 and (E) of paragraph (3); and

4 (C) the activities carried out pursuant to  
5 fulfilling the duties described in subparagraphs  
6 (F) and (G) of paragraph (3).

7 (e) SUPPORT.—The Administrator shall seek to enter  
8 into 1 or more agreements with the National Academies  
9 to support the activities of the working group described  
10 in subsection (c).

11 (f) FINDINGS AND RECOMMENDATIONS.—Not later  
12 than 1 year after the date of enactment of this Act, and  
13 annually thereafter, the working group shall submit to the  
14 Administrator and the appropriate committees of Con-  
15 gress a report on the findings and recommendations re-  
16 sulting from the activities carried out under subsection (c).

17 (g) IMPLEMENTATION.—Not later than 1 year after  
18 receiving recommendations outlined in the report under  
19 subsection (f), the Administrator may take such action,  
20 as appropriate, to implement such recommendations.

21 (h) SUNSET.—The working group shall terminate on  
22 October 1, 2028.

23 **SEC. 412. FRONTLINE MANAGER WORKLOAD STUDY.**

24 (a) IN GENERAL.—Not later than 2 years after the  
25 date of enactment of this Act, the Administrator shall con-

1 duct a study on frontline manager workload challenges in  
2 air traffic control facilities.

3 (b) CONSIDERATIONS.—In conducting the study re-  
4 quired under subsection (a), the Administrator may—

5 (1) consider—

6 (A) workload challenges including—

7 (i) the tasks expected to be performed  
8 by frontline managers, including employee  
9 development, management, and counseling;

10 (ii) the number of supervisory posi-  
11 tions of operations requiring watch cov-  
12 erage in each air traffic control facility;

13 (iii) the complexity of traffic and  
14 managerial responsibilities; and

15 (iv) proficiency and training require-  
16 ments;

17 (B) facility type;

18 (C) facility staffing levels; and

19 (D) any other factors as the Administrator  
20 considers appropriate; and

21 (2) describe recommendations for updates to  
22 the Frontline Manager’s Quick Reference Guide that  
23 reflect current operational standards.

24 (c) BRIEFING.—Not later than 3 years after the date  
25 of enactment of this Act, the Administrator shall brief the

1 appropriate committees of Congress on the results of the  
2 study conducted under subsection (a).

3 **SEC. 413. MEDICAL PORTAL MODERNIZATION TASK GROUP.**

4 (a) ESTABLISHMENT.—Not later than 120 days after  
5 the working group pursuant to section 411 is established,  
6 the co-chairs of such working group shall establish a med-  
7 ical portal modernization task group (in this section re-  
8 ferred to as the “task group”) to evaluate the user inter-  
9 face and information sharing capabilities of an online med-  
10 ical portal administered by the FAA.

11 (b) COMPOSITION.—The co-chairs of the working  
12 group provided for in section 411 shall appoint—

13 (1) a Chair of the task group; and

14 (2) members of the task group from among the  
15 members of the working group appointed by the Ad-  
16 ministrator under section 411(b).

17 (c) ASSESSMENT; RECOMMENDATIONS.—The task  
18 group shall, at a minimum, assess and evaluate the capa-  
19 bilities of any such medical portal and provide rec-  
20 ommendations to improve the following:

21 (1) The cybersecurity protections and protocols  
22 of any such medical portal, including the secure ex-  
23 change of health information and records between  
24 Aviation Medical Examiners and pilots, or their des-



1       ignee, including the ability for airmen to submit ad-  
2       ditional information requested by the Administrator.

3           (2) The status of an airman's medical applica-  
4       tion and the disclosure of how long an airman can  
5       expect to wait for a final determination to be issued  
6       by the Administrator.

7           (3) The disclosure of the name and contact in-  
8       formation of the Administrator's representative  
9       managing an airman's case so that an Aviation Med-  
10      ical Examiner has a point of contact within the Ad-  
11      ministration who is familiar with an airman's appli-  
12      cation.

13       (d) CONSULTATION.—In carrying out the duties de-  
14      scribed in subsection (c), the task group may consult with  
15      cybersecurity experts and individuals with a knowledge of  
16      securing electronic health care transactions.

17       (e) REPORT.—Not later than 1 year after the date  
18      of the establishment of the task group, the task group  
19      shall submit to the Administrator and the appropriate  
20      committees of Congress a report detailing activities and  
21      recommendations of the task group.

22       (f) IMPLEMENTATION.—Not later than 1 year after  
23      receiving the report described in subsection (e), the Ad-  
24      ministrator may take such action as may be necessary to

1 implement recommendations of the task group to improve  
2 any such medical portal.

3 **SEC. 414. STUDY OF HIGH SCHOOL AVIATION MAINTENANCE TRAINING PROGRAMS.**  
4

5 (a) IN GENERAL.—Not later than 1 year after the  
6 date of enactment of this Act, the Comptroller General  
7 shall initiate a study to assess high school aviation maintenance technician programs and identify any barriers for  
8 graduates of such programs with respect to—  
9

10 (1) pursuing post-secondary or vocational academic training at an FAA-approved aviation maintenance technician school; or  
11  
12

13 (2) obtaining the training and experience necessary to become an FAA-certificated mechanic through on-the-job training or alternative pathways.  
14  
15

16 (b) CONTENTS.—The study required under subsection (a) shall assess the following:  
17

18 (1) The number of high school aviation maintenance programs in the United States and the typical career outcomes for graduates of such programs.  
19  
20

21 (2) The extent to which such programs offer curricula that align with FAA mechanic Airman Certification Standards.  
22  
23

24 (3) The number of such programs that partner with FAA-approved aviation maintenance technician  
25

1 schools (as described in part 147 of title 14, Code  
2 of Federal Regulations).

3 (4) The level of engagement between the FAA  
4 and high school aviation maintenance programs with  
5 respect to developing curricula to build the  
6 foundational knowledge and skills necessary for a  
7 student to attain FAA mechanic certification and as-  
8 sociated ratings.

9 (5) Barriers to accessing the general knowledge  
10 test described in section 65.71(a)(3) of title 14,  
11 Code of Federal Regulations.

12 (6) The applicability of all FAA regulations and  
13 policies in effect on the day before the date of enact-  
14 ment of this Act as such regulations and policies  
15 apply to student enrollees of high school aviation  
16 maintenance programs and whether such regulations  
17 or policies pose any barriers to students interested  
18 in pursuing a career in the field of aviation mainte-  
19 nance.

20 (c) REPORT.—Not later than 2 years after the com-  
21 pletion of the study required under this section, the Comp-  
22 troller General shall provide to the Administrator and the  
23 appropriate committees of Congress a report on the find-  
24 ings of such study, including recommendations for any leg-

1 islative and administrative actions as the Comptroller  
2 General determines appropriate.

3 **SEC. 415. IMPROVED ACCESS TO AIR TRAFFIC CONTROL**  
4 **SIMULATION TRAINING.**

5 (a) IN GENERAL.—The Administrator shall continue  
6 making tower simulator systems (in this section referred  
7 to as “TSS”) more accessible to all air traffic controller  
8 specialists assigned to an air traffic control tower of the  
9 FAA (in this section referred to as an “ATCT”), regard-  
10 less of facility assignment.

11 (b) CLOUD-BASED VISUAL DATABASE AND SOFT-  
12 WARE SYSTEM.—Not later than 30 months after the date  
13 of enactment of this Act, the Administrator shall develop  
14 and implement a cloud-based visual database and software  
15 system that is compatible with existing and future TSS  
16 that, at a minimum, includes—

17 (1) the unique runway layout, approach paths,  
18 and lines of sight of every ATCT; and

19 (2) specifications that meet all applicable data  
20 security requirements.

21 (c) TSS UPGRADES.—Not later than 2 years after  
22 the date of enactment of this Act, the Administrator shall  
23 upgrade existing, permanent TSS so that the TSS is, at  
24 a minimum, capable of—

1 (1) securely and quickly downloading data from  
2 the cloud-based visual database and software system  
3 described in subsection (b); and

4 (2) running scenarios for each ATCT involving  
5 differing levels of air traffic volume and varying  
6 complexities, including, aircraft emergencies, rapidly  
7 changing weather, issuance of safety alerts, special  
8 air traffic procedures for events of national or inter-  
9 national significance, and recovering from unfore-  
10 seen events or losses of separation.

11 (d) MOBILE TSS.—Not later than 4 years after the  
12 date of enactment of this Act, the Administrator shall ac-  
13 quire and implement mobile TSS at each ATCT that is  
14 without an existing, permanent TSS so that the mobile  
15 TSS is capable of, at a minimum, the capabilities de-  
16 scribed in paragraphs (1) and (2) of subsection (c).

17 (e) COLLABORATION.—In carrying out this section,  
18 the Administrator may collaborate with the exclusive bar-  
19 gaining representative of air traffic controllers certified  
20 under section 7111 of title 5, United States Code.

21 **SEC. 416. AIR TRAFFIC CONTROLLER INSTRUCTOR RE-**  
22 **CRUITMENT, HIRING, AND RETENTION.**

23 (a) IN GENERAL.—No later than 270 days after the  
24 date of enactment of this Act, the Administrator shall ini-  
25 tiate a study examining the recruitment, hiring, and reten-

1 tion of air traffic controller instructors and the projected  
2 number of instructors needed to maintain the safety of  
3 the national airspace system over a 5-year period begin-  
4 ning with fiscal year 2025.

5 (b) CONTENTS.—The Administrator shall include in  
6 the study required under subsection (a) the following:

7 (1) An examination of projected instructor  
8 staffing targets, including the number of on-the-job  
9 instructors needed for the instruction and training  
10 of Certified Professional Controllers (in this section  
11 referred to as “CPCs”) in training.

12 (2) An analysis on whether involving additional  
13 retired CPCs as instructors, including for classroom  
14 training, would produce improvements in air traffic  
15 controller instruction and training.

16 (3) Recommendations on how and where to uti-  
17 lize retired CPCs.

18 (4) The effect on the ability of active CPCs to  
19 carry out on-the-job duties, other than instruction,  
20 and any related efficiencies if additional retired  
21 CPCs were involved as instructors.

22 (5) The known vulnerabilities, as categorized by  
23 FAA Air Traffic Organization regions, in cases in  
24 which the FAA requires CPCs to provide instruction

1 and training to CPCs in training is a significant  
2 burden on FAA air traffic controller staffing levels.

3 (c) DEADLINE.—Not later than 2 years after the date  
4 on which the Administrator initiates the study required  
5 under subsection (a), the Administrator shall brief the ap-  
6 propriate committees of Congress on the results of the  
7 study and any actions that may be taken by the Adminis-  
8 trator based on such results.

9 **SEC. 417. ENSURING HIRING OF AIR TRAFFIC CONTROL**  
10 **SPECIALISTS IS BASED ON ASSESSMENT OF**  
11 **JOB-RELEVANT APTITUDES.**

12 (a) REVIEW OF THE AIR TRAFFIC SKILLS ASSESS-  
13 MENT.—Not later than 180 days after the date of enact-  
14 ment of this Act, the Administrator shall review and re-  
15 vise, if necessary, the Air Traffic Skills Assessment (in  
16 this section referred to as the “AT–SA”) administered to  
17 air traffic controller applicants described in clauses (ii)  
18 and (iii) of section 44506(f)(1)(B) of title 49, United  
19 States Code, in accordance with the following require-  
20 ments, the Administrator shall:

21 (1) Evaluate all questions on the AT–SA and  
22 determine whether a peer-reviewed job analysis that  
23 ensures all questions test job-relevant aptitudes  
24 would result in improvements in the air traffic con-  
25 trol specialist workforce training and hiring process.

1 (2) Assess the assumptions and methodologies  
2 used to develop the AT–SA, the job-relevant apti-  
3 tudes measured, and the scoring process for the as-  
4 sessment.

5 (3) Assess whether any other revisions to the  
6 AT–SA are necessary to enhance the air traffic con-  
7 trol specialist workforce training and hiring process.

8 (b) DOT INSPECTOR GENERAL REPORT.—Not later  
9 than 180 days after the completion of the review and any  
10 necessary revision of the AT–SA required under sub-  
11 section (a), the inspector general of the Department of  
12 Transportation shall submit to the Administrator, the ap-  
13 propriate committees of Congress, and, upon request, to  
14 any member of Congress, a report that assesses the AT–  
15 SA and any applicable revisions, a description of any asso-  
16 ciated actions taken by the Administrator, and any other  
17 recommendations to address the results of the report.

18 **SEC. 418. PILOT PROGRAM TO PROVIDE VETERANS WITH**  
19 **PILOT TRAINING SERVICES.**

20 (a) IN GENERAL.—The Secretary, in consultation  
21 with the Secretary of Education and the Secretary of Vet-  
22 erans Affairs, shall establish a pilot program to provide  
23 grants to eligible entities to provide pilot training activities  
24 and related education to support a pathway for veterans  
25 to become commercial aviators.



1 (b) ELIGIBLE ENTITY.—In this section, the term “el-  
2 ible entity” means a pilot school or provisional pilot  
3 school that—

4 (1) holds an Air Agency Certificate under part  
5 141 of title 14, Code of Federal Regulations; and

6 (2) has an established employment pathway  
7 with at least 1 air carrier operating under part 121  
8 or 135 of title 14, Code of Federal Regulations.

9 (c) PRIORITY APPLICATION.—In selecting eligible en-  
10 tities under this section, the Secretary shall prioritize eligi-  
11 ble entities that meet the following criteria:

12 (1) An eligible entity accredited (as defined in  
13 section 61.1 of title 14, Code of Federal Regula-  
14 tions) by an accrediting agency recognized by the  
15 Secretary of Education.

16 (2) An eligible entity that holds a letter of au-  
17 thorization issued in accordance with section 61.169  
18 of title 14, Code of Federal Regulations.

19 (d) USE OF FUNDS.—Amounts from a grant received  
20 by an eligible entity under the pilot program established  
21 under subsection (a) shall be used for the following:

22 (1) Administrative costs related to implementa-  
23 tion of the program described in subsection (a) not  
24 to exceed 5 percent of the amount awarded.

1           (2) To provide guidance and pilot training serv-  
2           ices, including tuition and flight training fees for  
3           veterans enrolled with an eligible entity, to support  
4           such veterans in obtaining any of the following pilot  
5           certificates and ratings:

6                   (A) Private pilot certificate with airplane  
7                   single-engine or multi-engine ratings.

8                   (B) Instrument rating.

9                   (C) Commercial pilot certificate with air-  
10                  plane single-engine or multi-engine ratings.

11                  (D) Multi-engine rating.

12                  (E) Certificated flight instructor single-en-  
13                  gine certificate, if applicable to the degree  
14                  sought.

15                  (F) Certificated flight instructor multi-en-  
16                  gine certificate, if applicable to the degree  
17                  sought.

18                  (G) Certificated flight instructor instru-  
19                  ment certificate, if applicable to the degree  
20                  sought.

21           (3) To provide educational materials, training  
22           materials, and equipment to support pilot training  
23           activities and related education for veterans enrolled  
24           with the eligible entity.

1           (4) To provide periodic reports to the Secretary  
2           on use of the grant funds, including documentation  
3           of training completion of the certificates and ratings  
4           described in subparagraphs (A) through (G) of para-  
5           graph (2).

6           (e) AWARD AMOUNT LIMIT.—An award granted to  
7           an eligible entity shall not exceed more than \$750,000 in  
8           any given fiscal year.

9           (f) APPROPRIATIONS.—To carry out this section,  
10          there is authorized to be appropriated \$5,000,000 for each  
11          of fiscal years 2025 through 2028.

12   **SEC. 419. PROVIDING NON-FEDERAL WEATHER OBSERVER**  
13                           **TRAINING TO AIRPORT PERSONNEL.**

14          The Administrator may take such actions as are nec-  
15          essary to provide training that is easily accessible and  
16          streamlined for airport personnel to become certified as  
17          non-Federal weather observers so that such personnel can  
18          manually provide weather observations in any case in  
19          which automated surface observing systems and auto-  
20          mated weather observing systems experience outages and  
21          errors to ensure operational safety at airports.

22   **SEC. 420. PROHIBITION OF REMOTE DISPATCHING.**

23          (a) AMENDMENTS TO PROHIBITION.—

24                  (1) IN GENERAL.—Section 44711(a) of title 49,  
25          United States Code, is amended—

1 (A) in paragraph (9) by striking “or” after  
2 the semicolon;

3 (B) by redesignating paragraph (10) as  
4 paragraph (11); and

5 (C) by inserting after paragraph (9) the  
6 following:

7 “(10) work as an aircraft dispatcher outside of  
8 a physical location designated as a dispatching cen-  
9 ter or flight following center of an air carrier, except  
10 as provided under section 44747; or”.

11 (2) REGULATIONS.—Not later than 1 year after  
12 the date of enactment of this Act, the Administrator  
13 shall issue regulations requiring persons to comply  
14 with section 44711(a)(10) of title 49, United States  
15 Code (as added by paragraph (1)).

16 (b) AIRCRAFT DISPATCHING.—

17 (1) IN GENERAL.—Chapter 447 of title 49,  
18 United States Code, is further amended by adding  
19 at the end the following:

20 **“§ 44748. Aircraft dispatching**

21 “(a) AIRCRAFT DISPATCHING CERTIFICATE.—No  
22 person may serve as an aircraft dispatcher for an air car-  
23 rier unless such person holds the appropriate aircraft dis-  
24 patcher certificate issued by the Administrator of the Fed-  
25 eral Aviation Administration.

1       “(b) PROOF OF CERTIFICATION.—Upon the request  
2 of the Administrator or an authorized representative of  
3 the National Transportation Safety Board, or other appro-  
4 priate Federal agency, a person who holds such a certifi-  
5 cate, and is performing dispatching, shall present the cer-  
6 tificate for inspection.

7       “(c) DISPATCH CENTERS AND FLIGHT FOLLOWING  
8 CENTERS.—

9           “(1) ESTABLISHMENT.—Each air carrier shall  
10 establish and maintain sufficient dispatch centers  
11 and flight following centers necessary to maintain  
12 operational control of each flight of the air carrier  
13 at all times.

14           “(2) REQUIREMENTS.—An air carrier shall en-  
15 sure that each dispatch center and flight following  
16 center of the air carrier—

17           “(A) has a sufficient number of aircraft  
18 dispatchers on duty at the dispatch center or  
19 flight following center to ensure proper oper-  
20 ational control of each flight of the air carrier  
21 at all times;

22           “(B) has the necessary equipment, in good  
23 repair, to maintain proper operational control of  
24 each flight of the air carrier at all times; and

1           “(C) includes the presence of physical se-  
2           curity and cybersecurity protections to prevent  
3           unauthorized access to the dispatch center or  
4           flight following center or to the operations of ei-  
5           ther such center.

6           “(d) PROHIBITION.—

7           “(1) IN GENERAL.—Except as provided in para-  
8           graph (2), an air carrier may not dispatch aircraft  
9           from any location other than the dispatch center or  
10          flight following center of the air carrier.

11          “(2) EMERGENCY AUTHORITY.—In the event of  
12          an emergency or other event that renders a dispatch  
13          center or a flight following center inoperable, an air  
14          carrier may dispatch aircraft from a location other  
15          than the dispatch center or flight following center of  
16          the air carrier for a period of time not to exceed 14  
17          consecutive days per location without approval of the  
18          Administrator.”.

19          “(2) CLERICAL AMENDMENT.—The analysis for  
20          chapter 447 of such title is further amended by add-  
21          ing at the end the following:

“44748. Aircraft dispatching.”.

22       **SEC. 421. CREWMEMBER PUMPING GUIDANCE.**

23          “(a) IN GENERAL.—Not later than 180 days after the  
24          date of enactment of this Act, the Administrator shall  
25          issue guidance to part 121 air carriers relating to the ex-

1 pression of milk by crewmembers on an aircraft during  
2 noncritical phases of flight, consistent with the perform-  
3 ance of the crewmember's duties aboard the aircraft. The  
4 guidance shall be equally applicable to any lactating crew-  
5 member. In developing the guidance, the Administrator  
6 shall—

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

10 (2) ensure the guidance will not require an air  
11 carrier or foreign air carrier to incur significant ex-  
12 pense, such as through—

13 (A) the addition of an extra crewmember  
14 in response to providing a break;

15 (B) removal or retrofitting of seats on the  
16 aircraft; or

17 (C) modification or retrofitting of an air-  
18 craft.

19 (b) DEFINITIONS.—In this section:

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

23 (2) CRITICAL PHASES OF FLIGHT.—The term  
24 “critical phases of flight” has the meaning given

1 such term in section 121.542 of title 14, Code of  
2 Federal Regulations.

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

5 (c) AVIATION SAFETY.—Nothing in this section shall  
6 limit the authority of the Administrator relating to avia-  
7 tion safety under subtitle VII of title 49, United States  
8 Code.

9 **SEC. 422. GAO STUDY AND REPORT ON EXTENT AND EF-**  
10 **FECTS OF COMMERCIAL AVIATION PILOT**  
11 **SHORTAGE ON REGIONAL/COMMUTER CAR-**  
12 **RIERS.**

13 (a) STUDY.—The Comptroller General shall conduct  
14 a study to identify the extent and effects of the commercial  
15 aviation pilot shortage on regional/commuter carriers (as  
16 such term is defined in section 41719(d) of title 49,  
17 United States Code).

18 (b) REPORT.—Not later than 12 months after the  
19 date of enactment of this Act, the Comptroller General  
20 shall submit to the appropriate committees of Congress  
21 a report containing the results of the study conducted  
22 under subsection (a), including recommendations for such  
23 legislation and administrative action as the Comptroller  
24 General determines appropriate.



1 **SEC. 423. REPORT ON IMPLEMENTATION OF RECOMMENDA-**  
2 **TIONS OF FEDERAL AVIATION ADMINISTRA-**  
3 **TION YOUTH ACCESS TO AMERICAN JOBS IN**  
4 **AVIATION TASK FORCE.**

5 Not later than 2 years after the date of enactment  
6 of this Act, the Secretary, acting through the Adminis-  
7 trator, shall submit to the appropriate committees of Con-  
8 gress a report on the implementation of the following rec-  
9 ommendations of the Youth Access to American Jobs in  
10 Aviation Task Force of the FAA established under section  
11 602 of the FAA Reauthorization Act of 2018 (Public Law  
12 115–254):

13 (1) Improve information access about careers in  
14 aviation and aerospace.

15 (2) Collaboration across regions of the FAA on  
16 outreach and workforce development programs.

17 (3) Increase opportunities for mentoring, pre-  
18 apprenticeships, and apprenticeships in aviation.

19 **SEC. 424. SENSE OF CONGRESS ON IMPROVING UNMANNED**  
20 **AIRCRAFT SYSTEM STAFFING AT FAA.**

21 It is the sense of Congress that the Administrator  
22 should leverage the Unmanned Aircraft System Collegiate  
23 Training Initiative to address any staffing challenges and  
24 skills gaps within the FAA to support efforts to facilitate  
25 the safe integration of unmanned aircraft systems and

1 other new airspace entrants into the national airspace sys-  
2 tem.

3 **SEC. 425. JOINT AVIATION EMPLOYMENT TRAINING WORK-**  
4 **ING GROUP.**

5 (a) ESTABLISHMENT.—Not later than 120 days after  
6 the date of enactment of this Act, the Secretary shall es-  
7 tablish an interagency working group (in this section re-  
8 ferred to as the “working group”) to advise the Secretary  
9 and the Secretary of Defense on matters and policies re-  
10 lated to increasing awareness of the eligibility, training,  
11 and experience requirements needed to become an FAA-  
12 certified or a military-covered aviation professional in  
13 order to improve career transitions between the military  
14 and civilian workforces.

15 (b) MEMBERSHIP.—

16 (1) IN GENERAL.—The working group shall  
17 consist of—

18 (A) 2 co-chairs described in paragraph (2);

19 (B) not less than 6 representatives of the  
20 FAA, to be appointed by the co-chair described  
21 in paragraph (2)(A); and

22 (C) not less than 1 representative of each  
23 component of the armed forces (as such term is  
24 defined in section 101 of title 10, United States

1 Code), to be appointed by the co-chair described  
2 in paragraph (2)(B).

3 (2) CO-CHAIRS.—The working group shall be  
4 co-chaired by—

5 (A) a representative of the Department of  
6 Transportation, to be appointed by the Sec-  
7 retary; and

8 (B) a representative of the Department of  
9 Defense, to be appointed by the Secretary of  
10 Defense.

11 (c) ACTIVITIES.—The working group shall—

12 (1) evaluate and compare all eligibility, train-  
13 ing, and experience requirements for individuals in-  
14 terested in becoming FAA-certified, or serving in the  
15 armed forces, as covered aviation professionals, in-  
16 cluding agency policies, guidance, and orders affect-  
17 ing covered aviation professionals;

18 (2) identify challenges that inhibit recruitment,  
19 training, and retention within the respective  
20 workforces of such professionals;

21 (3) assess methods to improve outreach, en-  
22 gagement, and awareness of eligibility, training, and  
23 experience requirements needed to enter careers of  
24 covered aviation professionals;

1           (4) consult with representatives from nonprofit  
2 organizations supporting veterans and representa-  
3 tives from aviation industry organizations rep-  
4 resenting covered aviation professionals in the devel-  
5 opment of recommendations required pursuant to  
6 subsection (d)(2)(B); and

7           (5) identify opportunities for increased inter-  
8 agency information sharing across workforces on  
9 matters related to certification pathways, including  
10 knowledge testing, affecting covered aviation profes-  
11 sionals.

12       (d) INITIAL REPORT TO CONGRESS.—

13           (1) IN GENERAL.—Not later than 1 year after  
14 the date on which the Secretary establishes the  
15 working group, the working group shall submit to  
16 the covered committees of Congress an initial report  
17 on the activities of the working group.

18           (2) CONTENTS.—The report required under  
19 paragraph (1) shall include—

20           (A) a detailed description of the findings of  
21 the working group pursuant to the activities re-  
22 quired under subsection (c), including feedback  
23 offered by representatives described in sub-  
24 section (c)(4); and

1           (B) recommendations for regulatory, pol-  
2           icy, or legislative action to improve awareness  
3           of the eligibility, training, and experience re-  
4           quirements needed to become FAA-certified or  
5           military-covered aviation professionals across  
6           the civilian and military workforces.

7           (e) ANNUAL REPORTING.—Not later than 1 year  
8           after the date on which the working group submits the  
9           initial report under subsection (d), and annually there-  
10          after, the working group shall submit to the covered com-  
11          mittees of Congress a report—

12           (1) describing the continued activities of the  
13          working group;

14           (2) describing any progress made by the Sec-  
15          retary or Secretary of Defense in implementing the  
16          recommendations described in subsection (d)(2)(B);  
17          and

18           (3) containing any other recommendations the  
19          working group may have with respect to efforts to  
20          improve the employment and training of covered  
21          aviation professionals in the civilian and military  
22          workforces.

23           (f) SUNSET.—The working group shall terminate on  
24          the date that is 4 years after the date on which the work-

1 ing group submits the initial report to Congress pursuant  
2 to subsection (d).

3 (g) DEFINITIONS.—In this section:

4 (1) COVERED COMMITTEES OF CONGRESS.—

5 The term “covered committees of Congress”  
6 means—

7 (A) the Committee on Armed Services of  
8 the House of Representatives;

9 (B) the Committee on Armed Services of  
10 the Senate;

11 (C) the Committee on Transportation and  
12 Infrastructure of the House of Representatives;  
13 and

14 (D) the Committee on Commerce, Science,  
15 and Transportation of the Senate.

16 (2) COVERED AVIATION PROFESSIONAL.—The  
17 term “covered aviation professional” means—

18 (A) an airman;

19 (B) an aircraft maintenance and repair  
20 technician;

21 (C) an air traffic controller; and

22 (D) any other aviation-related professional  
23 that has comparable tasks and duties across the  
24 civilian and military workforces, as determined  
25 jointly by the co-chairs of the working group.

1 **SEC. 426. MILITARY AVIATION MAINTENANCE TECHNI-**  
2 **CIANS RULE.**

3 (a) STREAMLINED CERTIFICATION FOR ELIGIBLE  
4 MILITARY MAINTENANCE TECHNICIANS.—

5 (1) RULEMAKING.—Not later than 18 months  
6 after the date of enactment of this Act, the Adminis-  
7 trator shall issue a notice of proposed rulemaking to  
8 revise part 65 of title 14, Code of Federal Regula-  
9 tions, to—

10 (A) create a military mechanic written  
11 competency test that addresses gaps between  
12 military and civilian experience; and

13 (B) develop, as necessary, a relevant Air-  
14 man Certification Standard to qualify eligible  
15 military maintenance technicians for a civilian  
16 mechanic certificate with airframe or power-  
17 plant ratings.

18 (2) CONSIDERATION.—In carrying out para-  
19 graph (1), the Administrator shall evaluate and con-  
20 sider—

21 (A) whether to allow a certificate of eligi-  
22 bility from the Joint Services Aviation Mainte-  
23 nance Technician Certification Council (in this  
24 section referred to as the “JSAMTCC”) evi-  
25 dencing completion of a training curriculum for  
26 any rating sought to serve as a substitute to

1 fulfill the requirement under such part 65 for  
2 oral and practical tests administered by a des-  
3 igned mechanic examiner for eligible military  
4 maintenance technicians;

5 (B) aeronautical knowledge subject areas  
6 contained in the Aviation Mechanic General,  
7 Airframe, and Powerplant Airman Certification  
8 Standards as described in section 65.75 of title  
9 14, Code of Federal Regulations, as appro-  
10 priate, to the rating sought; and

11 (C) any applicable recommendations by the  
12 Aviation Rulemaking Advisory Committee Air-  
13 man Certification System Working Group.

14 (b) EXPANSION OF TESTING LOCATIONS.—Not later  
15 than 1 year after the date of enactment of this Act, the  
16 Administrator, in consultation with the Secretary of De-  
17 fense and the Secretary of Homeland Security, shall deter-  
18 mine—

19 (1) whether an expansion of the number of ac-  
20 tive testing locations operated within military instal-  
21 lation testing centers would increase access to test-  
22 ing; and

23 (2) how to implement such expansion, if appro-  
24 priate.



1           (c) OUTREACH AND AWARENESS.—Not later than 1  
2 year after the date of enactment of this Act, the Adminis-  
3 trator, in coordination with the Secretary of Defense, the  
4 Secretary of Veterans Affairs, and the Secretary of Home-  
5 land Security, shall develop a plan to increase outreach  
6 and awareness regarding services made available by the  
7 JSAMTCC and how such services can assist in facilitating  
8 the transition between military and civilian aviation main-  
9 tenance careers.

10           (d) BRIEFINGS.—

11           (1) INITIAL BRIEFING.—Not later than 180  
12 days after the date on which the Administrator de-  
13 velops the outreach and awareness plan pursuant to  
14 subsection (c), the Administrator shall provide to the  
15 Committee on Commerce, Science, and Transpor-  
16 tation and the Committee on Veterans' Affairs of  
17 the Senate and the Committee on Transportation  
18 and Infrastructure and the Committee on Veterans'  
19 Affairs of the House of Representatives a briefing on  
20 the activities planned to implement the outreach and  
21 awareness plan.

22           (2) PERIODIC BRIEFING.—Not later than 2  
23 years after the date of enactment of this Act, and  
24 2 years thereafter, the Administrator shall provide  
25 to the Committee on Commerce, Science, and Trans-

1 portation and the Committee on Veterans' Affairs of  
2 the Senate and the Committee on Transportation  
3 and Infrastructure and the Committee on Veterans'  
4 Affairs of the House of Representatives a briefing on  
5 any rulemaking activities carried out pursuant to  
6 subsection (a), including a timeline for the issuance  
7 of a final rule.

8 (e) ELIGIBLE MILITARY MAINTENANCE TECHNICIAN  
9 DEFINED.—For purposes of this section, the term “eligi-  
10 ble military maintenance technician” means an individual  
11 who—

12 (1) has been a maintenance technician during  
13 service in the armed forces who was honorably dis-  
14 charged or has retired from the armed forces (as de-  
15 fined in section 101 of title 10, United States Code);

16 (2) presents an official record of service in the  
17 armed forces confirming that the individual has been  
18 a military aviation maintenance technician, holding  
19 an appropriate Military Occupational Specialty  
20 Code, as determined by the Administrator, in coordi-  
21 nation with the Secretary of Defense; and

22 (3) presents documentary evidence of experience  
23 in accordance with the requirements under section  
24 65.77 of title 14, Code of Federal Regulations.

1 **SEC. 427. CREWMEMBER SELF-DEFENSE TRAINING.**

2 Section 44918 of title 49, United States Code, is  
3 amended—

4 (1) in subsection (a) by—

5 (A) in paragraph (1) by inserting “and un-  
6 ruly passenger behavior” before the period at  
7 the end;

8 (B) in paragraph (2)—

9 (i) by striking subparagraph (A) and  
10 inserting the following:

11 “(A) Recognize suspicious behavior and ac-  
12 tivities and determine the seriousness of any oc-  
13 currence of such behavior and activities.”;

14 (ii) by striking subparagraph (H) and  
15 inserting the following:

16 “(H) De-escalation training based on rec-  
17 ommendations issued by the Air Carrier Train-  
18 ing Aviation Rulemaking Committee.”;

19 (iii) by redesignating subparagraphs  
20 (I) and (J) as subparagraphs (J) and (K),  
21 respectively; and

22 (iv) by inserting after subparagraph  
23 (H) the following:

24 “(I) Methods to subdue and restrain an ac-  
25 tive attacker.”;

1 (C) by striking paragraph (4) and insert-  
2 ing the following:

3 “(4) MINIMUM STANDARDS.—Not later than  
4 180 days after the date of enactment of the FAA  
5 Reauthorization Act of 2024, the Administrator of  
6 the Transportation Security Administration, in con-  
7 sultation with the Federal Air Marshal Service and  
8 the Aviation Security Advisory Committee, shall es-  
9 tablish minimum standards for—

10 “(A) the training provided under this sub-  
11 section and any for recurrent training; and

12 “(B) the individuals or entities providing  
13 such training.”; and

14 (D) in paragraph (6)—

15 (i) in the first sentence—

16 (I) by inserting “and the Federal  
17 Air Marshal Service” after “consulta-  
18 tion with the Administrator”;

19 (II) by striking “and periodically  
20 shall” and inserting “and shall peri-  
21 odically”; and

22 (III) by inserting “based on  
23 changes in the potential or actual  
24 threat conditions” before the period at  
25 the end; and

1 (ii) in the third sentence by inserting  
2 “, including self-defense training expertise  
3 and experience” before the period at the  
4 end; and

5 (2) in subsection (b)—

6 (A) in paragraph (4) by striking “Neither”  
7 and inserting “Except as provided in paragraph  
8 (8), neither”; and

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

10 “(8) AIR CARRIER ACCOMMODATION.—An air  
11 carrier with a crew member participating in the  
12 training program under this subsection shall provide  
13 a process through which each such crew member  
14 may obtain reasonable accommodations.”.

15 **SEC. 428. DIRECT-HIRE AUTHORITY UTILIZATION.**

16 (a) IN GENERAL.—The Administrator shall utilize di-  
17 rect hire authorities (as such authorities existed on the  
18 day before the date of enactment of this Act) to hire indi-  
19 viduals on a non-competitive basis for positions related to  
20 aircraft certification and aviation safety. In utilizing such  
21 authorities, the Administrator shall take into consider-  
22 ation any staffing gaps in the safety workforce of the  
23 FAA, including in positions supporting the safe integra-  
24 tion of unmanned aircraft systems and other new airspace  
25 entrants.

1 (b) CONGRESSIONAL BRIEFING.—Not later than 180  
2 days after the date of enactment of this Act, and annually  
3 thereafter through 2028, the Administrator shall brief the  
4 appropriate committees of Congress on the—

5 (1) utilization of the Administrator’s direct-hire  
6 authorities described in subsection (a);

7 (2) utilization of the Administrator’s direct-hire  
8 authorities with respect to the Unmanned Aircraft  
9 System Collegiate Training Initiative of the FAA;  
10 and

11 (3) number of employees hired as a result of  
12 the utilization of such authorities by the Adminis-  
13 trator, the relevant lines of business or offices in  
14 which such employees were hired, and the occupa-  
15 tional series of the positions filled.

16 **SEC. 429. FAA WORKFORCE REVIEW AUDIT.**

17 (a) IN GENERAL.—Not later than 90 days after the  
18 date of enactment of this Act, the inspector general of the  
19 Department of Transportation shall initiate an audit of  
20 any FAA workforce plans completed during the 5 fiscal  
21 years preceding the fiscal year in which such audit is initi-  
22 ated related to occupations the agency relies on to accom-  
23 plish its aviation safety mission.

24 (b) CONTENTS.—In conducting the audit under sub-  
25 section (a), the inspector general shall—

1           (1) identify whether any safety-critical positions  
2           have not been reviewed within the period specified in  
3           subsection (a);

4           (2) assess staffing levels and workforce reten-  
5           tion trends relating to safety-critical occupations  
6           within all offices of the FAA that support such serv-  
7           ices;

8           (3) review FAA workforce gaps in safety-critical  
9           and senior positions, including the average vacancy  
10          period of such positions during the most recent fis-  
11          cal year in the period specified in subsection (a);

12          (4) evaluate any applicable assessments of the  
13          historic workload of safety-critical positions and  
14          changes in workload demands over time;

15          (5) analyze any applicable assessments of crit-  
16          ical competencies and skills gaps among safety-crit-  
17          ical positions conducted by the FAA and any rel-  
18          evant agency actions in response;

19          (6) review whether existing FAA workforce de-  
20          velopment programs are producing intended results,  
21          especially in rural communities, such as increased  
22          recruitment and retention of agency personnel; and

23          (7) review opportunities (as such opportunities  
24          exist on the date of enactment of this Act) for em-  
25          ployees of the FAA to gain or enhance expertise,

1 knowledge, skills, and abilities through cooperative  
2 training with appropriate aerospace companies and  
3 organizations, including—

4 (A) assessing the appropriateness of exist-  
5 ing cooperative training programs and any con-  
6 flicts of interest or the appearance of such con-  
7 flicts with FAA policies and obligations relating  
8 to FAA employee interactions with aviation in-  
9 dustry;

10 (B) identifying a means by which to lever-  
11 age such programs to support credentialing and  
12 recurrent training activities for FAA employees,  
13 as appropriate;

14 (C) assessing the policies and procedures  
15 the FAA has established to avoid both conflicts  
16 of interest and the appearance of such conflicts  
17 for employees participating in such opportuni-  
18 ties, which may include requirements under—

19 (i) chapter 131 of title 5, United  
20 States Code;

21 (ii) chapter 11 of title 18, United  
22 States Code;

23 (iii) subchapter B of chapter XVI of  
24 title 5, Code of Federal Regulations; and



1 (iv) sections 2635.101 and 2635.502  
2 of title 5, Code of Federal Regulations;  
3 and

4 (D) evaluating whether the conflict of in-  
5 terest policies and procedures of the FAA for  
6 such opportunities provide for the appropriate  
7 means by which employees return to work at  
8 the FAA after having engaged in such opportu-  
9 nities.

10 (c) INSPECTOR GENERAL REPORT.—Not later than  
11 1 year after the date of enactment of this Act, the inspec-  
12 tor general shall submit to the Administrator and the ap-  
13 propriate committees of Congress—

14 (1) a report on the results of the audit con-  
15 ducted under subsection (a); and

16 (2) recommendations for such legislative and  
17 administrative action as the inspector general deter-  
18 mines appropriate.

19 **SEC. 430. STAFFING MODEL FOR AVIATION SAFETY INSPEC-**  
20 **TORS.**

21 (a) IN GENERAL.—Not later than 2 years after the  
22 date of enactment of this Act, the Administrator shall re-  
23 view and, as necessary, revise the staffing model for avia-  
24 tion safety inspectors.

25 (b) REQUIREMENTS.—

1           (1) CONSIDERATION OF PRIOR STUDIES AND  
2           REPORTS.—In reviewing and revising the model, the  
3           Administrator shall take into consideration the con-  
4           tents and recommendations contained in the fol-  
5           lowing:

6                   (A) The 2006 report released by the Na-  
7                   tional Research Council titled “Staffing Stand-  
8                   ards for Aviation Safety Inspectors”.

9                   (B) The 2007 study released by the Na-  
10                  tional Academy of Sciences titled “Staffing  
11                  Standards for Aviation Safety Inspectors”.

12                  (C) The 2013 report released by Grant  
13                  Thornton LLP, titled “ASTARS Gap Analysis  
14                  Study: Comparison of the AVS Staffing Model  
15                  for Aviation Safety Inspectors to the National  
16                  Academy of Sciences’ Recommendations Final  
17                  Report”.

18                  (D) The 2021 report released by the in-  
19                  spector general of the Department of Transpor-  
20                  tation titled “FAA Can Increase Its Inspector  
21                  Staffing Model’s Effectiveness by Implementing  
22                  System Improvements and Maximizing Its Ca-  
23                  pabilities”.

24                  (E) The FAA Fiscal Year 2023 Aviation  
25                  Safety Workforce Plan conducted to satisfy the

1 requirements of section 104 of the Aircraft Cer-  
2 tification, Safety, and Accountability Act, as en-  
3 acted in the Consolidated Appropriations Act,  
4 2021 (49 U.S.C. 44701 note).

5 (2) ASSESSMENTS.—In carrying out this sec-  
6 tion, the Administrator shall assess the following:

7 (A) Projected staffing needs at the service  
8 and office level.

9 (B) Forecasted attrition of the aviation  
10 safety inspector workforce.

11 (C) Forecasted workload of aviation safety  
12 inspectors, including responsibilities associated  
13 with overseeing aviation manufacturers and new  
14 airspace entrants.

15 (D) Means by which field managers use  
16 the model to assess aviation safety inspector  
17 staffing and provide feedback on resources  
18 needed at the office level.

19 (E) Work performed by aviation safety in-  
20 spectors in comparison to designees acting on  
21 behalf of the Administrator.

22 (F) Any associated performance metrics to  
23 inform periodic comparisons to actual aviation  
24 safety inspector staffing level results.

1           (3) CONSULTATION.—In carrying out this sec-  
2           tion, the Administrator shall consult with interested  
3           persons, including the exclusive collective bargaining  
4           representative for aviation safety inspectors certified  
5           under section 7111 of title 5, United States Code.

6 **SEC. 431. SAFETY-CRITICAL STAFFING.**

7           (a) IMPLEMENTATION OF STAFFING STANDARDS FOR  
8 SAFETY INSPECTORS.—Upon completion of the revised  
9 staffing model for aviation safety inspectors under section  
10 430, and validation of the model by the Administrator,  
11 the Administrator shall take all appropriate actions in re-  
12 sponse to the number of aviation safety inspectors, avia-  
13 tion safety technicians, and operation support positions  
14 that are identified in such model to meet the responsibil-  
15 ities of the Flight Standards Service and Aircraft Certifi-  
16 cation Service, including potentially increasing the number  
17 of safety critical positions in the Flight Standards Service  
18 and Aircraft Certification Service each fiscal year, as ap-  
19 propriate, so long as such staffing increases are measured  
20 relative to the number of individuals serving in safety-crit-  
21 ical positions as of September 30, 2023.

22           (b) AVAILABILITY OF APPROPRIATIONS.—Any in-  
23 crease in safety critical staffing pursuant to this sub-  
24 section shall be subject to the availability of appropria-  
25 tions.

1 (c) SAFETY-CRITICAL POSITIONS DEFINED.—In this  
2 section, the term “safety-critical positions” means—

3 (1) aviation safety inspectors, aviation safety  
4 specialists (1801 job series), aviation safety techni-  
5 cians, and operations support positions in the Flight  
6 Standards Service; and

7 (2) manufacturing safety inspectors, pilots, en-  
8 gineers, Chief Scientist Technical Advisors, aviation  
9 safety specialists (1801 job series), safety technical  
10 specialists, and operational support positions in the  
11 Aircraft Certification Service.

12 **SEC. 432. DETERRING CREWMEMBER INTERFERENCE.**

13 (a) TASK FORCE.—

14 (1) IN GENERAL.—Not later than 120 days  
15 after the date of enactment of this Act, the Adminis-  
16 trator shall convene a task force to develop voluntary  
17 standards and best practices relating to suspected  
18 violations of sections 46318, 46503, and 46504 of  
19 title 49, United States Code, including—

20 (A) proper and consistent incident docu-  
21 mentation and reporting techniques;

22 (B) best practices for flight crew and cabin  
23 crew response, including de-escalation;

24 (C) improved coordination between stake-  
25 holders, including flight crew and cabin crew,

1 airport staff, other Federal agencies as appro-  
2 priate, and law enforcement; and

3 (D) appropriate enforcement actions.

4 (2) MEMBERSHIP.—The task force convened  
5 under paragraph (1) shall be comprised of represent-  
6 atives of—

7 (A) air carriers;

8 (B) airport sponsors and airport law en-  
9 forcement agencies;

10 (C) other Federal agencies determined nec-  
11 essary by the Administrator;

12 (D) labor organizations representing air  
13 carrier pilots;

14 (E) labor organizations representing flight  
15 attendants; and

16 (F) labor organizations representing  
17 ticketing, check-in, or other customer service  
18 representatives employed by air carriers.

19 (b) ANNOUNCEMENTS.—Not later than 90 days after  
20 the date of enactment of this Act, the Administrator shall  
21 initiate such actions as may be necessary to include in the  
22 briefing of passengers before takeoff required under sec-  
23 tion 121.571 of title 14, Code of Federal Regulations, a  
24 statement informing passengers that it is against Federal

1 law to assault or threaten to assault any individual on an  
2 aircraft or interfere with the duties of a crewmember.

3 (c) DEFINITIONS.—For purposes of this section, the  
4 definitions in section 40102(a) of title 49, United States  
5 Code, shall apply to terms in this section.

6 **SEC. 433. USE OF BIOGRAPHICAL ASSESSMENTS.**

7 Section 44506(f)(2)(A) of title 49, United States  
8 Code, is amended by striking “paragraph (1)(B)(ii)” and  
9 inserting “paragraph (1)(B)”.

10 **SEC. 434. EMPLOYEE ASSAULT PREVENTION AND RE-**  
11 **SPONSE PLAN STANDARDS AND BEST PRAC-**  
12 **TICES.**

13 (a) SENSE OF CONGRESS.—It is the sense of Con-  
14 gress that—

15 (1) each air carrier operating under part 121 of  
16 title 14, Code of Federal Regulations, shall submit  
17 to the Administrator an Employee Assault Preven-  
18 tion and Response Plan pursuant to section 551 of  
19 the FAA Reauthorization Act of 2018 (49 U.S.C.  
20 44903 note);

21 (2) each such air carrier should have in place  
22 and deploy an Employee Assault Prevention and Re-  
23 sponse Plan to facilitate appropriate protocols,  
24 standards, and training to equip employees with best  
25 practices and the experience necessary to respond ef-

1       fectively to hostile situations and disruptive behavior  
2       and maintain a safe traveling experience; and

3             (3) any air carrier formed after the date of en-  
4       actment of this Act should develop and implement  
5       an Employee Assault Prevention and Response Plan.

6       (b) REQUIRED BRIEFING.—Section 551 of the FAA  
7       Reauthorization Act of 2018 (49 U.S.C. 44903 note) is  
8       amended by adding at the end the following:

9       “(f) BRIEFING TO CONGRESS.—Not later than 90  
10      days after the date of enactment of this subsection, the  
11      Administrator of the Federal Aviation Administration  
12      shall provide to the appropriate committees of Congress  
13      a briefing on the Employee Assault Prevention and Re-  
14      sponse Plan submitted by each air carrier pursuant to this  
15      section.”.

16      **SEC. 435. FORMAL POLICY ON SEXUAL ASSAULT AND HAR-**  
17   **ASSMENT ON AIR CARRIERS.**

18       (a) IN GENERAL.—Not later than 180 days after the  
19      date of enactment of this Act, passenger air carriers oper-  
20      ating under part 121 of title 14, Code of Federal Regula-  
21      tions, shall issue, in consultation with labor unions rep-  
22      resenting personnel, a formal policy with respect to sexual  
23      assault or harassment incidents.

24       (b) CONTENTS.—Each policy required under sub-  
25      section (a) shall include—



1           (1) a statement indicating that no sexual as-  
2           sault or harassment incident is acceptable under any  
3           circumstance;

4           (2) procedures that facilitate the reporting of a  
5           sexual assault or harassment incident, including—

6                 (A) appropriate public outreach activities;

7                 and

8                 (B) confidential phone and internet-based  
9                 opportunities for reporting;

10          (3) procedures that personnel should follow  
11          upon the reporting of a sexual assault or harassment  
12          incident, including actions to protect affected indi-  
13          viduals from continued sexual assault or harassment  
14          and to notify law enforcement, including the Federal  
15          Bureau of Investigation, when appropriate;

16          (4) procedures that may limit or prohibit, to the  
17          extent practicable, future travel with the air carrier  
18          by any passenger who commits a sexual assault or  
19          harassment incident; and

20          (5) training that is required for all appropriate  
21          personnel with respect to each such policy, including  
22          specific training for personnel who may receive re-  
23          ports of sexual assault or harassment incidents.

24          (c) PASSENGER INFORMATION.—An air carrier de-  
25          scribed in subsection (a) shall display, on the website of

1 the air carrier and through the use of appropriate signage,  
2 a written statement that informs passengers and per-  
3 sonnel of the procedure for reporting a sexual assault or  
4 harassment incident.

5 (d) STANDARD OF CARE.—Compliance with the re-  
6 quirements of this section, and any policy issued there-  
7 under, shall not determine whether the air carrier de-  
8 scribed in subsection (a) has acted with any requisite  
9 standard of care.

10 (e) RULES OF CONSTRUCTION.—

11 (1) EFFECT ON AUTHORITIES.—Nothing in this  
12 section shall be construed as granting the Secretary  
13 any additional authorities beyond ensuring that a  
14 passenger air carrier operating under part 121 of  
15 title 14, Code of Federal Regulations issues a formal  
16 policy and displays required information in compli-  
17 ance with this section.

18 (2) EFFECT ON OTHER LAWS.—Nothing in this  
19 section shall be construed to alter existing authori-  
20 ties of the Equal Employment Opportunity Commis-  
21 sion, the Department of Labor, or the Department  
22 of Justice to enforce applicable employment and sex-  
23 ual assault and sexual harassment laws.

24 (f) DEFINITIONS.—In this section:

1           (1) PERSONNEL.—The term “personnel” means  
2           an employee or contractor of passenger air carrier  
3           operating under part 121 of title 14, Code of Fed-  
4           eral Regulations.

5           (2) SEXUAL ASSAULT.—The term “sexual as-  
6           sault” means the occurrence of an act that con-  
7           stitutes any nonconsensual sexual act proscribed by  
8           Federal, tribal, or State law, including when the vic-  
9           tim lacks capacity to consent.

10          (3) SEXUAL ASSAULT OR HARASSMENT INCI-  
11          DENT.—The term “sexual assault or harassment inci-  
12          dent” means the occurrence, or reasonably sus-  
13          pected occurrence, of an act that—

14                 (A) constitutes sexual assault or sexual  
15                 harassment; and

16                 (B) is committed—

17                         (i) by a passenger or personnel  
18                         against another passenger or personnel;  
19                         and

20                         (ii) within an aircraft or in an area in  
21                         which passengers are entering or exiting  
22                         an aircraft.

1 **SEC. 436. INTERFERENCE WITH SECURITY SCREENING**  
2 **PERSONNEL.**

3 Section 46503 of title 49, United States Code, is  
4 amended—

5 (1) by striking “An individual” and inserting  
6 the following:

7 “(a) IN GENERAL.—An individual”; and

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

9 “(b) AIRPORT AND AIR CARRIER EMPLOYEES.—For  
10 purposes of this section, an airport or air carrier employee  
11 who has security duties within the airport includes an air-  
12 port or air carrier employee performing ticketing, check-  
13 in, baggage claim, or boarding functions.”.

14 **SEC. 437. AIR TRAFFIC CONTROL WORKFORCE STAFFING.**

15 (a) MAXIMUM HIRING.—Subject to the availability of  
16 appropriations, for each of fiscal years 2024 through  
17 2028, the Administrator shall set as the minimum hiring  
18 target for new air traffic controllers (excluding individuals  
19 described in section 44506(f)(1)(A) of title 49, United  
20 States Code) the maximum number of individuals able to  
21 be trained at the Federal Aviation Administration Acad-  
22 emy.

23 (b) TRANSPORTATION RESEARCH BOARD ASSESS-  
24 MENT.—

25 (1) REVIEW.—Not later than 30 days after the  
26 date of enactment of this Act, the Administrator

1 shall submit an attestation to the appropriate com-  
2 mittees of Congress demonstrating an agreement en-  
3 tered into with the with the National Academies  
4 Transportation Research Board to—

5 (A) compare the Certified Professional  
6 Controller (in this section referred to as  
7 “CPC”) operational staffing models and meth-  
8 odologies in determining the FAA Controller  
9 Staffing Standard included in the 2023 Air  
10 Traffic Controller Workforce Plan of the FAA,  
11 with such models and methodologies developed  
12 by the Collaborative Resource Workgroup of the  
13 FAA (in this subsection referred to as  
14 “CRWG”) to determine CPC operational staff-  
15 ing targets necessary to meet facility oper-  
16 ational, statutory, contractual and safety re-  
17 quirements, including—

18 (i) the availability factor multiplier  
19 and other formula components;

20 (ii) the independent facility staffing  
21 targets of CPCs able to control traffic;

22 (iii) air traffic controller position utili-  
23 zation;

1 (iv) attrition rates at each air traffic  
2 control facility operated by the Administra-  
3 tion; and

4 (v) the time needed to meet facility  
5 operational, statutory, and contractual re-  
6 quirements, including relevant resources to  
7 develop, evaluate, and implement processes  
8 and initiatives affecting the national air-  
9 space system;

10 (B) examine the current and estimated  
11 budgets of the FAA to implement the FAA  
12 Controller Staffing Standard included in the  
13 2023 Controller Workforce Plan in comparison  
14 to the funding needed to implement the CRWG  
15 CPC operational staffing targets;

16 (C) assess future needs of the air traffic  
17 control system and potential impacts on staffing  
18 standards, including projected air traffic in the  
19 airspace of each air traffic control facility oper-  
20 ated by the Administration; and

21 (D) determine which staffing models and  
22 methodologies evaluated pursuant to this sub-  
23 section best accounts for the operational staff-  
24 ing needs of the air traffic control system and  
25 provide a justification for such determination.

1           (2) REPORT.—Not later than 180 days after  
2 the agreement entered into pursuant to paragraph  
3 (b)(1), the Transportation Research Board of the  
4 National Academies shall submit a report to the Ad-  
5 ministrator and appropriate committees of Congress  
6 on the findings and recommendations under this  
7 subsection, including the determination pursuant to  
8 subparagraph (D).

9           (3) CONSULTATION.—In conducting the assess-  
10 ment under this subsection, the Transportation Re-  
11 search Board shall consult with—

12           (A) the exclusive bargaining representa-  
13 tives of air traffic control specialists of the Ad-  
14 ministration certified under section 7111 of  
15 title 5, United States Code;

16           (B) front line managers of the air traffic  
17 control system;

18           (C) managers and employees responsible  
19 for training air traffic controllers;

20           (D) the MITRE Corporation;

21           (E) the Chief Operating Officer of the Air  
22 Traffic Organization of the FAA, and other  
23 Federal Government representatives;

24           (F) users and operators in the air traffic  
25 control system;

1 (G) relevant industry representatives; and  
2 (H) other parties determined appropriate  
3 by the Transportation Research Board of the  
4 National Academies.

5 (c) REQUIRED IMPLEMENTATION OF IDENTIFIED  
6 STAFFING MODEL.—

7 (1) USE OF STAFFING MODEL.—The Adminis-  
8 trator shall, as appropriate, take such action that  
9 may be necessary to implement and use the staffing  
10 model identified by the Transportation Research  
11 Board pursuant to subsection (b)(1)(D), including  
12 any recommendations for improving such model, not  
13 later than one year after enactment of this Act.

14 (2) BRIEFING.—Not later than 90 days after  
15 taking such actions to implement and use the staff-  
16 ing model identified by the Transportation Research  
17 Board pursuant to subsection (b)(1)(D), the Admin-  
18 istrator shall brief the appropriate committees of  
19 Congress regarding the reasons for why any rec-  
20 ommendation by the Transportation Research Board  
21 study was not incorporated into the implemented  
22 staffing model.

23 (d) REVISED STAFFING STANDARDS.—The Adminis-  
24 tration shall revise the FAA CPC operational staffing



1 standards of the Administration implemented under sub-  
2 section (c) to—

3 (1) provide that the controller and management  
4 workforce is sufficiently staffed to safely and effi-  
5 ciently manage and oversee the air traffic control  
6 system;

7 (2) account for the target number of CPCs able  
8 to control traffic at each independent facility; and

9 (3) avoid any required or requested reduction of  
10 national airspace system capacity or aircraft oper-  
11 ations as a result of inadequate air traffic control  
12 system staffing.

13 (e) INTERIM ADOPTION OF COLLABORATIVE RE-  
14 SOURCE WORKGROUP MODELS.—

15 (1) IN GENERAL.—In submitting a Controller  
16 Workforce Plan of the FAA to Congress published  
17 after the date of enactment of this Act, the Adminis-  
18 trator shall adopt and use the staffing models and  
19 methodologies developed by the Collaborative Re-  
20 source Workgroup that were recommended in the  
21 2023 Controller Workforce Plan.

22 (2) REVISIONS TO THE CONTROLLER WORK-  
23 FORCE PLAN.—Section 44506(e) of title 49, United  
24 States Code is amended—

1 (A) in paragraph (1) by striking “the num-  
2 ber of air traffic controllers needed” and insert-  
3 ing “the number of fully certified air traffic  
4 controllers needed”;

5 (B) by redesignating paragraphs (2) and  
6 (3) as paragraphs (3) and (4), respectively; and

7 (C) by inserting after paragraph (1) the  
8 following:

9 “(2) for each air traffic control facility operated  
10 by the Federal Aviation Administration—

11 “(A) the current certified professional con-  
12 troller staffing levels;

13 “(B) the operational staffing targets for  
14 certified professional controllers;

15 “(C) the anticipated certified professional  
16 controller attrition for each of the next 3 years;  
17 and

18 “(D) the number of certified professional  
19 controller trainees;”.

20 (3) EFFECTIVE DATE.—The requirements of  
21 paragraph (1) shall cease to be effective upon the  
22 adoption and implementation of a revised staffing  
23 model by the Administrator as required under sub-  
24 section (c).

1 (f) CONTROLLER TRAINING.—In any Controller  
2 Workforce Plan of the FAA published after the date of  
3 enactment of this Act, the Administrator shall—

4 (1) identify all limiting factors on the ability of  
5 the Administrator to hire and train controllers in  
6 line with the staffing standards target set out in  
7 such Plan; and

8 (2) describe what actions the Administrator in-  
9 tends to take to rectify any impediments to meeting  
10 staffing standards targets and identify contributing  
11 factors that are outside the control of the Adminis-  
12 trator.

13 **SEC. 438. AIRPORT SERVICE WORKFORCE ANALYSIS.**

14 (a) IN GENERAL.—Not later than 1 year after the  
15 date of enactment of this Act, the Comptroller General  
16 shall complete a comprehensive review of the domestic air-  
17 port service workforce and examine the role of, impact on,  
18 and importance of such workforce to the aviation economy.

19 (b) WORKING GROUP.—

20 (1) REPORT.—Upon completion of the review  
21 required under subsection (a), the Comptroller Gen-  
22 eral shall submit to the Secretary a report con-  
23 taining such review.

1           (2) PUBLIC WORKING GROUP.—The Secretary  
2           may convene a public working group to evaluate and  
3           discuss the report under paragraph (1) containing—

4                   (A) the entities the Comptroller General  
5           consulted with in carrying out the review under  
6           subsection (a);

7                   (B) representatives of other relevant Fed-  
8           eral agencies; and

9                   (C) any other appropriate stakeholder.

10          (3) TERMINATION.—If the Secretary convenes a  
11          working group under paragraph (2), such working  
12          group shall terminate on the date that is 1 year  
13          after the date on which the working group is con-  
14          vened.

15 **SEC. 439. FEDERAL AVIATION ADMINISTRATION ACADEMY**  
16 **AND FACILITY EXPANSION PLAN.**

17          (a) PLAN.—

18               (1) IN GENERAL.—No later than 90 days after  
19          the date of enactment of this Act, the Administrator  
20          shall initiate the development of a plan to expand  
21          overall FAA capacity relating to facilities, instruc-  
22          tion, equipment, and training resources to grow the  
23          number of developmental air traffic controllers en-  
24          rolled per fiscal year and support increases in FAA

1 air controller staffing to advance the safety of the  
2 national airspace system.

3 (2) CONSIDERATIONS.—In developing the plan  
4 under paragraph (1), the Administrator shall con-  
5 sider—

6 (A) the resources needed to support an in-  
7 crease in the total number of developmental air  
8 traffic controllers enrolled at the FAA Acad-  
9 emy;

10 (B) the resources needed to lessen FAA  
11 Academy attrition per fiscal year;

12 (C) how to modernize the education and  
13 training of developmental air traffic controllers,  
14 including through the use of new techniques  
15 and technologies to support instruction;

16 (D) the equipment needed to support ex-  
17 panded instruction, including air traffic control  
18 simulation systems, virtual reality, and other  
19 virtual training platforms;

20 (E) projected staffing needs associated  
21 with FAA Academy expansion and the oper-  
22 ation of education platforms, including the  
23 number of on-the-job instructors needed to edu-  
24 cate and train additional developmental air traf-  
25 fic controllers;

1 (F) the costs of expanding FAA capacity  
2 at the existing air traffic control academy (as  
3 described in paragraph (1)(A));

4 (G) soliciting input from, and coordinating  
5 with, relevant stakeholders as appropriate, in-  
6 cluding the exclusive bargaining representative  
7 of air traffic control specialists of the FAA cer-  
8 tified under section 7111 of title 5, United  
9 States Code; and

10 (H) other logistical and financial consider-  
11 ations as determined appropriate by the Admin-  
12 istrator.

13 (b) REPORT.—Not later than 1 year after the date  
14 of enactment of this Act, the Administrator shall submit  
15 to the appropriate committees of Congress the plan devel-  
16 oped under subsection (a).

17 (c) BRIEFING.—Not later than 180 days after the  
18 submission of the plan under subsection (b), the Adminis-  
19 trator shall brief the appropriate committees of Congress  
20 on the plan, including the implementation of the plan.

21 **SEC. 440. IMPROVING FEDERAL AVIATION WORKFORCE DE-**  
22 **VELOPMENT PROGRAMS.**

23 (a) IN GENERAL.—Section 625 of the FAA Reau-  
24 thorization Act of 2018 (49 U.S.C. 40101 note) is amend-  
25 ed to read as follows:

1 **“SEC. 625. AVIATION WORKFORCE DEVELOPMENT PRO-**  
2 **GRAMS.**

3 “(a) IN GENERAL.—The Secretary of Transportation  
4 shall establish—

5 “(1) a program to provide grants for eligible  
6 projects to support the education and recruitment of  
7 future aircraft pilots and the development of the air-  
8 craft pilot workforce;

9 “(2) a program to provide grants for eligible  
10 projects to support the education and recruitment of  
11 aviation maintenance technical workers and the de-  
12 velopment of the aviation maintenance workforce;  
13 and

14 “(3) a program to provide grants for eligible  
15 projects to support the education and recruitment of  
16 aviation manufacturing technical workers and aero-  
17 space engineers and the development of the aviation  
18 manufacturing workforce.

19 “(b) PROJECT GRANTS.—

20 “(1) IN GENERAL.—Out of amounts made  
21 available under section 48105 of title 49, United  
22 States Code, there is authorized to be appro-  
23 priated—

24 “(A) \$20,000,000 for each of fiscal years  
25 2025 through 2028 to provide grants under the  
26 program established under subsection (a)(1);

1           “(B) \$20,000,000 for each of fiscal years  
2           2025 through 2028 to provide grants under the  
3           program established under subsection (a)(2);  
4           and

5           “(C) \$20,000,000 for each of fiscal years  
6           2025 through 2028 to provide grants under the  
7           program established under subsection (a)(3).

8           “(2) DOLLAR AMOUNT LIMIT.—In providing  
9           grants under the programs established under sub-  
10          section (a), the Secretary may not make any grant  
11          more than \$1,000,000 to any eligible entity in any  
12          1 fiscal year.

13          “(3) EDUCATION PROJECTS.—The Secretary  
14          shall ensure that not less than 20 percent of the  
15          amounts made available under this subsection is  
16          used to carry out a grant program that shall be re-  
17          ferred to as the ‘Willa Brown Aviation Education  
18          Program’ under which the Secretary shall provide  
19          grants for eligible projects described in subsection  
20          (d) that are carried out in counties containing at  
21          least 1 qualified opportunity zone (as such term is  
22          defined in section 1400Z–1(a) of the Internal Rev-  
23          enue Code of 1986).

24          “(4) SET ASIDE FOR TECHNICAL ASSIST-  
25          ANCE.—The Secretary may set aside up to 2 percent



1 of the funds appropriated to carry out this sub-  
2 section for each of fiscal years 2025 through 2028  
3 to provide technical assistance to eligible applicants  
4 for a grant under this subsection.

5 “(5) CONSIDERATION FOR CERTAIN APPLI-  
6 CANTS.—In reviewing and selecting applications for  
7 grants under the programs established under sub-  
8 section (a), the Secretary may give consideration to  
9 applicants that provide an assurance—

10 “(A) to use grant funds to encourage the  
11 participation of populations that are underrep-  
12 resented in the aviation industry, including in  
13 economically disadvantaged geographic areas  
14 and rural communities;

15 “(B) to address the workforce needs of  
16 rural and regional airports; or

17 “(C) to strengthen aviation programs at a  
18 minority-serving institution (as described in sec-  
19 tion 371(a) of the Higher Education Act of  
20 1965 (20 U.S.C. 1067q(a)), a public institution  
21 of higher education, or a public postsecondary  
22 vocational institution.

23 “(c) ELIGIBLE APPLICATIONS.—

24 “(1) APPLICATION FOR AIRCRAFT PILOT PRO-  
25 GRAM.—An application for a grant under the pro-

1       gram established under subsection (a)(1) may be  
2       submitted, in such form as the Secretary may speci-  
3       fy, by—

4               “(A) an air carrier (as such term is de-  
5       fined in section 40102 of title 49, United States  
6       Code);

7               “(B) an entity that holds management  
8       specifications under subpart K of title 91 of  
9       title 14, Code of Federal Regulations;

10              “(C) an accredited institution of higher  
11       education, a postsecondary vocational institu-  
12       tion, or a high school or secondary school;

13              “(D) a flight school that provides flight  
14       training, as such term is defined in part 61 of  
15       title 14, Code of Federal Regulations, or that  
16       holds a pilot school certificate under part 141  
17       of title 14, Code of Federal Regulations;

18              “(E) a labor organization representing pro-  
19       fessional aircraft pilots;

20              “(F) an aviation-related nonprofit organi-  
21       zation described in section 501(c)(3) of the In-  
22       ternal Revenue Code of 1986 that is exempt  
23       from taxation under section 501(a) of such  
24       Code; or

1                   “(G) a State, local, territorial, or Tribal  
2                   governmental entity.

3                   “(2) APPLICATION FOR AVIATION MAINTENANCE PROGRAM.—An application for a grant under  
4                   the program established under subsection (a)(2) may  
5                   be submitted, in such form as the Secretary may  
6                   specify, by—

8                   “(A) a holder of a certificate issued under  
9                   part 21, 121, 135, 145, or 147 of title 14, Code  
10                  of Federal Regulations;

11                  “(B) a labor organization representing  
12                  aviation maintenance workers;

13                  “(C) an accredited institution of higher  
14                  education, a postsecondary vocational institu-  
15                  tion, or a high school or secondary school;

16                  “(D) an aviation-related nonprofit organi-  
17                  zation described in section 501(c)(3) of the In-  
18                  ternal Revenue Code of 1986 that is exempt  
19                  from taxation under section 501(a) of such  
20                  Code; or

21                  “(E) a State, local, territorial, or Tribal  
22                  governmental entity.

23                  “(3) APPLICATION FOR AVIATION MANUFACTURING PROGRAM.—An application for a grant  
24                  under the program established under subsection  
25                  under the program established under subsection

1 (a)(3) may be submitted, in such form as the Sec-  
2 retary may specify, by—

3 “(A) a holder of a type or production cer-  
4 tificate or similar authorization issued under  
5 section 44704 of title 49, United States Code;

6 “(B) an accredited institution of higher  
7 education, a postsecondary vocational institu-  
8 tion, or a high school or secondary school;

9 “(C) an aviation-related nonprofit organi-  
10 zation described in section 501(c)(3) of the In-  
11 ternal Revenue Code of 1986 that is exempt  
12 from taxation under section 501(a) of such  
13 Code;

14 “(D) a labor organization representing  
15 aerospace engineering, design, or manufac-  
16 turing workers; or

17 “(E) a State, local, territorial, or Tribal  
18 governmental entity.

19 “(d) ELIGIBLE PROJECTS.—

20 “(1) AIRCRAFT PILOT PROGRAM.—For purposes  
21 of the program established under subsection (a)(1),  
22 an eligible project is a project—

23 “(A) to create and deliver a program or  
24 curriculum that provides high school or sec-  
25 ondary school students and students of institu-

1           tions of higher education with meaningful avia-  
2           tion education to become aircraft pilots or un-  
3           manned aircraft systems operators, including  
4           purchasing and operating a computer-based  
5           simulator associated with such curriculum;

6           “(B) to establish or improve registered ap-  
7           prenticeship, internship, or scholarship pro-  
8           grams for individuals pursuing employment as  
9           a professional aircraft pilot or unmanned air-  
10          craft systems operator;

11          “(C) to create and deliver curriculum that  
12          provides certified flight instructors with the  
13          necessary instructional, leadership, and commu-  
14          nication skills to better educate student pilots;

15          “(D) to support the transition to profes-  
16          sional aircraft pilot or unmanned systems oper-  
17          ator careers, including for members and vet-  
18          erans of the armed forces;

19          “(E) to support robust outreach about ca-  
20          reers in commercial aviation as a professional  
21          aircraft pilot or unmanned system operator, in-  
22          cluding outreach to populations that are under-  
23          represented in the aviation industry; or

1           “(F) to otherwise enhance or expand the  
2           aircraft pilot or unmanned aircraft system oper-  
3           ator workforce.

4           “(2) AVIATION MAINTENANCE PROGRAM.—For  
5           purposes of the program established under sub-  
6           section (a)(2), an eligible project is a project—

7           “(A) to create and deliver a program or  
8           curriculum that provides high school and sec-  
9           ondary school students and students of institu-  
10          tions of higher education with meaningful avia-  
11          tion maintenance education to become an avia-  
12          tion mechanic or aviation maintenance techni-  
13          cian, including purchasing and operating equip-  
14          ment associated with such curriculum;

15          “(B) to establish or improve registered ap-  
16          prenticeship, internship, or scholarship pro-  
17          grams for individuals pursuing employment in  
18          the aviation maintenance industry;

19          “(C) to support the transition to aviation  
20          maintenance careers, including for members  
21          and veterans of the armed forces;

22          “(D) to support robust outreach about ca-  
23          reers in the aviation maintenance industry, in-  
24          cluding outreach to populations that are under-  
25          represented in the aviation industry; or

1           “(E) to otherwise enhance or expand the  
2           aviation maintenance technical workforce.

3           “(3) AVIATION MANUFACTURING PROGRAM.—  
4           For purposes of the program established under sub-  
5           section (a)(3), an eligible project is a project—

6           “(A) to create and deliver a program or  
7           curriculum that provides high school and sec-  
8           ondary school students and students of institu-  
9           tions of higher education with meaningful avia-  
10          tion manufacturing education to become an  
11          aviation manufacturing technical worker or  
12          aerospace engineer, including teaching technical  
13          skills used in the engineering and production of  
14          components, parts, or systems thereof for inclu-  
15          sion in an aircraft, aircraft engine, propeller, or  
16          appliance;

17          “(B) to establish registered apprenticeship,  
18          internship, or scholarship programs for individ-  
19          uals pursuing employment in the aviation man-  
20          ufacturing industry;

21          “(C) to support the transition to aviation  
22          manufacturing careers, including for members  
23          and veterans of the armed forces;

24          “(D) to support robust outreach about ca-  
25          reers in the aviation manufacturing industry,

1 including outreach to populations that are  
2 underrepresented in the aviation industry; or

3 “(E) to otherwise enhance or expand the  
4 aviation manufacturing workforce.

5 “(e) REPORTING AND MONITORING REQUIRE-  
6 MENTS.—The Secretary shall establish reasonable report-  
7 ing and monitoring requirements for grant recipients  
8 under this section to measure relevant outcomes for the  
9 grant programs established under subsection (a).

10 “(f) NOTICE OF GRANTS.—

11 “(1) TIMELY PUBLIC NOTICE.—The Secretary  
12 shall provide public notice of any grant awarded  
13 under this section in a timely fashion after the Sec-  
14 retary awards such grant.

15 “(2) NOTICE TO CONGRESS.—The Secretary  
16 shall provide to the appropriate Committees of Con-  
17 gress advance notice of a grant to be made under  
18 this section.

19 “(g) GRANT AUTHORITY.—

20 “(1) LIMIT ON FAA AUTHORITY.—The authority  
21 of the Administrator of the Federal Aviation Admin-  
22 istration, acting on behalf of the Secretary, to issue  
23 grants under this section shall terminate on October  
24 1, 2027.



1           “(2) NONDELEGATION.—Beginning on October  
2           1, 2027, the Secretary shall issue grants under this  
3           section and may not delegate any of the authorities  
4           or responsibilities under this section to the Adminis-  
5           trator.

6           “(h) PROGRAM NAME REDESIGNATION.—Beginning  
7           on October 1, 2027, the Secretary shall redesignate the  
8           name of the program established under subsection (a) as  
9           the ‘Cooperative Aviation Recruitment, Enrichment, and  
10          Employment Readiness Program’ or the ‘CAREER Pro-  
11          gram’.

12          “(i) CONSULTATION WITH SECRETARY OF EDU-  
13          CATION.—The Secretary may consult with the Secretary  
14          of Education, as appropriate, in—

15                 “(1) reviewing applications for grants for eligi-  
16                 ble projects under this section; and

17                 “(2) developing considerations regarding pro-  
18                 gram quality and measurement of student outcomes.

19          “(j) REPORT.—Not later than September 30, 2028,  
20          the Secretary shall submit to the appropriate committees  
21          of Congress a report on the administration of the pro-  
22          grams established under subsection (a) covering each of  
23          fiscal years 2025 through 2028 that includes—

1           “(1) a summary of projects awarded grants  
2           under this section and the progress of each recipient  
3           towards fulfilling program expectations;

4           “(2) an evaluation of how such projects cumula-  
5           tively impact the future supply of individuals in the  
6           United States aviation workforce, including any re-  
7           lated best practices for carrying out such projects;

8           “(3) recommendations for better coordinating  
9           actions by governmental entities, educational institu-  
10          tions, and businesses, aviation labor organizations,  
11          or other stakeholders to support aviation workforce  
12          growth;

13          “(4) a review of how many grant recipients en-  
14          gaged with veterans and the resulting impact, if ap-  
15          plicable, on recruiting and retaining veterans as part  
16          of the aviation workforce; and

17          “(5) a review of outreach conducted by grant  
18          recipients to encourage individuals to participate in  
19          aviation careers and the resulting impact, if applica-  
20          ble, on recruiting and retaining such individuals as  
21          part of the aviation workforce.

22          “(k) PROGRAM AUTHORITY SUNSET.—The authority  
23          of the Secretary to issue grants under this section shall  
24          expire on October 1, 2028.

25          “(l) DEFINITIONS.—In this section:

1           “(1) ARMED FORCES.—The term ‘armed forces’  
2           has the meaning given such term in section 101 of  
3           title 10, United States Code.

4           “(2) HIGH SCHOOL.—The term ‘high school’  
5           has the meaning given such term in section 8101 of  
6           the Elementary and Secondary Education Act of  
7           1965 (20 U.S.C. 7801)).

8           “(3) INSTITUTION OF HIGHER EDUCATION.—  
9           The term ‘institution of higher education’ has the  
10          meaning given such term in section 101(a) of the  
11          Higher Education Act of 1965 (20 U.S.C. 1001(a)).

12          “(4) POSTSECONDARY VOCATIONAL INSTITU-  
13          TION.—The term ‘postsecondary vocational institu-  
14          tion’ has the meaning given such term in section  
15          102(c) of the Higher Education Act of 1965 (20  
16          U.S.C. 1002(c)).

17          “(5) SECONDARY SCHOOL.—The term ‘sec-  
18          ondary school’ has the meaning given such term in  
19          section 8101 of the Elementary and Secondary Edu-  
20          cation Act of 1965 (20 U.S.C. 7801)).”.

21          (b) EFFECTIVE DATE.—The amendment made by  
22          subsection (a) shall take effect on October 1, 2024.

1 **SEC. 441. NATIONAL STRATEGIC PLAN FOR AVIATION**  
2 **WORKFORCE DEVELOPMENT.**

3 (a) IN GENERAL.—Chapter 401 of title 49, United  
4 States Code, is further amended by adding at the end the  
5 following:

6 **“§ 40132. National strategic plan for aviation work-**  
7 **force development**

8 “(a) IN GENERAL.—Not later than September 30,  
9 2025, the Secretary of Transportation shall, in consulta-  
10 tion with other Federal agencies and the Cooperative Avia-  
11 tion Recruitment, Enrichment, and Employment Readiness  
12 Council (in this section referred to as the ‘CAREER  
13 Council’) established in subsection (c), establish and main-  
14 tain a national strategic plan to improve recruitment, hir-  
15 ing, and retention and address projected challenges in the  
16 civil aviation workforce, including—

17 “(1) any short-term, medium-term, and long-  
18 term workforce challenges relevant to the economy,  
19 workforce readiness, and priorities of the United  
20 States aviation sector;

21 “(2) any existing or projected workforce short-  
22 ages; and

23 “(3) any workforce situation or condition that  
24 warrants special attention by the Federal Govern-  
25 ment.

1           “(b) REQUIREMENTS.—The national strategic plan  
2 described in subsection (a) shall—

3           “(1) take into account the activities and accom-  
4 plishments of all Federal agencies that are related to  
5 carrying out such plan;

6           “(2) include recommendations for carrying out  
7 such plan; and

8           “(3) project and identify, on an annual basis,  
9 aviation workforce challenges, including any applica-  
10 ble workforce shortages.

11          “(c) CAREER COUNCIL.—

12           “(1) ESTABLISHMENT.—Not later than Sep-  
13 tember 30, 2025, the Secretary, in consultation with  
14 the Administrator, shall establish a council com-  
15 prised of individuals with expertise in the civil avia-  
16 tion industry to—

17           “(A) assist with developing and maintain-  
18 ing the national strategic plan described in sub-  
19 section (a); and

20           “(B) provide advice to the Secretary, as  
21 appropriate, relating to the CAREER Program  
22 established under section 625 of the FAA Re-  
23 authorization Act of 2018, including as such  
24 advice relates to program administration and  
25 grant application selection, and support the de-

1           velopment of performance metrics regarding the  
2           quality and outcomes of the Program.

3           “(2) APPOINTMENT.—The CAREER Council  
4           shall be appointed by the Secretary from candidates  
5           nominated by national associations representing var-  
6           ious sectors of the aviation industry, including—

7                   “(A) commercial aviation;

8                   “(B) general aviation;

9                   “(C) aviation labor organizations, including  
10           collective bargaining representatives of Federal  
11           Aviation Administration aviation safety inspec-  
12           tors, aviation safety engineers, and air traffic  
13           controllers;

14                   “(D) aviation maintenance, repair, and  
15           overhaul;

16                   “(E) aviation manufacturers; and

17                   “(F) unmanned aviation.

18           “(3) TERM.—Each council member appointed  
19           by the Secretary under paragraph (2) shall serve a  
20           term of 2 years.

21           “(d) NONDELEGATION.—The Secretary may not del-  
22           egate any of the authorities or responsibilities under this  
23           section to the Administrator of the Federal Aviation Ad-  
24           ministration.”.

1 (b) CLERICAL AMENDMENT.—The analysis for chap-  
 2 ter 401 of title 49, United States Code, is further amend-  
 3 ed by adding at the end the following:

“40132. National strategic plan for aviation workforce development.”.

4 **TITLE V—PASSENGER**  
 5 **EXPERIENCE IMPROVEMENTS**  
 6 **Subtitle A—Consumer**  
 7 **Enhancements**

8 **SEC. 501. ESTABLISHMENT OF OFFICE OF AVIATION CON-**  
 9 **SUMER PROTECTION.**

10 Section 102 of title 49, United States Code, is  
 11 amended—

12 (1) in subsection (e)(1)—

13 (A) in the matter preceding subparagraph

14 (A) by striking “7” and inserting “8”; and

15 (B) in subparagraph (A) by striking “and

16 an Assistant Secretary for Transportation Pol-

17 icy” and inserting “an Assistant Secretary for

18 Transportation Policy, and an Assistant Sec-

19 retary for Aviation Consumer Protection”; and

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

21 “(j) OFFICE OF AVIATION CONSUMER PROTEC-  
 22 TION.—

23 “(1) ESTABLISHMENT.—There is established in

24 the Department an Office of Aviation Consumer

25 Protection (in this subsection referred to as the ‘Of-

1        fice’) to administer and enforce the aviation con-  
2        sumer protection and civil rights authorities pro-  
3        vided to the Department by statute, including the  
4        authorities under section 41712—

5                “(A) to assist, educate, and protect pas-  
6                sengers; and

7                “(B) to monitor compliance with, conduct  
8                investigations relating to, and enforce, with  
9                support of attorneys in the Office of the Gen-  
10              eral Counsel, including by taking appropriate  
11              action to address violations of aviation con-  
12              sumer protection and civil rights.

13              “(2) LEADERSHIP.—The Office shall be headed  
14              by the Assistant Secretary for Aviation Consumer  
15              Protection (in this subsection referred to as the ‘As-  
16              sistant Secretary’).

17              “(3) TRANSITION.—Not later than 180 days  
18              after funding is appropriated for an Office of Avia-  
19              tion Consumer Protection headed by an Assistant  
20              Secretary, the Office of Aviation Consumer Protec-  
21              tion that is a unit within the Office of the General  
22              Counsel of the Department which is headed by the  
23              Assistant General Counsel for Aviation Consumer  
24              Protection shall cease to exist. The Secretary shall  
25              determine which employees are necessary to fulfill



1 the responsibilities of the new Office of Aviation  
2 Consumer Protection and such employees shall be  
3 transferred from the Office of the General Counsel,  
4 as appropriate, to the newly established Office of  
5 Aviation Consumer Protection.

6 “(4) COORDINATION.—The Assistant Secretary  
7 shall coordinate with the General Counsel appointed  
8 under subsection (e)(1)(E), in accordance with sec-  
9 tion 1.26 of title 49, Code of Federal Regulations  
10 (or a successor regulation), on all legal matters re-  
11 lating to—

12 “(A) aviation consumer protection; and

13 “(B) the duties and activities of the Office  
14 described in subparagraphs (A) through (C) of  
15 paragraph (1).

16 “(5) ANNUAL REPORT.—The Assistant Sec-  
17 retary shall submit to the Secretary, who shall sub-  
18 mit to Congress and make publicly available on the  
19 website of the Department, an annual report that,  
20 with respect to matters under the jurisdiction of the  
21 Department, or otherwise within the statutory au-  
22 thority of the Department—

23 “(A) analyzes trends in aviation consumer  
24 protection, civil rights, and licensing;

1           “(B) identifies major challenges facing  
2 passengers; and

3           “(C) addresses any other relevant issues,  
4 as the Assistant Secretary determines to be ap-  
5 propriate.

6           “(6) FUNDING.—There is authorized to be ap-  
7 propriated \$12,000,000 for fiscal year 2024,  
8 \$13,000,000 for fiscal year 2025, \$14,000,000 for  
9 fiscal year 2026, \$15,000,000 for fiscal year 2027,  
10 and \$16,000,000 for fiscal year 2028 to carry out  
11 this subsection.”.

12 **SEC. 502. ADDITIONAL WITHIN AND BEYOND PERIMETER**  
13 **SLOT EXEMPTIONS AT RONALD REAGAN**  
14 **WASHINGTON NATIONAL AIRPORT.**

15       (a) INCREASE IN NUMBER OF SLOT EXEMPTIONS.—  
16 Section 41718 of title 49, United States Code, is amended  
17 by adding at the end the following new subsection:

18       “(i) ADDITIONAL SLOT EXEMPTIONS.—

19           “(1) INCREASE IN SLOT EXEMPTIONS.—Not  
20 later than 60 days after the date of enactment of  
21 the FAA Reauthorization Act of 2024, the Secretary  
22 shall grant, by order, 10 exemptions from—

23           “(A) the application of sections  
24 49104(a)(5), 49109, and 41714 to air carriers  
25 to operate limited frequencies and aircraft on

1 routes between Ronald Reagan Washington Na-  
2 tional Airport and domestic airports located  
3 within or beyond the perimeter described in sec-  
4 tion 49109; and

5 “(B) the requirements of subparts K, S,  
6 and T of part 93 of title 14, Code of Federal  
7 Regulations.

8 “(2) NON-LIMITED INCUMBENTS.—Of the slot  
9 exemptions made available under paragraph (1), the  
10 Secretary shall make 8 available to incumbent air  
11 carriers qualifying for status as a non-limited incum-  
12 bent carrier at Ronald Reagan Washington National  
13 Airport as of the date of enactment of the FAA Re-  
14 authorization Act of 2024.

15 “(3) LIMITED INCUMBENTS.—Of the slot ex-  
16 emptions made available under paragraph (1), the  
17 Secretary shall make 2 available to incumbent air  
18 carriers qualifying for status as a limited incumbent  
19 carrier at Ronald Reagan Washington National Air-  
20 port as of the date of enactment of the FAA Reau-  
21 thorization Act of 2024.

22 “(4) ALLOCATION PROCEDURES.—The Sec-  
23 retary shall allocate the 10 slot exemptions provided  
24 under paragraph (1) pursuant to the application

1 process established by the Secretary under sub-  
2 section (d), subject to the following:

3 “(A) LIMITATIONS.—Each air carrier that  
4 is eligible under paragraph (2) and paragraph  
5 (3) shall be eligible to operate no more and no  
6 less than 2 of the newly authorized slot exemp-  
7 tions.

8 “(B) CRITERIA.—The Secretary shall con-  
9 sider the extent to which the exemptions will—

10 “(i) enhance options for nonstop trav-  
11 el to beyond-perimeter airports that do not  
12 have nonstop service from Ronald Reagan  
13 Washington National Airport as of the  
14 date of enactment of the FAA Reauthor-  
15 ization Act of 2024; or

16 “(ii) have a positive impact on the  
17 overall level of competition in the markets  
18 that will be served as a result of those ex-  
19 emptions.

20 “(5) PROHIBITION.—

21 “(A) IN GENERAL.—The Metropolitan  
22 Washington Airports Authority may not assess  
23 any penalty or similar levy against an individual  
24 air carrier solely for obtaining and operating a  
25 slot exemption authorized under this subsection.

1           “(B) RULE OF CONSTRUCTION.—Subpara-  
2 graph (A) shall not be construed as prohibiting  
3 the Metropolitan Washington Airports Author-  
4 ity from assessing and collecting any penalty,  
5 fine, or other levy, such as a handling fee or  
6 landing fee, that is—

7           “(i) authorized by the Metropolitan  
8 Washington Airports Regulations;

9           “(ii) agreed to in writing by the air  
10 carrier; or

11           “(iii) charged in the ordinary course  
12 of business to an air carrier operating at  
13 Ronald Reagan Washington National Air-  
14 port regardless of whether or not the air  
15 carrier obtained a slot exemption author-  
16 ized under this subsection.”.

17       (b) CONFORMING AMENDMENTS.—Section  
18 41718(c)(2)(A) of title 49, United States Code, is amend-  
19 ed—

20           (1) in clause (i) by striking “and (b)” and in-  
21 serting “, (b), and (i)”; and

22           (2) in clause (ii) by striking “and (g)” and in-  
23 serting “(g), and (i)”.

24       (c) PRESERVATION OF EXISTING WITHIN PERIM-  
25 ETER SERVICE.—Nothing in this section, or the amend-

1 ments made by this section, shall be construed as author-  
2 izing the conversion of a within-perimeter exemption or  
3 slot at Ronald Reagan Washington National Airport that  
4 is in effect on the date of enactment of this Act to serve  
5 an airport located beyond the perimeter described in sec-  
6 tion 49109 of title 49, United States Code.

7 **SEC. 503. REFUNDS.**

8 (a) IN GENERAL.—Chapter 423 of title 49, United  
9 States Code, is amended by inserting after section 42304  
10 the following:

11 **“§ 42305. Refunds for cancelled or significantly de-  
12 layed or changed flights**

13 “(a) IN GENERAL.—In the case of a passenger that  
14 holds a nonrefundable ticket on a scheduled flight to,  
15 from, or within the United States, an air carrier or a for-  
16 eign air carrier shall, upon request as set forth in sub-  
17 section (f), provide a full refund, including any taxes and  
18 ancillary fees, for the fare such carrier collected for any  
19 cancelled flight or significantly delayed or changed flight  
20 where the passenger chooses not to—

21 “(1) fly on the significantly delayed or changed  
22 flight or accept rebooking on an alternative flight; or

23 “(2) accept any voucher, credit, or other form  
24 of compensation offered by the air carrier or foreign  
25 air carrier pursuant to subsection (c).

1           “(b) TIMING OF REFUND.—Any refund required  
2 under subsection (a) shall be issued by the air carrier or  
3 foreign air carrier—

4           “(1) in the case of a ticket purchased with a  
5 credit card, not later than 7 business days after the  
6 earliest date the refund was requested as set forth  
7 in subsection (f); or

8           “(2) in the case of a ticket purchased with cash  
9 or another form of payment, not later than 20 days  
10 after the earliest date the refund was requested as  
11 set forth in subsection (f).

12           “(c) ALTERNATIVE TO REFUND.—An air carrier and  
13 a foreign air carrier may offer a voucher, credit, or other  
14 form of compensation as an explicit alternative to pro-  
15 viding a refund required by subsection (a) but only if—

16           “(1) the offer includes a clear and conspicuous  
17 notice of—

18           “(A) the terms of the offer; and

19           “(B) the passenger’s right to a full refund  
20 under this section;

21           “(2) the voucher, credit, or other form of com-  
22 pensation offered explicitly as an alternative to pro-  
23 viding a refund required by subsection (a) remains  
24 valid and redeemable by the consumer for a period  
25 of at least 5 years from the date on which such

1 voucher, credit, or other form of compensation is  
2 issued;

3 “(3) upon the issuance of such voucher, credit,  
4 or other form of compensation, an air carrier, for-  
5 eign air carrier, or ticket agent, where applicable,  
6 notifies the recipient of the expiration date of the  
7 voucher, credit, or other form of compensation; and

8 “(4) upon request by an individual who self-  
9 identifies as having a disability (as defined in section  
10 382.3 of title 14, Code of Federal Regulations), an  
11 air carrier, foreign air carrier, or ticket agent pro-  
12 vides a notification under paragraph (3) in an elec-  
13 tronic format that is accessible to the recipient.

14 “(d) SIGNIFICANTLY DELAYED OR CHANGED  
15 FLIGHT DEFINED.—In this section, the term ‘signifi-  
16 cantly delayed or changed flight’ includes, at a minimum,  
17 a flight where the passenger arrives at a destination air-  
18 port—

19 “(1) in the case of a domestic flight, 3 or more  
20 hours after the original scheduled arrival time; and

21 “(2) in the case of an international flight, 6 or  
22 more hours after the original scheduled arrival time.

23 “(e) APPLICATION TO TICKET AGENTS.—

24 “(1) IN GENERAL.—Not later than 1 year after  
25 the date of enactment of this section, the Secretary



1 shall issue a final rule to apply refund requirements  
2 to ticket agents in the case of cancelled flights and  
3 significantly delayed or changed flights.

4 “(2) TRANSFER OF FUNDS.—The Secretary  
5 shall issue regulations requiring air carriers and for-  
6 eign air carriers to promptly transfer funds to a  
7 ticket agent if—

8 “(A) the Secretary has determined that the  
9 ticket agent is responsible for providing the re-  
10 fund; and

11 “(B) the ticket agent does not possess the  
12 funds of the passenger.

13 “(3) TIMING AND ALTERNATIVES.—A refund  
14 provided by a ticket agent shall comply with the re-  
15 quirements in subsections (b) and (c) of this section.

16 “(f) REFUND.—An air carrier and a foreign air car-  
17 rier shall consider a passenger to have requested a refund  
18 if—

19 “(1) a flight is cancelled and a passenger is not  
20 offered an alternative flight or any voucher, credit,  
21 or other form of compensation by the air carrier or  
22 foreign air carrier pursuant to subsection (c);

23 “(2) a passenger rejects the significantly de-  
24 layed or changed flight, rebooking on an alternative  
25 flight, or any voucher, credit, or other form of com-

1       pensation offered by the air carrier or foreign air  
2       carrier pursuant to subsection (c); or

3           “(3) a passenger does not respond to an offer  
4       of—

5           “(A) a significantly delayed or changed  
6       flight or an alternative flight and the flight de-  
7       parts without the passenger; or

8           “(B) a voucher, credit, or other form of  
9       compensation by the date on which the can-  
10      celled flight was scheduled to depart or the date  
11      that the significantly delayed or changed flight  
12      departs.

13       “(g) REFUND NOTIFICATION.—An air carrier and a  
14      foreign air carrier shall update their passenger notification  
15      systems to ensure passengers owed a refund under this  
16      section are notified of their right to receive a refund.”.

17       (b) CLERICAL AMENDMENT.—The analysis for chap-  
18      ter 423 of title 49, United States Code, is amended by  
19      inserting after the item relating to section 42304 the fol-  
20      lowing:

      “42305. Refunds for cancelled or significantly delayed or changed flights.”.

21      **SEC. 504. KNOW YOUR RIGHTS POSTERS.**

22       (a) IN GENERAL.—Chapter 423 of title 49, United  
23      States Code, is further amended by inserting after section  
24      42305 the following:

1 **“§ 42306. Know Your Rights posters**

2 “(a) IN GENERAL.—Each large hub airport, medium  
3 hub airport, and small hub airport with scheduled pas-  
4 senger service shall prominently display posters that clear-  
5 ly and concisely outline the rights of airline passengers  
6 under Federal law with respect to, at a minimum—

7 “(1) flight delays and cancellations;

8 “(2) refunds;

9 “(3) bumping of passengers from flights and  
10 the oversale of flights; and

11 “(4) lost, delayed, or damaged baggage.

12 “(b) LOCATION.—Posters described in subsection (a)  
13 shall be displayed in conspicuous locations throughout the  
14 airport, including ticket counters, security checkpoints,  
15 and boarding gates.

16 “(c) ACCESSIBILITY ASSISTANCE.—Each large hub  
17 airport, medium hub airport, and small hub airport with  
18 scheduled passenger service shall ensure that passengers  
19 with a disability (as such term is defined in section 382.3  
20 of title 14, Code of Federal Regulations) who identify  
21 themselves as having such a disability are notified of the  
22 availability of accessibility assistance and shall assist such  
23 passengers in connecting to the appropriate entities to ob-  
24 tain the same information required in this section that is  
25 provided to other passengers.”.

1 (b) EXEMPTION.—Section 46301(a)(1)(A) of title 49,  
2 United States Code, is further amended by striking “chap-  
3 ter 423” and inserting “chapter 423 (except section  
4 42306)”.

5 (c) CLERICAL AMENDMENT.—The analysis for chap-  
6 ter 423 of title 49, United States Code, is further amend-  
7 ed by inserting after the item relating to section 42305  
8 the following:

“42306. Know Your Rights posters.”.

9 (d) EFFECTIVE DATE.—The amendments made by  
10 this section shall take effect on the date that is 1 year  
11 after the date of enactment of this Act.

12 **SEC. 505. ACCESS TO CUSTOMER SERVICE ASSISTANCE FOR**  
13 **ALL TRAVELERS.**

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

15 (1) In the event of a cancelled or delayed flight,  
16 it is important for customers to be able to easily ac-  
17 cess information about the status of their flight and  
18 any alternative flight options.

19 (2) Customers should be able to access real-  
20 time assistance from customer service agents of air  
21 carriers without an excessive wait time, particularly  
22 during times of mass disruptions.

23 (b) TRANSPARENCY REQUIREMENTS.—

24 (1) REQUIREMENT TO MAINTAIN A LIVE CUS-  
25 TOMER CHAT OR MONITORED TEXT MESSAGING

1 NUMBER.—Chapter 423 of title 49, United States  
2 Code, is further amended by inserting after section  
3 42306 the following:

4 **“§ 42307. Requirement to maintain a live customer**  
5 **chat or monitored text messaging num-**  
6 **ber**

7 “(a) REQUIREMENT.—

8 “(1) IN GENERAL.—A covered air carrier that  
9 operates a domestic or international flight to, from,  
10 or within the United States shall maintain—

11 “(A) a customer service telephone line  
12 staffed by live agents;

13 “(B) a customer chat option that allows  
14 for customers to speak to a live agent within a  
15 reasonable time, to the greatest extent prac-  
16 ticable; or

17 “(C) a monitored text messaging number  
18 that enables customers to communicate and  
19 speak with a live agent directly.

20 “(2) PROVISION OF SERVICES.—The services  
21 required under paragraph (1) shall be provided to  
22 customers without charge for the use of such serv-  
23 ices, and shall be available at all times.

1           “(b) RULEMAKING AUTHORITY.—The Secretary shall  
2 promulgate such rules as may be necessary to carry out  
3 this section.

4           “(c) COVERED AIR CARRIER DEFINED.—In this sec-  
5 tion, the term ‘covered air carrier’ means an air carrier  
6 that sells tickets for scheduled passenger air transpor-  
7 tation on an aircraft that, as originally designed, has a  
8 passenger capacity of 30 or more seats.

9           “(d) EFFECTIVE DATE.—Beginning on the date that  
10 is 120 days after the date of enactment of this section,  
11 a covered air carrier shall comply with the requirement  
12 specified in subsection (a) without regard to whether the  
13 Secretary has promulgated any rules to carry out this sec-  
14 tion as of the date that is 120 days after such date of  
15 enactment.”.

16           (2) CLERICAL AMENDMENT.—The analysis for  
17 chapter 423 of title 49, United States Code, is fur-  
18 ther amended by inserting after the item relating to  
19 section 42306 the following:

“42307. Requirement to maintain a live customer chat or monitored text mes-  
saging number.”.

20 **SEC. 506. AIRLINE CUSTOMER SERVICE DASHBOARDS.**

21           (a) DASHBOARDS.—

22           (1) IN GENERAL.—Chapter 423 of title 49,  
23 United States Code, is further amended by inserting  
24 after section 42307 the following:

1 **“§ 42308. DOT airline customer service dashboards**

2       “(a) REQUIREMENT TO ESTABLISH AND MAINTAIN  
3 PUBLICLY AVAILABLE DASHBOARDS.—The Secretary of  
4 Transportation shall establish, maintain, and make pub-  
5 licly available the following online dashboards for purposes  
6 of keeping aviation consumers informed with respect to  
7 certain policies of, and services provided by, large air car-  
8 riers (as such term is defined by the Secretary) to the  
9 extent that such policies or services exceed what is re-  
10 quired by Federal law:

11           “(1) DELAY AND CANCELLATION DASH-  
12 BOARD.—A dashboard that displays information re-  
13 garding the services and compensation provided by  
14 each large air carrier to mitigate any passenger in-  
15 convenience caused by a delay or cancellation due to  
16 circumstances in the control of such carrier.

17           “(2) EXPLANATION OF CIRCUMSTANCES.—The  
18 website on which such dashboard is displayed shall  
19 explain the circumstances under which a delay or  
20 cancellation is not due to circumstances in the con-  
21 trol of the large air carrier (such as a delay or can-  
22 cellation due to a weather event or an instruction  
23 from the Federal Aviation Administration Air Traf-  
24 fic Control System Command Center) consistent  
25 with section 234.4 of title 14, Code of Federal Regu-  
26 lations.

1           “(3) FAMILY SEATING DASHBOARD.—A dash-  
2           board that displays information regarding which  
3           large air carriers guarantee that each child shall be  
4           seated adjacent to an adult accompanying the child  
5           without charging any additional fees.

6           “(4) SEAT SIZE DASHBOARD.—A dashboard  
7           that displays information regarding aircraft seat size  
8           for each large air carrier, including the pitch, width,  
9           and length of a seat in economy class for the air-  
10          craft models and configurations most commonly  
11          flown by such carrier.

12          “(5) FAMILY SEATING SUNSET.—The require-  
13          ment in subsection (a)(3) shall cease to be effective  
14          on the date on which the rule in section 516 of the  
15          FAA Reauthorization Act of 2024 is effective.

16          “(b) ACCESSIBILITY REQUIREMENT.—In developing  
17          the dashboards required in subsection (a), the Secretary  
18          shall, in order to ensure the dashboards are accessible and  
19          contain pertinent information for passengers with disabil-  
20          ities, consult with the Air Carrier Access Act Advisory  
21          Committee, the Architectural and Transportation Barriers  
22          Compliance Board, any other relevant department or  
23          agency to determine appropriate accessibility standards,  
24          and disability organizations, including advocacy and non-



1 profit organizations that represent or provide services to  
2 individuals with disabilities.

3 “(c) LIMITATION ON DASHBOARDS.—After the rule  
4 required in section 516 of the FAA Reauthorization Act  
5 of 2024 is effective, the Secretary may not establish or  
6 maintain more than 4 different customer service dash-  
7 boards at any given time.

8 “(d) PROVISION OF INFORMATION.—Each large air  
9 carrier shall provide to the Secretary such information as  
10 the Secretary requires to carry out this section.

11 “(e) SUNSET.—This section shall cease to be effective  
12 on October 1, 2028.”.

13 (2) ESTABLISHMENT.—The Secretary shall es-  
14 tablish each of the online dashboards required by  
15 section 42308(a) of title 49, United States Code, not  
16 later than 30 days after the date of enactment of  
17 this Act.

18 (b) CLERICAL AMENDMENT.—The analysis for chap-  
19 ter 423 of title 49, United States Code, is further amend-  
20 ed by inserting after the item relating to section 42307  
21 the following:

“42308. DOT airline customer service dashboards.”.

22 **SEC. 507. INCREASE IN CIVIL PENALTIES.**

23 (a) IN GENERAL.—Section 46301(a)(1) of title 49,  
24 United States Code, is amended in the matter preceding

1 subparagraph (A) by striking “\$25,000” and inserting  
2 “\$75,000”.

3 (b) EFFECTIVE DATE.—The amendment made by  
4 subsection (a) shall apply to violations occurring on or  
5 after the date of enactment of this Act.

6 (c) CONFORMING REGULATIONS.—The Secretary  
7 shall revise such regulations as necessary to conform to  
8 the amendment made by subsection (a).

9 **SEC. 508. ADVISORY COMMITTEE FOR AVIATION CON-**  
10 **SUMER PROTECTION.**

11 (a) EXTENSION.—Section 411(h) of the FAA Mod-  
12 ernization and Reform Act of 2012 (49 U.S.C. 42301  
13 prec. note) is amended by striking “May 10, 2024” and  
14 inserting “September 30, 2028”.

15 (b) COORDINATION.—Section 411 of the FAA Mod-  
16 ernization and Reform Act of 2012 (49 U.S.C. 42301  
17 prec. note) is amended by adding at the end the following:

18 “(i) CONSULTATION.—The Advisory Committee shall  
19 consult, as appropriate, with foreign air carriers, air car-  
20 riers with an ultra-low-cost business model, nonprofit pub-  
21 lic interest groups with expertise in disability and accessi-  
22 bility matters, ticket agents, travel management compa-  
23 nies, and any other groups as determined by the Sec-  
24 retary.”.

1 **SEC. 509. EXTENSION OF AVIATION CONSUMER ADVOCATE**  
2 **REPORTING REQUIREMENT.**

3 Section 424(e) of the FAA Reauthorization Act of  
4 2018 (49 U.S.C. 42302 note) is amended by striking  
5 “May 10, 2024” and inserting “October 1, 2028”.

6 **SEC. 510. CODIFICATION OF CONSUMER PROTECTION PRO-**  
7 **VISIONS.**

8 (a) SECTION 429 OF FAA REAUTHORIZATION ACT  
9 OF 2018.—

10 (1) IN GENERAL.—Section 429 of the FAA Re-  
11 authorization Act of 2018 (49 U.S.C. 42301 prec.  
12 note) is amended—

13 (A) by transferring such section to appear  
14 after section 41726 of title 49, United States  
15 Code;

16 (B) by redesignating such section as sec-  
17 tion 41727 of such title; and

18 (C) by amending the section heading of  
19 such section to read as follows:

20 **“§ 41727. Passenger Rights”.**

21 (2) TECHNICAL AMENDMENT.—Section 41727  
22 of title 49, United States Code, as transferred and  
23 redesignated by paragraph (1), is amended in sub-  
24 section (a) by striking “Not later than 90 days after  
25 the date of enactment of this Act, the Secretary”  
26 and inserting “The Secretary”.

1 (b) SECTION 434 OF THE FAA REAUTHORIZATION  
2 ACT OF 2018.—

3 (1) IN GENERAL.—Section 434 of the FAA Re-  
4 authorization Act of 2018 (49 U.S.C. 41705 note)  
5 is amended—

6 (A) by transferring such section to appear  
7 after section 41727 of title 49, United States  
8 Code, as transferred and redesignated by sub-  
9 section (a)(1);

10 (B) by redesignating such section 434 as  
11 section 41728 of such title; and

12 (C) by amending the section heading of  
13 such section 41728 to read as follows:

14 **“§ 41728. Airline passengers with disabilities bill of**  
15 **rights”.**

16 (2) TECHNICAL AMENDMENT.—Section 41728  
17 of title 49, United States Code, as transferred and  
18 redesignated by paragraph (1), is amended—

19 (A) in subsection (a) by striking “the sec-  
20 tion 41705 of title 49, United States Code” and  
21 inserting “section 41705”;

22 (B) in subsection (c) by striking “the date  
23 of enactment of this Act” and inserting “the  
24 date of enactment of the FAA Reauthorization  
25 Act of 2018”; and

1 (C) in subsection (f) by striking “ensure  
2 employees” and inserting “ensure that employ-  
3 ees”.

4 (c) CLERICAL AMENDMENT.—The analysis for chap-  
5 ter 417 of title 49, United States Code, is amended by  
6 inserting after the item relating to section 41726 the fol-  
7 lowing:

“41727. Passenger rights.

“41728. Airline passengers with disabilities bill of rights.”.

8 **SEC. 511. BUREAU OF TRANSPORTATION STATISTICS.**

9 (a) RULEMAKING.—Not later than 60 days after the  
10 date of enactment of this Act, the Director of the Bureau  
11 of Transportation Statistics shall initiate a rulemaking to  
12 revise section 234.4 of title 14, Code of Federal Regula-  
13 tions, to create a new “cause of delay” category (or cat-  
14 egories) that identifies and tracks information on delays  
15 and cancellations of air carriers (as defined in section  
16 40102 of title 49, United States Code) that are due to  
17 instructions from the FAA Air Traffic Control System and  
18 to make any other changes necessary to carry out this sec-  
19 tion.

20 (b) AIR CARRIER CODE.—The following causes shall  
21 not be included within the Air Carrier code specified in  
22 section 234.4 of title 14, Code of Federal Regulations, for  
23 cancelled and delayed flights:

1           (1) Aircraft cleaning necessitated by the death  
2 of a passenger.

3           (2) Aircraft damage caused by extreme weather,  
4 foreign object debris, or sabotage.

5           (3) A baggage or cargo loading delay caused by  
6 an outage of a bag system not controlled by a car-  
7 rier or its contractor.

8           (4) Cybersecurity attacks (provided that the air  
9 carrier is in compliance with applicable cybersecurity  
10 regulations).

11          (5) A shutdown or system failure of government  
12 systems that directly affects the ability of an air car-  
13 rier to safely conduct flights and is unexpected.

14          (6) Overheated brakes due to a safety incident  
15 resulting in the use of emergency procedures.

16          (7) Unscheduled maintenance, including in re-  
17 sponse to an airworthiness directive, manifesting  
18 outside a scheduled maintenance program that can-  
19 not be deferred or must be addressed before flight.

20          (8) An emergency that required medical atten-  
21 tion through no fault of the carrier.

22          (9) The removal of an unruly passenger.

23          (10) An airport closure due to the presence of  
24 volcanic ash, wind, or wind shear.

25          (c) FAMILY SEATING COMPLAINTS.—

1           (1) IN GENERAL.—The Director of the Bureau  
2 of Transportation Statistics shall update the report-  
3 ing framework of the Bureau to create a new cat-  
4 egory to identify and track information on com-  
5 plaints related to family seating.

6           (2) SUNSET.—The requirements in paragraph  
7 (1) shall cease to be effective on the date on which  
8 the rulemaking required by section 513 is effective.

9           (d) AIR TRAVEL CONSUMER REPORT.—

10           (1) ATCSCC DELAYS.—The Secretary shall in-  
11 clude information on delays and cancellations that  
12 are due to instructions from the FAA Air Traffic  
13 Control System Command Center in the Air Travel  
14 Consumer Report issued by the Office of Aviation  
15 Consumer Protection of the Department of Trans-  
16 portation.

17           (2) FAMILY SEATING COMPLAINTS.—The Sec-  
18 retary shall include information on complaints re-  
19 lated to family seating—

20                   (A) in the Air Travel Consumer Report  
21 issued by the Office of Aviation Consumer Pro-  
22 tection of the Department of Transportation;  
23 and

24                   (B) on the family seating dashboard re-  
25 quired by subsection (a)(2).

1           (3) SUNSET.—The requirements in paragraph  
2           (2) shall cease to be effective on the date on which  
3           the rulemaking required by section 513 is effective.

4 **SEC. 512. REIMBURSEMENT FOR INCURRED COSTS.**

5           (a) IN GENERAL.—Not later than 1 year after the  
6 date of enactment of this Act, the Secretary shall direct  
7 all air carriers providing scheduled passenger interstate or  
8 intrastate air transportation to establish policies regarding  
9 reimbursement for lodging, transportation between such  
10 lodging and the airport, and meal costs incurred due to  
11 a flight cancellation or significant delay directly attrib-  
12 utable to the air carrier.

13           (b) DEFINITION OF SIGNIFICANTLY DELAYED.—In  
14 this section, the term “significantly delayed” means, with  
15 respect to air transportation, the departure or arrival at  
16 the originally ticketed destination associated with such  
17 transportation has changed—

18           (1) in the case of a domestic flight, 3 or more  
19 hours after the original scheduled arrival time; and

20           (2) in the case of an international flight, 6 or  
21 more hours after the original scheduled arrival time.

22           (c) RULE OF CONSTRUCTION.—Nothing in this sec-  
23 tion shall be construed as providing the Secretary with any  
24 additional authorities beyond the authority to require air  
25 carriers establish the policies referred to in subsection (a).



1 **SEC. 513. STREAMLINING OF OFFLINE TICKET DISCLO-**  
2 **SURES.**

3 (a) IN GENERAL.—Not later than 18 months after  
4 the date of enactment of this Act, the Secretary shall take  
5 such action as may be necessary to update the process  
6 by which an air carrier or ticket agent is required to fulfill  
7 disclosure obligations in ticketing transactions for air  
8 transportation not completed through a website.

9 (b) REQUIREMENTS.—The process updated under  
10 subsection (a) shall—

11 (1) include means of referral to the applicable  
12 air carrier website with respect to disclosures related  
13 to air carrier optional fees and policies;

14 (2) include a means of referral to the website  
15 of the Department of Transportation with respect to  
16 any other required disclosures to air transportation  
17 passengers;

18 (3) make no changes to air carrier or ticket  
19 agent obligations with respect to—

20 (A) section 41712(c) of title 49, United  
21 States Code; or

22 (B) subsections (a) and (b) of section  
23 399.84 of title 14, Code of Federal Regulations  
24 (or any successor regulations); and

25 (4) require disclosures referred to in para-  
26 graphs (1) and (2) to be made in the manner exist-

1 ing prior to the date of enactment of this Act upon  
2 passenger request.

3 (c) AIR CARRIER DEFINED.—In this section, the  
4 term “air carrier” has the meaning given such term in  
5 section 40102(a) of title 49, United States Code.

6 **SEC. 514. GAO STUDY ON COMPETITION AND CONSOLIDA-**  
7 **TION IN THE AIR CARRIER INDUSTRY.**

8 (a) STUDY.—The Comptroller General shall conduct  
9 a study assessing competition and consolidation in the  
10 United States air carrier industry. Such study shall in-  
11 clude an assessment of data related to—

12 (1) the history of mergers in the United States  
13 air carrier industry, including whether any claimed  
14 efficiencies have been realized;

15 (2) the effect of consolidation in the United  
16 States air carrier industry, if any, on consumers;

17 (3) the effect of consolidation in the United  
18 States air carrier industry, if any, on air transpor-  
19 tation service in small and rural markets; and

20 (4) the current state of competition in the  
21 United States air carrier industry as of the date of  
22 enactment of this Act.

23 (b) REPORT.—Not later than 1 year after the date  
24 of enactment of this Act, the Comptroller General shall  
25 submit to the appropriate committees of Congress a report

1 containing the results of the study conducted under sub-  
2 section (a), and recommendations for such legislative and  
3 administrative action as the Comptroller General deter-  
4 mines appropriate.

5 **SEC. 515. GAO STUDY AND REPORT ON THE OPERATIONAL**  
6 **PREPAREDNESS OF AIR CARRIERS FOR CER-**  
7 **TAIN EVENTS.**

8 (a) STUDY.—

9 (1) IN GENERAL.—The Comptroller General  
10 shall study and assess the operational preparedness  
11 of air carriers for changing weather and other events  
12 related to changing conditions and natural hazards,  
13 including flooding, extreme heat, changes in precipi-  
14 tation, storms, including winter storms, coastal  
15 storms, tropical storms, and hurricanes, and fire  
16 conditions.

17 (2) REQUIREMENTS.—As part of the study re-  
18 quired under paragraph (1), the Comptroller Gen-  
19 eral shall assess the following:

20 (A) The extent to which air carriers are  
21 preparing for weather events and natural disas-  
22 ters, as well as changing conditions and natural  
23 hazards, that may impact operational invest-  
24 ments of air carriers, staffing levels and safety

1 policies, mitigation strategies, and other resil-  
2 iency planning.

3 (B) How the FAA oversees operational re-  
4 siliience of air carriers relating to storms, nat-  
5 ural disasters, and changing conditions.

6 (C) Steps the Federal Government and air  
7 carriers can take to improve operational resil-  
8 ience relating to storms, natural disasters, and  
9 changing conditions.

10 (b) BRIEFING AND REPORT.—

11 (1) BRIEFING.—Not later than 1 year after the  
12 date of enactment of this Act, the Comptroller Gen-  
13 eral shall brief the appropriate committees of Con-  
14 gress on the results of the study required under sub-  
15 section (a), and recommendations for such legislative  
16 and administrative action as the Comptroller Gen-  
17 eral determines appropriate.

18 (2) REPORT.—Not later than 6 months after  
19 the briefing required by paragraph (1) is provided,  
20 the Comptroller General shall submit to the appro-  
21 priate committees of Congress a report on the re-  
22 sults of the study required under subsection (a), and  
23 recommendations for such legislative and adminis-  
24 trative action as the Comptroller General determines  
25 appropriate.

1 (c) DEFINITION OF AIR CARRIER.—In this section,  
2 the term “air carrier” has the meaning given such term  
3 in section 40102 of title 49, United States Code.

4 **SEC. 516. FAMILY SEATING.**

5 (a) IN GENERAL.—Not later than 180 days after the  
6 date of enactment of this Act, the Secretary shall issue  
7 a notice of proposed rulemaking to establish a policy di-  
8 recting air carriers that assign seats, or allow individuals  
9 to select seats in advance of the date of departure of a  
10 flight, to sit each young child adjacent to an accompanying  
11 adult, to the greatest extent practicable, if adjacent seat  
12 assignments are available at any time after the ticket is  
13 issued for each young child and before the first passenger  
14 boards the flight.

15 (b) PROHIBITION ON FEES.—The notice of proposed  
16 rulemaking described in subsection (a) shall include a pro-  
17 vision that prohibits an air carrier from charging a fee,  
18 or imposing an additional cost beyond the ticket price of  
19 the additional seat, to seat each young child adjacent to  
20 an accompanying adult within the same class of service.

21 (c) RULE OF CONSTRUCTION.—Notwithstanding the  
22 requirement in subsection (a), nothing in this section may  
23 be construed to allow the Secretary to impose a change  
24 in the overall seating or boarding policy of an air carrier  
25 that has an open or flexible seating policy in place that

1 generally allows adjacent family seating as described  
2 under this section.

3 (d) YOUNG CHILD.—In this section, the term “young  
4 child” means an individual who has not attained 14 years  
5 of age.

6 **SEC. 517. PASSENGER EXPERIENCE ADVISORY COMMITTEE.**

7 (a) IN GENERAL.—The Secretary shall establish an  
8 advisory committee to advise the Secretary and the Ad-  
9 ministrator in carrying out activities relating to the im-  
10 provement of the passenger experience in air transpor-  
11 tation customer service. The advisory committee shall not  
12 duplicate the work of any other advisory committee.

13 (b) MEMBERSHIP.—The Secretary shall appoint the  
14 members of the advisory committee, which shall be com-  
15 prised of at least 1 representative of each of—

- 16 (1) mainline air carriers;
- 17 (2) air carriers with a low-cost or ultra-low-cost  
18 business model;
- 19 (3) regional air carriers;
- 20 (4) large hub airport sponsors and operators;
- 21 (5) medium hub airport sponsors and operators;
- 22 (6) small hub airport sponsors and operators;
- 23 (7) nonhub airport sponsors and operators;
- 24 (8) ticket agents;

- 1           (9) representatives of intermodal transportation
- 2           companies that operate at airports;
- 3           (10) airport concessionaires;
- 4           (11) nonprofit public interest groups with ex-
- 5           pertise in consumer protection matters;
- 6           (12) senior managers of the FAA Air Traffic
- 7           Organization;
- 8           (13) aircraft manufacturers;
- 9           (14) entities representing individuals with dis-
- 10          abilities;
- 11          (15) certified labor organizations representing
- 12          aviation workers, including—
- 13                (A) FAA employees;
- 14                (B) airline pilots working for air carriers
- 15                operating under part 121 of title 14, Code of
- 16                Federal Regulations;
- 17                (C) flight attendants working for air car-
- 18                riers operating under part 121 of title 14, Code
- 19                of Federal Regulations; and
- 20                (D) other customer-facing airline and air-
- 21                port workers;
- 22          (16) other organizations or industry segments
- 23          as determined by the Secretary; and
- 24          (17) other Federal agencies that directly inter-
- 25          face with passengers at airports.

1           (c) VACANCIES.—A vacancy in the advisory com-  
2 mittee under this section shall be filled in a manner con-  
3 sistent with subsection (b).

4           (d) TRAVEL EXPENSES.—Members of the advisory  
5 committee under this section shall serve without pay but  
6 shall receive travel expenses, including per diem in lieu  
7 of subsistence, in accordance with subchapter I of chapter  
8 57 of title 5, United States Code.

9           (e) CHAIR.—The Secretary shall designate an indi-  
10 vidual among the individuals appointed under subsection  
11 (b) to serve as Chair of the advisory committee.

12          (f) DUTIES.—The duties of the advisory committee  
13 shall include—

14               (1) evaluating ways to improve the comprehen-  
15 sive passenger experience, including—

16                   (A) transportation between airport termi-  
17 nals and facilities;

18                   (B) baggage handling;

19                   (C) wayfinding;

20                   (D) the security screening process; and

21                   (E) the communication of flight delays and  
22 cancellations;

23               (2) evaluating ways to improve efficiency in the  
24 national airspace system affecting passengers;



1           (3) evaluating ways to improve the cooperation  
2           and coordination between the Department of Trans-  
3           portation and other Federal agencies that directly  
4           interface with aviation passengers at airports;

5           (4) responding to other taskings determined by  
6           the Secretary; and

7           (5) providing recommendations to the Secretary  
8           and the Administrator, if determined necessary dur-  
9           ing the evaluations considered in paragraphs (1)  
10          through (4).

11          (g) REPORT TO CONGRESS.—Not later than 1 year  
12          after the date of enactment of this Act, and every 2 years  
13          thereafter, the Secretary shall submit to Congress a report  
14          containing—

15                (1) consensus recommendations made by the  
16                advisory committee since such date of enactment or  
17                the previous report, as appropriate; and

18                (2) an explanation of how the Secretary has im-  
19                plemented such recommendations and, for such rec-  
20                ommendations not implemented, the Secretary’s rea-  
21                son for not implementing such recommendation.

22          (h) DEFINITION.—The definitions in section 40102  
23          of title 49, United States Code, shall apply to this section.

24          (i) SUNSET.—This section shall cease to be effective  
25          on October 1, 2028.

1 (j) TERMINATION OF DOT ACCESS ADVISORY COM-  
2 MITTEE.—The ACCESS Advisory Committee of the De-  
3 partment of Transportation shall terminate on the date  
4 of enactment of this Act.

5 **SEC. 518. UPDATING PASSENGER INFORMATION REQUIRE-**  
6 **MENT REGULATIONS.**

7 (a) ARAC TASKING.—Not later than 3 years after  
8 the date of enactment of this Act, the Administrator shall  
9 task the Aviation Rulemaking Advisory Committee with—

10 (1) reviewing passenger information require-  
11 ment regulations under section 121.317 of title 14,  
12 Code of Federal Regulation, and such other related  
13 regulations as the Administrator determines appro-  
14 priate; and

15 (2) making recommendations to update and im-  
16 prove such regulations.

17 (b) FINAL REGULATION.—Not later than 6 years  
18 after the date of enactment of this Act, the Administrator  
19 shall issue a final regulation revising section 121.317 of  
20 title 14, Code of Federal Regulations, and such other re-  
21 lated regulations as the Administrator determines appro-  
22 priate, to—

23 (1) update such section and regulations to in-  
24 corporate exemptions commonly issued by the Ad-  
25 ministrator;

1           (2) reflect civil penalty inflation adjustments;  
2           and  
3           (3) incorporate such updates and improvements  
4           recommended by the Aviation Rulemaking Advisory  
5           Committee that the Administrator determines appro-  
6           priate.

7 **SEC. 519. SEAT DIMENSIONS.**

8           Not later than 60 days after the date of enactment  
9           of this Act, the Administrator shall—

10           (1) initiate a rulemaking activity based on the  
11           regulation described in section 577 of the FAA Re-  
12           authorization Act of 2018 (49 U.S.C. 42301 note);  
13           or

14           (2) if the Administrator decides not to pursue  
15           the rulemaking described in paragraph (1), the Ad-  
16           ministrator shall brief appropriate committees of  
17           Congress on the justification of such decision.

18 **SEC. 520. MODERNIZATION OF CONSUMER COMPLAINT**  
19 **SUBMISSIONS.**

20           Section 42302 of title 49, United States Code, is  
21           amended to read as follows:

22 **“§ 42302. Consumer complaints**

23           “(a) IN GENERAL.—The Secretary of Transportation  
24           shall—

1           “(1) maintain an accessible website through the  
2           Office of Aviation Consumer Protection to accept the  
3           submission of complaints from airline passengers re-  
4           garding air travel service problems; and

5           “(2) take appropriate actions to notify the pub-  
6           lic of such accessible website.

7           “(b) NOTICE TO PASSENGERS ON THE INTERNET.—  
8           An air carrier or foreign air carrier providing scheduled  
9           air transportation using any aircraft that as originally de-  
10          signed has a passenger capacity of 30 or more passenger  
11          seats shall include on the accessible website of the car-  
12          rier—

13           “(1) the accessible website, e-mail address, or  
14           telephone number of the air carrier for the submis-  
15           sion of complaints by passengers about air travel  
16           service problems; and

17           “(2) the accessible website maintained pursuant  
18           to subsection (a).

19           “(c) USE OF ADDITIONAL OR ALTERNATIVE TECH-  
20          NOLOGIES.—The Secretary shall periodically evaluate the  
21          benefits of using mobile phone applications or other widely  
22          used technologies to—

23           “(1) provide additional or alternative means for  
24           air passengers to submit complaints; and

1           “(2) provide such additional or alternative  
2 means as the Secretary determines appropriate.

3           “(d) AIR AMBULANCE PROVIDERS.—Each air ambu-  
4 lance provider shall include the accessible website, or a  
5 link to such accessible website, maintained pursuant to  
6 subsection (a) and the contact information for the Avia-  
7 tion Consumer Advocate established by section 424 of the  
8 FAA Reauthorization Act of 2018 (49 U.S.C. 42302 note)  
9 on—

10           “(1) any invoice, bill, or other communication  
11 provided to a passenger or customer of such pro-  
12 vider; and

13           “(2) the accessible website and any related mo-  
14 bile device application of such provider.”.

## 15           **Subtitle B—Accessibility**

### 16 **SEC. 541. AIR CARRIER ACCESS ACT ADVISORY COM-** 17 **MITTEE.**

18           (a) IN GENERAL.—Section 439 of the FAA Reau-  
19 thorization Act of 2018 (49 U.S.C. 41705 note) is amend-  
20 ed—

21           (1) in the section heading by striking “**ADVI-**  
22 **SORY COMMITTEE ON THE AIR TRAVEL NEEDS**  
23 **OF PASSENGERS WITH DISABILITIES**” and in-  
24 serting “**AIR CARRIER ACCESS ACT ADVISORY**  
25 **COMMITTEE**”;

1           (2) in subsection (c)(1) by striking subpara-  
2 graph (G) and inserting the following:

3           “(G) Manufacturers of wheelchairs, includ-  
4 ing powered wheelchairs, and other mobility  
5 aids.”; and

6           (3) in subsection (g) by striking “May 10,  
7 2024” and inserting “September 30, 2028”.

8           (b) CONFORMING AMENDMENT.—Section 1(b) of the  
9 FAA Reauthorization Act of 2018 (Public Law 115–254)  
10 is amended by striking the item relating to section 439  
11 and inserting the following:

“Sec. 439. Air Carrier Access Act advisory committee.”.

12 **SEC. 542. IMPROVED TRAINING STANDARDS FOR ASSIST-**  
13 **ING PASSENGERS WHO USE WHEELCHAIRS.**

14           (a) RULEMAKING.—Not later than 6 months after  
15 the date of enactment of this Act, the Secretary shall issue  
16 a notice of proposed rulemaking to develop requirements  
17 for minimum training standards for airline personnel or  
18 contractors who assist wheelchair users who board or  
19 deplane using an aisle chair or other boarding device.

20           (b) REQUIREMENTS.—The training standards devel-  
21 oped under subsection (a) shall require, at a minimum,  
22 that airline personnel or contractors who assist passengers  
23 who use wheelchairs who board or deplane using an aisle  
24 chair or other boarding device—

1           (1) before being allowed to assist a passenger  
2           using an aisle chair or other boarding device to  
3           board or deplane, be able to successfully dem-  
4           onstrate skills (during hands-on training sessions)  
5           on—

6                   (A) how to safely use the aisle chair, or  
7                   other boarding device, including the use of all  
8                   straps, brakes, and other safety features;

9                   (B) how to assist in the transfer of pas-  
10                  sengers to and from their wheelchair, the aisle  
11                  chair, and the aircraft's passenger seat, either  
12                  by physically lifting the passenger or deploying  
13                  a mechanical device for the lift or transfer; and

14                  (C) how to effectively communicate with,  
15                  and take instruction from, the passenger;

16           (2) are trained regarding the availability of ac-  
17           cessible lavatories and on-board wheelchairs and the  
18           right of a qualified individual with a disability to re-  
19           quest an on-board wheelchair; and

20           (3) complete refresher training within 18  
21           months of an initial training and be recertified on  
22           the job every 18 months thereafter by a relevant su-  
23           perior in order to remain qualified for providing aisle  
24           chair assistance.

1 (c) CONSIDERATIONS.—In conducting the rulemaking  
2 under subsection (a), the Secretary shall consider, at a  
3 minimum—

4 (1) whether to require air carriers and foreign  
5 air carriers to partner with national disability orga-  
6 nizations and disabled veterans organizations rep-  
7 resenting individuals with disabilities who use wheel-  
8 chairs and scooters in developing, administering, and  
9 auditing training;

10 (2) whether to require air carriers and foreign  
11 air carriers to use a lift device, instead of an aisle  
12 chair, to board and deplane passengers with mobility  
13 disabilities; and

14 (3) whether individuals able to provide boarding  
15 and deplaning assistance for passengers with limited  
16 or no mobility should receive training incorporating  
17 procedures from medical professionals on how to  
18 properly lift these passengers.

19 (d) FINAL RULE.—Not later than 12 months after  
20 the date of enactment of this Act, the Secretary shall issue  
21 a final rule pursuant to the rulemaking conducted under  
22 this section.

23 (e) PENALTIES.—The Secretary may assess a civil  
24 penalty in accordance with section 46301 of title 49,  
25 United States Code, to any air carrier or foreign air car-



1 rier who fails to meet the requirements established under  
2 the final rule under subsection (d).

3 **SEC. 543. TRAINING STANDARDS FOR STOWAGE OF WHEEL-**  
4 **CHAIRS AND SCOOTERS.**

5 (a) RULEMAKING.—Not later than 6 months after  
6 the date of enactment of this Act, the Secretary shall issue  
7 a notice of proposed rulemaking to develop minimum  
8 training standards related to stowage of wheelchairs and  
9 scooters used by passengers with disabilities on aircraft.

10 (b) REQUIREMENTS.—The training standards devel-  
11 oped under subsection (a) shall require, at a minimum,  
12 that personnel and contractors of air carriers and foreign  
13 air carriers who stow wheelchairs and scooters on air-  
14 craft—

15 (1) before being allowed to handle or stow a  
16 wheelchair or scooter, be able to successfully dem-  
17 onstrate skills (during hands-on training sessions)  
18 on—

19 (A) how to properly handle and configure,  
20 at a minimum, the most commonly used power  
21 and manual wheelchairs and scooters for stow-  
22 age on each aircraft type operated by the air  
23 carrier or foreign air carrier;

24 (B) how to properly review any wheelchair  
25 or scooter information provided by the pas-

1 senger or the wheelchair or scooter manufac-  
2 turer; and

3 (C) how to properly load, secure, and un-  
4 load wheelchairs and scooters, including how to  
5 use any specialized equipment for loading or  
6 unloading, on each aircraft type operated by the  
7 air carrier or foreign air carrier; and

8 (2) complete refresher training within 18  
9 months of an initial training and be recertified on  
10 the job every 18 months thereafter by a relevant su-  
11 perior in order to remain qualified for handling and  
12 stowing wheelchairs and scooters.

13 (c) CONSIDERATIONS.—In conducting the rulemaking  
14 under subsection (a), the Secretary shall consider, at a  
15 minimum, whether to require air carriers and foreign air  
16 carriers to partner with wheelchair or scooter manufactur-  
17 ers, national disability and disabled veterans organizations  
18 representing individuals who use wheelchairs and scooters,  
19 and aircraft manufacturers, in developing, administering,  
20 and auditing training.

21 (d) FINAL RULE.—Not later than 12 months after  
22 the date of enactment of this Act, the Secretary shall issue  
23 a final rule pursuant to the rulemaking conducted under  
24 this section.

1 (e) PENALTIES.—The Secretary may assess a civil  
2 penalty in accordance with section 46301 of title 49,  
3 United States Code, to any air carrier or foreign air car-  
4 rier who fails to meet the requirements established under  
5 the final rule under subsection (d).

6 **SEC. 544. MOBILITY AIDS ON BOARD IMPROVE LIVES AND**  
7 **EMPOWER ALL.**

8 (a) PUBLICATION OF CARGO HOLD DIMENSIONS.—

9 (1) IN GENERAL.—Not later than 2 years after  
10 the date of enactment of this Act, the Secretary  
11 shall require air carriers to publish in a prominent  
12 and easily accessible place on the public website of  
13 the air carrier, information describing the relevant  
14 dimensions and other characteristics of the cargo  
15 holds of all aircraft types operated by the air carrier,  
16 including the dimensions of the cargo hold entry,  
17 that would limit the size, weight, and allowable type  
18 of cargo.

19 (2) PROPRIETARY INFORMATION.—The Sec-  
20 retary shall allow an air carrier to protect the con-  
21 fidentiality of any trade secret or proprietary infor-  
22 mation submitted in accordance with paragraph (1),  
23 as appropriate.

24 (b) REFUND REQUIRED FOR INDIVIDUAL TRAVELING  
25 WITH WHEELCHAIR.—In the case of a qualified individual

1 with a disability traveling with a wheelchair who has pur-  
2 chased a ticket for a flight from an air carrier, but who  
3 cannot travel on the aircraft for such flight because the  
4 wheelchair of such qualified individual cannot be phys-  
5 ically accommodated in the cargo hold of the aircraft, the  
6 Secretary shall require such air carrier to offer a refund  
7 to such qualified individual of any previously paid fares,  
8 fees, and taxes applicable to such flight.

9 (c) EVALUATION OF DATA REGARDING DAMAGED  
10 WHEELCHAIRS.—Not later than 12 months after the date  
11 of enactment of this Act, and annually thereafter, the Sec-  
12 retary shall—

13 (1) evaluate data regarding the type and fre-  
14 quency of incidents of the mishandling of wheel-  
15 chairs on aircraft and delineate such data by—

16 (A) types of wheelchairs involved in such  
17 incidents; and

18 (B) the ways in which wheelchairs are mis-  
19 handled, including the type of damage to wheel-  
20 chairs (such as broken drive wheels or casters,  
21 bent or broken frames, damage to electrical  
22 connectors or wires, control input devices,  
23 joysticks, upholstery or other components, loss,  
24 or delay of return);

1           (2) determine whether there are trends with re-  
2           spect to the data evaluated under paragraph (1);  
3           and

4           (3) make available on the public website of the  
5           Department of Transportation, in an accessible  
6           manner, a report containing the results of the eval-  
7           uation of data and determination made under para-  
8           graphs (1) and (2) and a description of how the Sec-  
9           retary plans to address such results.

10          (d) REPORT TO CONGRESS ON MISHANDLED  
11 WHEELCHAIRS.—Upon completion of each annual report  
12 required under subsection (c), the Secretary shall transmit  
13 to the appropriate committees of Congress such report.

14          (e) FEASIBILITY OF IN-CABIN WHEELCHAIR RE-  
15 STRAINT SYSTEMS.—

16           (1) ROADMAP.—Not later than 1 year after the  
17           date of enactment of this Act, the Secretary shall  
18           submit to the appropriate committees of Congress a  
19           publicly available strategic roadmap that describes  
20           how the Department of Transportation and the  
21           United States Access Board, respectively, shall, in  
22           accordance with the recommendations from the Na-  
23           tional Academies of Science, Engineering, and Math-  
24           ematics Transportation Research Board Special Re-  
25           port 341—

1 (A) establish a program of research, in col-  
2 laboration with the Rehabilitation Engineering  
3 and Assistive Technology Society of North  
4 America, the assistive technology industry, air  
5 carriers, original equipment manufacturers, na-  
6 tional disability and disabled veterans organiza-  
7 tions, and any other relevant stakeholders, to  
8 test and evaluate an appropriate selection of  
9 WC19-compliant wheelchairs and accessories in  
10 accordance with applicable FAA crash-  
11 worthiness and safety performance criteria, in-  
12 cluding the issues and considerations set forth  
13 in such Special Report 341; and

14 (B) sponsor studies that assess issues and  
15 considerations, including those set forth in such  
16 Special Report 341, such as—

17 (i) the likely demand for air travel by  
18 individuals who are nonambulatory if such  
19 individuals could remain seated in their  
20 personal wheelchairs in flight; and

21 (ii) the feasibility of implementing  
22 seating arrangements that would accommo-  
23 date passengers in wheelchairs in the main  
24 cabin in flight.

1           (2) STUDY.—If determined to be technically  
2           feasible by the Secretary, not later than 2 years  
3           after making such determination, the Secretary shall  
4           commence a study to assess the economic and finan-  
5           cial feasibility of air carriers and foreign air carriers  
6           implementing seating arrangements that accommo-  
7           date passengers with wheelchairs in the main cabin  
8           during flight. Such study shall include an assess-  
9           ment of—

10                   (A) the cost of such seating arrangements,  
11                   equipment, and installation;

12                   (B) the demand for such seating arrange-  
13                   ments;

14                   (C) the impact of such seating arrange-  
15                   ments on passenger seating and safety on air-  
16                   craft;

17                   (D) the impact of such seating arrange-  
18                   ments on the cost of operations and airfare;  
19                   and

20                   (E) any other information determined ap-  
21                   propriate by the Secretary.

22           (3) REPORT.—Not later than 1 year after the  
23           date on which the study under paragraph (2) is  
24           completed, the Secretary shall submit to the appro-  
25           priate committees of Congress a publicly available

1 report describing the results of the study conducted  
2 under paragraph (2) and any recommendations the  
3 Secretary determines appropriate.

4 (f) DEFINITIONS.—In this section:

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

8 (2) DISABILITY; QUALIFIED INDIVIDUAL WITH  
9 A DISABILITY.—The terms “disability” and “quali-  
10 fied individual with a disability” have the meanings  
11 given such terms in section 382.3 of title 14, Code  
12 of Federal Regulations (as in effect on date of en-  
13 actment of this Act).

14 (3) WHEELCHAIR.—The term “wheelchair” has  
15 the meaning given such term in section 37.3 of title  
16 49, Code of Federal Regulations (as in effect on  
17 date of enactment of this Act), and includes power  
18 wheelchairs, manual wheelchairs, and scooters.

19 **SEC. 545. PRIORITIZING ACCOUNTABILITY AND ACCESSI-**  
20 **BILITY FOR AVIATION CONSUMERS.**

21 (a) ANNUAL REPORT.—Not later than 1 year after  
22 the date of enactment of this Act, and annually thereafter,  
23 the Secretary shall submit to the appropriate committees  
24 of Congress, and make publicly available, a report on avia-



1 tion consumer complaints related to passengers with a dis-  
2 ability filed with the Department of Transportation.

3 (b) CONTENTS.—Each annual report submitted  
4 under subsection (a) shall, at a minimum, include the fol-  
5 lowing:

6 (1) The number of aviation consumer com-  
7 plaints reported to the Secretary related to pas-  
8 sengers with a disability filed with the Department  
9 of Transportation during the calendar year pre-  
10 ceeding the year in which such report is submitted.

11 (2) The nature of such complaints, including re-  
12 ported issues with—

13 (A) an air carrier, including an air car-  
14 rier's staff training or lack thereof;

15 (B) mishandling of passengers with a dis-  
16 ability or their accessibility equipment, includ-  
17 ing mobility aids and wheelchairs;

18 (C) the condition, availability, or lack of  
19 accessibility of equipment operated by an air  
20 carrier or a contractor of an air carrier;

21 (D) the accessibility of in-flight services,  
22 including accessing and using on-board lava-  
23 tories, for passengers with a disability;

1 (E) difficulties experienced by passengers  
2 with a disability in communicating with air car-  
3 rier personnel;

4 (F) difficulties experienced by passengers  
5 with a disability in being moved, handled, or  
6 otherwise assisted;

7 (G) an air carrier changing the flight  
8 itinerary of a passenger with a disability with-  
9 out the consent of such passenger;

10 (H) issues experienced by passengers with  
11 a disability traveling with a service animal; and

12 (I) such other issues as the Secretary de-  
13 termines appropriate.

14 (3) An overview of the review process for such  
15 complaints received during such calendar year.

16 (4) The median length of time for how quickly  
17 review of such complaints was initiated by the Sec-  
18 retary.

19 (5) The median length of time for how quickly  
20 such complaints were resolved or otherwise ad-  
21 dressed.

22 (6) Of the complaints that were found to violate  
23 section 41705 of title 49, United States Code—

1 (A) the number of such complaints for  
2 which a formal enforcement order was issued;  
3 and

4 (B) the number of such complaints for  
5 which a formal enforcement order was not  
6 issued.

7 (7) How many aviation consumer complaints re-  
8 lated to passengers with a disability were referred to  
9 the Department of Justice for an enforcement action  
10 under—

11 (A) section 504 of the Rehabilitation Act  
12 of 1973 (29 U.S.C. 794);

13 (B) the Americans with Disabilities Act of  
14 1990 (42 U.S.C. 12101 et seq.); or

15 (C) any other provision of law.

16 (8) How many aviation consumer complaints re-  
17 lated to passengers with a disability filed with the  
18 Department of Transportation that involved airport  
19 staff (or other matters under the jurisdiction of the  
20 FAA) were referred to the FAA.

21 (9) The number of disability-related aviation  
22 consumer complaints filed with the Department of  
23 Transportation involving Transportation Security  
24 Administration staff that were referred to the

1 Transportation Security Administration or the De-  
2 partment of Homeland Security.

3 (c) DEFINITIONS.—

4 (1) IN GENERAL.—Except as provided in para-  
5 graph (2), the definitions set forth in section 40102  
6 of title 49, United States Code, and section 382.3 of  
7 title 14, Code of Federal Regulations, apply to this  
8 section.

9 (2) AIR CARRIER.—The term “air carrier”  
10 means an air carrier conducting passenger oper-  
11 ations under part 121 of title 14, Code of Federal  
12 Regulations.

13 (3) PASSENGERS WITH A DISABILITY.—In this  
14 section, the term “passengers with a disability” has  
15 the meaning given the term “qualified individual  
16 with a disability” in section 382.3 of title 14, Code  
17 of Federal Regulations.

18 **SEC. 546. ACCOMMODATIONS FOR QUALIFIED INDIVIDUALS**

19 **WITH DISABILITIES.**

20 (a) IN GENERAL.—

21 (1) ADVANCED NOTICE OF PROPOSED RULE-  
22 MAKING.—Not later than 180 days after the date of  
23 enactment of this Act, the Secretary shall issue an  
24 advanced notice of proposed rulemaking regarding

1 seating accommodations for any qualified individual  
2 with a disability.

3 (2) NOTICE OF PROPOSED RULEMAKING.—Not  
4 later than 18 months after the date on which the ad-  
5 vanced notice of proposed rulemaking under para-  
6 graph (1) is completed, the Secretary shall issue a  
7 notice of proposed rulemaking regarding seating ac-  
8 commodations for any qualified individual with a  
9 disability.

10 (3) FINAL RULE.—Not later than 30 months  
11 after the date on which the notice of proposed rule-  
12 making under subparagraph (B) is completed, the  
13 Secretary shall issue a final rule pursuant to the  
14 rulemaking conducted under this subsection.

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

18 (1) The scope and anticipated number of quali-  
19 fied individuals with a disability who—

20 (A) may need to be seated with a com-  
21 panion to receive assistance during a flight; or

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

24 (2) The types of disabilities that may need seat-  
25 ing accommodations.

1           (3) Whether such qualified individuals with a  
2           disability are unable to obtain, or have difficulty ob-  
3           taining, appropriate seating accommodations.

4           (4) The scope and anticipated number of indi-  
5           viduals assisting a qualified individual with a dis-  
6           ability who should be afforded an adjoining seat pur-  
7           suant to section 382.81 of title 14, Code of Federal  
8           Regulations.

9           (5) Any notification given to qualified individ-  
10          uals with a disability regarding available seating ac-  
11          commodations.

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

14          (7) Any other information determined appro-  
15          priate by the Secretary.

16          (c) KNOWN SERVICE ANIMAL TRAVEL PILOT PRO-  
17          GRAM.—

18           (1) IN GENERAL.—The Secretary shall establish  
19           a pilot program to allow approved program partici-  
20           pants as known service animals for purposes of ex-  
21           emption from the documentation requirements under  
22           part 382 of title 14, Code of Federal Regulations,  
23           with respect to air travel with a service animal.

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

1 (A) be optional for a service animal accom-  
2 panying a qualified individual with a disability;

3 (B) provide for assistance for applicants,  
4 including over-the-phone assistance, throughout  
5 the application process for the program; and

6 (C) with respect to any web-based compo-  
7 nents of the pilot program, meet or exceed the  
8 standards described in section 508 of the Reha-  
9 bilitation Act of 1973 (29 U.S.C. 794d) and the  
10 regulations implementing that Act as set forth  
11 in part 1194 of title 36, Code of Federal Regu-  
12 lations (or any successor regulations).

13 (3) CONSULTATION.—In establishing the pilot  
14 program under paragraph (1), the Secretary shall  
15 consult with—

16 (A) disability organizations, including ad-  
17 vocacy and nonprofit organizations that rep-  
18 resent or provide services to individuals with  
19 disabilities;

20 (B) air carriers and foreign air carriers;

21 (C) accredited service animal training pro-  
22 grams and authorized registrars, such as the  
23 International Guide Dog Federation, Assistance  
24 Dogs International, and other similar organiza-

1           tions and foreign and domestic governmental  
2           registrars of service animals;

3           (D) other relevant departments or agencies  
4           of the Federal Government; and

5           (E) other entities determined to be appro-  
6           priate by the Secretary.

7           (4) ELIGIBILITY.—To be eligible to participate  
8           in the pilot program under this subsection, an indi-  
9           vidual shall—

10           (A) be a qualified individual with a dis-  
11           ability;

12           (B) require the assistance of a service ani-  
13           mal because of a disability; and

14           (C) submit an application to the Secretary  
15           at such time, in such manner, and containing  
16           such information as the Secretary may require.

17           (5) CLARIFICATION.—The Secretary may award  
18           a grant or enter into a contract or cooperative agree-  
19           ment in order to carry out this subsection.

20           (6) NOMINAL FEE.—The Secretary may require  
21           an applicant to pay a nominal fee, not to exceed  
22           \$25, to participate in the pilot program.

23           (7) REPORTS TO CONGRESS.—Not later than 1  
24           year after the establishment of the pilot program  
25           under this subsection, and annually thereafter until



1 the date described in paragraph (8), the Secretary  
2 shall submit to the appropriate committees of Con-  
3 gress and make publicly available report on the  
4 progress of the pilot program.

5 (8) SUNSET.—The pilot program shall termi-  
6 nate on the date that is 5 years after the date of en-  
7 actment of this Act.

8 (d) ACCREDITED SERVICE ANIMAL TRAINING PRO-  
9 GRAMS AND AUTHORIZED REGISTRARS.—Not later than  
10 6 months after the date of enactment of this Act, the Sec-  
11 retary shall publish and maintain, on the website of the  
12 Department of Transportation, a list of—

13 (1) accredited programs that train service ani-  
14 mals; and

15 (2) authorized registrars that evaluate service  
16 animals.

17 (e) REPORT TO CONGRESS ON SERVICE ANIMAL RE-  
18 QUESTS.—Not later than 1 year after the date of enact-  
19 ment of this Act, and annually thereafter, the Secretary  
20 shall submit to the appropriate committees of Congress  
21 a report on requests for air travel with service animals,  
22 including—

23 (1) during the reporting period, how many re-  
24 quests to board an aircraft with a service animal

1        were made in total, and how many requests were  
2        made by qualified individuals with disabilities; and

3            (2) the number and percentage of such re-  
4        quests, categorized by type of request, that were re-  
5        ported by air carriers or foreign air carriers as—

6            (A) granted;

7            (B) denied but not fraudulent; or

8            (C) denied as fraudulent.

9        (f) TRAINING.—

10            (1) IN GENERAL.—Not later than 180 days  
11        after the date of enactment of this section, the Sec-  
12        retary shall, in consultation with the Air Carrier Ac-  
13        cess Act Advisory Committee, issue guidance regard-  
14        ing improvements to training for airline personnel  
15        (including contractors) in recognizing when a quali-  
16        fied individual with a disability is traveling with a  
17        service animal.

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

20            (A) take into account respectful engage-  
21        ment with and assistance for individuals with a  
22        wide range of visible and nonvisible disabilities;

23            (B) provide information on—

1 (i) service animal behavior and wheth-  
2 er the service animal is appropriately har-  
3 nessed, leashed, or otherwise tethered; and

4 (ii) the various types of service ani-  
5 mals, such as guide dogs, hearing or signal  
6 dogs, psychiatric service dogs, sensory or  
7 social signal dogs, and seizure response  
8 dogs; and

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

11 (g) DEFINITIONS.—In this section:

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

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

18 (3) QUALIFIED INDIVIDUAL WITH A DIS-  
19 ABILITY.—The term “qualified individual with a dis-  
20 ability” has the meaning given that term in section  
21 382.3 of title 14, Code of Federal Regulations.

22 (4) SERVICE ANIMAL.—The term “service ani-  
23 mal” has the meaning given that term in section  
24 382.3 of title 14, Code of Federal Regulations.

1 **SEC. 547. EQUAL ACCESSIBILITY TO PASSENGER PORTALS.**

2 (a) APPLICATIONS AND INFORMATION COMMUNICA-  
3 TION TECHNOLOGIES.—Not later than 2 years after the  
4 date of enactment of this Act, the Secretary shall, in con-  
5 sultation with the United States Architectural and Trans-  
6 portation Barriers Compliance Board, issue regulations  
7 setting forth minimum standards to ensure that individ-  
8 uals with disabilities are able to access customer-focused  
9 kiosks, software applications, and websites of air carriers,  
10 foreign air carriers, and airports, in a manner that is  
11 equally as effective, and has a substantially equivalent  
12 ease of use, as for individuals without disabilities.

13 (b) CONSISTENCY WITH GUIDELINES.—The stand-  
14 ards set forth under subsection (a) shall be consistent with  
15 the standards contained in the Web Content Accessibility  
16 Guidelines 2.1 Level AA of the Web Accessibility Initiative  
17 of the World Wide Web Consortium or any subsequent  
18 version of such Guidelines.

19 (c) REVIEW.—

20 (1) AIR CARRIER ACCESS ACT ADVISORY COM-  
21 MITTEE REVIEW.—The Air Carrier Access Act Advi-  
22 sory Committee shall periodically review, and make  
23 appropriate recommendations regarding, the accessi-  
24 bility of websites, kiosks, and information commu-  
25 nication technology of air carriers, foreign air car-

1 riers, and airports, and make such recommendations  
2 publicly available.

3 (2) DOT REVIEW.—Not later than 5 years  
4 after issuing regulations under subsection (a), and  
5 every 5 years thereafter, the Secretary shall—

6 (A) review the recommendations of the Air  
7 Carrier Access Act Advisory Committee regard-  
8 ing the regulations issued under this subsection;  
9 and

10 (B) update such regulations as necessary.

11 **SEC. 548. AIRCRAFT ACCESS STANDARDS.**

12 (a) AIRCRAFT ACCESS STANDARDS.—

13 (1) STANDARDS.—

14 (A) ADVANCE NOTICE OF PROPOSED RULE-  
15 MAKING.—Not later than 1 year after the date  
16 of enactment of this Act, the Secretary shall  
17 issue an advanced notice of proposed rule-  
18 making regarding standards to ensure that the  
19 aircraft boarding and deplaning process is ac-  
20 cessible, in terms of design for, transportation  
21 of, and communication with, individuals with  
22 disabilities, including individuals who use wheel-  
23 chairs.

24 (B) NOTICE OF PROPOSED RULE-  
25 MAKING.—Not later than 1 year after the date

1 on which the advanced notice of proposed rule-  
2 making under subparagraph (A) is completed,  
3 the Secretary shall issue a notice of proposed  
4 rulemaking regarding standards addressed in  
5 subparagraph (A).

6 (C) FINAL RULE.—Not later than 1 year  
7 after the date on which the notice of proposed  
8 rulemaking under subparagraph (B) is com-  
9 pleted, the Secretary shall issue a final rule.

10 (2) COVERED AIRPORT, EQUIPMENT, AND FEA-  
11 TURES.—The standards prescribed under paragraph  
12 (1)(A) shall address, at a minimum—

13 (A) boarding and deplaning equipment;

14 (B) improved procedures to ensure the pri-  
15 ority cabin stowage for manual assistive devices  
16 pursuant to section 382.67 of title 14, Code of  
17 Federal Regulations; and

18 (C) improved cargo hold storage to prevent  
19 damage to assistive devices.

20 (3) CONSULTATION.—For purposes of the rule-  
21 making under this subsection, the Secretary shall  
22 consult with the Access Board and any other rel-  
23 evant department or agency to determine appro-  
24 priate accessibility standards.

1 (b) IN-FLIGHT ENTERTAINMENT RULEMAKING.—  
2 Not later than 1 year after the date of the enactment of  
3 this Act, the Secretary shall issue a notice of proposed  
4 rulemaking in accordance with the November 22, 2016,  
5 resolution of the Department of Transportation ACCESS  
6 Committee and the consensus recommendation set forth  
7 in the Term Sheet Reflecting Agreement of the Access  
8 Committee Regarding In-Flight Entertainment.

9 (c) NEGOTIATED RULEMAKING ON IN-CABIN  
10 WHEELCHAIR RESTRAINT SYSTEMS AND ENPLANING AND  
11 DEPLANING STANDARDS.—

12 (1) TIMING.—

13 (A) IN GENERAL.—Not later than 1 year  
14 after completion of the report required by sec-  
15 tion 544(e)(2), and if such report finds eco-  
16 nomic and financial feasibility of air carriers  
17 and foreign air carriers implementing seating  
18 arrangements that accommodate individuals  
19 with disabilities using wheelchairs (including  
20 power wheelchairs, manual wheelchairs, and  
21 scooters) in the main cabin during flight, the  
22 Secretary shall conduct a negotiated rulemaking  
23 on new type certificated aircraft standards for  
24 seating arrangements that accommodate such  
25 individuals in the main cabin during flight or

1 an accessible route to a minimum of 2 aircraft  
2 passenger seats for passengers to access from  
3 personal assistive devices of such individuals.

4 (B) REQUIREMENT.—The negotiated rule-  
5 making under subparagraph (A) shall include  
6 participation of representatives of—

- 7 (i) air carriers;  
8 (ii) aircraft manufacturers;  
9 (iii) national disability organizations;  
10 (iv) aviation safety experts; and  
11 (v) mobility aid manufacturers.

12 (2) NOTICE OF PROPOSED RULEMAKING.—Not  
13 later than 1 year after the completion of the nego-  
14 tiated rulemaking required under paragraph (1), the  
15 Secretary shall issue a notice of proposed rule-  
16 making regarding the standards described in para-  
17 graph (1).

18 (3) FINAL RULE.—Not later than 1 year after  
19 the date on which the notice of proposed rulemaking  
20 under paragraph (2) is completed, the Secretary  
21 shall issue a final rule regarding the standards de-  
22 scribed in paragraph (1).

23 (4) CONSIDERATIONS.—In the negotiated rule-  
24 making and rulemaking required under this sub-  
25 section, the Secretary shall consider—



1 (A) a reasonable period for the design, cer-  
2 tification, and construction of aircraft that meet  
3 the requirements;

4 (B) the safety of all persons on-board the  
5 aircraft, including necessary wheelchair stand-  
6 ards and wheelchair compliance with FAA  
7 crashworthiness and safety performance cri-  
8 teria; and

9 (C) the costs of design, installation, equi-  
10 page, and aircraft capacity impacts, including  
11 partial fleet equipage and fare impacts.

12 (d) VISUAL AND TACTILELY ACCESSIBLE AN-  
13 NOUNCEMENTS.—The Advisory Committee established  
14 under section 439 of the FAA Reauthorization Act of  
15 2018 (49 U.S.C. 41705 note) shall examine technical solu-  
16 tions and the feasibility of visually and tactilely accessible  
17 announcements on-board aircraft.

18 (e) AIRPORT FACILITIES.—Not later than 2 years  
19 after the date of enactment of this Act, the Secretary  
20 shall, in direct consultation with the Access Board, pre-  
21 scribe regulations setting forth minimum standards under  
22 section 41705 of title 49, United States Code, that ensure  
23 all gates (including counters), ticketing areas, and cus-  
24 tomer service desks covered under such section at airports  
25 are accessible to and usable by all individuals with disabil-

1 ities, including through the provision of visually and  
2 tactilely accessible announcements and full and equal ac-  
3 cess to aural communications.

4 (f) DEFINITIONS.—In this section:

5 (1) ACCESS BOARD.—The term “Access Board”  
6 means the Architectural and Transportation Bar-  
7 riers Compliance Board.

8 (2) AIR CARRIER.—The term “air carrier” has  
9 the meaning given such term in section 40102 of  
10 title 49, United States Code.

11 (3) INDIVIDUAL WITH A DISABILITY.—The term  
12 “individual with a disability” has the meaning given  
13 such term in section 382.3 of title 14, Code of Fed-  
14 eral Regulations.

15 (4) FOREIGN AIR CARRIER.—The term “foreign  
16 air carrier” has the meaning given such term in sec-  
17 tion 40102 of title 49, United States Code.

18 **SEC. 549. INVESTIGATION OF COMPLAINTS.**

19 Section 41705(c) of title 49, United States Code, is  
20 amended by striking paragraph (1), and inserting the fol-  
21 lowing:

22 “(1) IN GENERAL.—The Secretary shall—

23 “(A) not later than 120 days after the re-  
24 ceipt of any complaint of a violation of this sec-

1           tion or a regulation prescribed under this sec-  
2           tion, investigate such complaint; and

3           “(B) provide, in writing, to the individual  
4           that filed the complaint and the air carrier or  
5           foreign air carrier alleged to have violated this  
6           section or a regulation prescribed under this  
7           section, the determination of the Secretary with  
8           respect to—

9                   “(i) whether the air carrier or foreign  
10                  air carrier violated this section or a regula-  
11                  tion prescribed under this section;

12                  “(ii) the facts underlying the com-  
13                  plaint; and

14                  “(iii) any action the Secretary is tak-  
15                  ing in response to the complaint.”.

16 **SEC. 550. REMOVAL OF OUTDATED REFERENCES TO PAS-**  
17 **SENGERS WITH DISABILITIES.**

18           (a) SOVEREIGNTY AND USE OF AIRSPACE.—Section  
19 40103(a)(2) of title 49, United States Code, is amended  
20 by striking “handicapped individuals” and inserting “indi-  
21 viduals with disabilities”.

22           (b) SPECIAL PRICES FOR FOREIGN AIR TRANSPOR-  
23 TATION.—Section 41511(b)(4) of title 49, United States  
24 Code, is amended by striking “handicap” and inserting  
25 “disability”.

1 (c) DISCRIMINATION AGAINST INDIVIDUALS WITH  
2 DISABILITIES.—Section 41705 of title 49, United States  
3 Code, is amended in the heading by striking “**handi-**  
4 **capped individuals**” and inserting “**individuals**  
5 **with disabilities**”.

6 (d) CLERICAL AMENDMENT.—The analysis for chap-  
7 ter 417 of title 49, United States Code, is amended by  
8 striking the item relating to section 41705 and inserting  
9 the following:

“41705. Discrimination against individuals with disabilities.”.

10 **SEC. 551. ON-BOARD WHEELCHAIRS IN AIRCRAFT CABIN.**

11 (a) IN GENERAL.—If an individual informs an air  
12 carrier or foreign air carrier at the time of booking a ticket  
13 for air transportation on a covered aircraft that the indi-  
14 vidual requires the use of any wheelchair, the air carrier  
15 or foreign air carrier shall provide information regarding  
16 the provision and use of on-board wheelchairs, including  
17 the rights and responsibilities of the air carrier and pas-  
18 senger as such rights and responsibilities relate to the pro-  
19 vision and use of on-board wheelchairs.

20 (b) AVAILABILITY OF INFORMATION.—An air carrier  
21 or foreign air carrier that operates a covered aircraft shall  
22 provide on a publicly available website of the carrier infor-  
23 mation regarding the rights and responsibilities of both  
24 passengers on such aircraft and the air carrier or foreign  
25 air carrier relating to on-board wheelchairs, including—

1           (1) that an air carrier or foreign air carrier is  
2 required to equip aircraft that have more than 60  
3 passenger seats and that have an accessible lavatory  
4 (whether or not having such a lavatory is required  
5 by section 382.63 of title 14, Code of Federal Regu-  
6 lations) with an on-board wheelchair, unless an ex-  
7 ception described in such section 382.65 applies;

8           (2) that a qualified individual with a disability  
9 (as defined in section 382.3 of title 14, Code of Fed-  
10 eral Regulations (as in effect on date of enactment  
11 of this Act)) may request an on-board wheelchair on  
12 aircraft with more than 60 passenger seats even if  
13 the lavatory is not accessible and that the basis of  
14 such request must be that the individual can use an  
15 inaccessible lavatory but cannot reach it from a seat  
16 without using an on-board wheelchair;

17           (3) that the air carrier or foreign air carrier  
18 may require the qualified individual with a disability  
19 to provide the advance notice specified in section  
20 382.27 of title 14, Code of Federal Regulations, in  
21 order for the individual to be provided with the on-  
22 board wheelchair; and

23           (4) if the air carrier or foreign air carrier re-  
24 quires the advance notice described in paragraph

1 (3), information on how such a qualified individual  
2 with a disability can make such a request.

3 (c) DEFINITIONS.—In this section:

4 (1) APPLICABILITY OF TERMS.—The definitions  
5 contained in section 40102 of title 49, United States  
6 Code, apply to this section.

7 (2) COVERED AIRCRAFT.—The term “covered  
8 aircraft” means an aircraft that is required to be  
9 equipped with on-board wheelchairs in accordance  
10 with section 382.65 of title 14, Code of Federal Reg-  
11 ulations.

12 **SEC. 552. AIRCRAFT ACCESSIBILITY.**

13 (a) IN GENERAL.—Not later than 1 year after the  
14 date of enactment of this Act, the Secretary shall initiate  
15 a program to study and evaluate the accessibility of new  
16 transport category aircraft designs certified, including, at  
17 a minimum—

18 (1) considering the safe boarding and deplaning  
19 processes for such aircraft, including individuals who  
20 use wheelchairs or other mobility aids, are blind or  
21 have limited vision, or are deaf or hard of hearing;  
22 and

23 (2) determining such aircraft can provide acces-  
24 sible lavatories.

1 (b) CONSULTATION.—In conducting the study and  
2 evaluation under this section, the Secretary shall consult  
3 with—

4 (1) air carriers;

5 (2) aircraft manufacturers and aerospace sup-  
6 ply companies; and

7 (3) other stakeholders as determined appro-  
8 priate by the Secretary.

9 (c) REPORT AND RECOMMENDATIONS.—Not later  
10 than 3 years after the date of enactment of this Act, the  
11 Secretary shall submit to the appropriate committees of  
12 Congress—

13 (1) a report on the findings of the study and  
14 evaluation under subsection (a); and

15 (2) any recommendations based on the findings  
16 of such study and evaluation.

17 (d) RULE OF CONSTRUCTION.—Nothing in this sec-  
18 tion shall be construed to require the Secretary to require  
19 the retrofit of transport category aircraft based on the  
20 findings and evaluation under subsection (a).

21 **Subtitle C—Air Service**  
22 **Development**

23 **SEC. 561. ESSENTIAL AIR SERVICE REFORMS.**

24 (a) REDUCTION IN SUBSIDY CAP.—

1           (1) IN GENERAL.—Section 41731(a)(1)(C) of  
2 title 49, United States Code, is amended to read as  
3 follows:

4           “(C) had an average subsidy per pas-  
5 senger, as determined by the Secretary—

6           “(i) of less than \$1,000 during the  
7 most recent fiscal year beginning before  
8 October 1, 2026, regardless of driving  
9 miles to the nearest large or medium hub  
10 airport;

11           “(ii) of less than \$850 during the  
12 most recent fiscal year beginning after  
13 September 30, 2026, regardless of driving  
14 miles to the nearest medium or large hub  
15 airport; and

16           “(iii) of less than \$650 during the  
17 most recent fiscal year for locations that  
18 are less than 175 miles from the nearest  
19 large or medium hub airport; and”.

20           (2) NOTICE.—Section 41731(a)(1)(D)(ii) is  
21 amended by striking “90-day” and inserting “140-  
22 day”.

23           (3) WAIVERS.—Section 41731(e) of title 49,  
24 United States Code, is amended to read as follows:

25           “(e) WAIVERS.—



1           “(1) IN GENERAL.—The Secretary may waive,  
2           on an annual basis, subsections (a)(1)(B) and  
3           (a)(1)(C)(iii) with respect to an eligible place if such  
4           place demonstrates to the Secretary’s satisfaction  
5           that the reason the eligibility requirements of such  
6           subsections are not met is due to a temporary de-  
7           cline in demand.

8           “(2) LIMITATION.—Beginning with fiscal year  
9           2027, the Secretary may not provide a waiver of  
10          subsection (a)(1)(B) to any location—

11                   “(A) in more than 2 consecutive fiscal  
12                   years; or

13                   “(B) in more than 5 fiscal years within 25  
14                   consecutive years.

15          “(3) LIMITATION.—Beginning in fiscal year  
16          2027, the Secretary may not provide a waiver of  
17          subsection (a)(1)(C)(iii) to any location—

18                   “(A) in more than 2 consecutive fiscal  
19                   years; or

20                   “(B) in more than 5 fiscal years within 25  
21                   consecutive years.”.

22          (4) CONFORMING AMENDMENTS.—

23                   (A) Section 332 of the Department of  
24                   Transportation and Related Agencies Appro-

1           priations Act, 2000 (Public Law 106–69; 49  
2           U.S.C. 41731 note) is repealed.

3           (B) Subsections (c) and (d) of section 426  
4           of the FAA Modernization and Reform Act (49  
5           U.S.C. 41731 note) are repealed.

6           (b) RESTRICTION ON LENGTH OF ROUTES.—

7           (1) IN GENERAL.—Section 41732(a)(1) of title  
8           49, United States Code, is amended to read as fol-  
9           lows:

10           “(1) to a medium or large hub airport less than  
11           650 miles from an eligible place (unless such airport  
12           or eligible place are located in a noncontiguous  
13           State); or”.

14           (2) EXCEPTION.—The amendment made by  
15           paragraph (1) shall not apply to an eligible place  
16           that is served by an air carrier selected to receive es-  
17           sential air service compensation under subchapter II  
18           of chapter 417 of title 49, United States Code, if—

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

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

24           (3) SUNSET.—Paragraph (2) shall cease to  
25           have effect on October 1, 2028.

1           (c) IMPROVEMENTS TO BASIC ESSENTIAL AIR SERV-  
2 ICE.—Section 41732 of title 49, United States Code, is  
3 amended—

4           (1) in subsection (a)(2) by inserting “medium  
5 or large” after “nearest”; and

6           (2) in subsection (b)—

7                 (A) by striking paragraphs (3) and (4);

8                 (B) by redesignating paragraph (5) as  
9 paragraph (3); and

10                (C) by striking paragraph (6).

11          (d) LEVEL OF BASIC ESSENTIAL AIR SERVICE.—  
12 Section 41733 of title 49, United States Code, is amend-  
13 ed—

14           (1) in subsection (c)(1)—

15                 (A) by striking subparagraph (B) and in-  
16 serting the following:

17                 “(B) the contractual, marketing, code-share, or  
18 interline arrangements the applicant has made with  
19 a larger air carrier serving the hub airport;”;

20                 (B) by striking subparagraph (C);

21                 (C) by redesignating subparagraphs (D)  
22 through (F) as subparagraphs (C) through (E),  
23 respectively;

1 (D) in subparagraph (C), as so redesignated,  
2 nated, by striking “giving substantial weight  
3 to” and inserting “including”;

4 (E) in subparagraph (D), as so redesignated,  
5 nated, by striking “and” at the end;

6 (F) in subparagraph (E), as so redesignated,  
7 nated, by striking the period and inserting “;  
8 and”; and

9 (G) by adding at the end the following:

10 “(F) the total compensation proposed by the air  
11 carrier for providing scheduled air service under this  
12 section.”; and

13 (2) in subsection (h) by striking “by section  
14 332 of the Department of Transportation and Re-  
15 lated Agencies Appropriations Act, 2000 (Public  
16 Law 106–69; 113 Stat. 1022)” and inserting “under  
17 section 41731(a)(1)(C)”.

18 (e) SENSE OF CONGRESS.—It is the sense of Con-  
19 gress that route structures to rural airports serve a critical  
20 function to the Nation by connecting many military instal-  
21 lations to major regional airline hubs.

22 (f) ENDING, SUSPENDING, AND REDUCING BASIC  
23 ESSENTIAL AIR SERVICE.—Section 41734 of title 49,  
24 United States Code, is amended—

25 (1) in subsection (a)—

1 (A) by striking “An air carrier” and in-  
2 serting “Subject to subsection (d), an air car-  
3 rier”; and

4 (B) by striking “90” and inserting “140”;  
5 (2) by striking subsection (d) and inserting the  
6 following:

7 “(d) CONTINUATION OF COMPENSATION AFTER NO-  
8 TICE PERIOD.—

9 “(1) IN GENERAL.—If an air carrier receiving  
10 compensation under section 41733 for providing  
11 basic essential air service to an eligible place is re-  
12 quired to continue to provide service to such place  
13 under this section after the 140-day notice period  
14 under subsection (a), the Secretary—

15 “(A) shall provide the carrier with com-  
16 pensation sufficient to pay to the carrier the  
17 amount required by the then existing contract  
18 for performing the basic essential air service  
19 that was being provided when the 140-day no-  
20 tice was given under subsection (a);

21 “(B) may pay an additional amount that  
22 represents a reasonable return on investment;  
23 and

24 “(C) may pay an additional return that  
25 recognizes the demonstrated additional lost

1 profits from opportunities foregone and the  
2 likelihood that those lost profits increase as the  
3 period during which the carrier or provider is  
4 required to provide the service continues.

5 “(2) AUTHORITY.—The Secretary may incor-  
6 porate contract termination penalties or conditions  
7 on compensation into a contract for an air carrier to  
8 provide service to an eligible place that take effect  
9 in the event an air carrier provides notice that it is  
10 ending, suspending, or reducing basic essential air  
11 service.”;

12 (3) in subsection (e) by striking “providing that  
13 service after the 90-day notice period” and all that  
14 follows through the period at the end of paragraph  
15 (2) and inserting “providing that service after the  
16 140-day notice period required by subsection (a), the  
17 Secretary may provide the air carrier with com-  
18 pensation after the end of the 140-day notice period  
19 to pay for the fully allocated actual cost to the air  
20 carrier of performing the basic essential air service  
21 that was being provided when the 140-day notice  
22 was given under subsection (a) plus a reasonable re-  
23 turn on investment that is at least 5 percent of oper-  
24 ating costs.”; and

1           (4) in subsection (f) by inserting “air” after  
2           “find another”.

3           (g) ENHANCED ESSENTIAL AIR SERVICE.—Section  
4 41735 of title 49, United States Code, and the item relat-  
5 ing to such section in the analysis for subchapter II of  
6 chapter 417 of such title, are repealed.

7           (h) COMPENSATION GUIDELINES, LIMITATIONS, AND  
8 CLAIMS.—Section 41737(d) of title 49, United States  
9 Code, is amended—

10           (1) by striking “(1)” before “The Secretary  
11           may”; and

12           (2) by striking paragraph (2).

13           (i) JOINT PROPOSALS.—Section 41740 of title 49,  
14 United States Code, and the item relating to such section  
15 in the analysis for subchapter II of chapter 417 of such  
16 title, are repealed.

17           (j) PRESERVATION OF BASIC ESSENTIAL AIR SERV-  
18 ICE AT SINGLE CARRIER DOMINATED HUB AIRPORTS.—  
19 Section 41744 of title 49, United States Code, and the  
20 item relating to such section in the analysis for subchapter  
21 II of chapter 417 of such title, are repealed.

22           (k) COMMUNITY AND REGIONAL CHOICE PRO-  
23 GRAMS.—Section 41745 of title 49, United States Code,  
24 is amended—

1           (1) in subsection (a)(3), by striking subpara-  
2           graph (E) and redesignating subparagraph (F) as  
3           subparagraph (E);

4           (2) by striking subsections (b) and (c); and

5           (3) by redesignating subsections (d) through (g)  
6           as subsections (b) through (e), respectively.

7           (l) **MARKETING PROGRAM.**—Section 41748 of title  
8           49, United States Code, and the item relating to such sec-  
9           tion in the analysis for subchapter II of chapter 417 of  
10          such title, are repealed.

11       **SEC. 562. SMALL COMMUNITY AIR SERVICE DEVELOPMENT**  
12                               **GRANTS.**

13          Section 41743 of title 49, United States Code, is  
14       amended—

15           (1) in subsection (c)—

16                   (A) in paragraph (4)(B), by striking “10-  
17                   year” and inserting “5-year”; and

18                   (B) in paragraph (5)—

19                           (i) by redesignating subparagraphs  
20                           (B) through (G) as subparagraphs (C)  
21                           through (H), respectively;

22                           (ii) by inserting after subparagraph  
23                           (A) the following:



1           “(B) the community has demonstrated  
2 support from at least 1 air carrier to provide  
3 service;” and

4           (iii) in subparagraph (F), as so reded-  
5 igned, by inserting “or substantially re-  
6 duced (as measured by enplanements, ca-  
7 pacity (seats), schedule, connections, or  
8 routes)” after “terminated”;

9 (2) in subsection (d)—

10           (A) in paragraph (1) by inserting “, which  
11 shall begin with each new grant, including  
12 same-project new grants, and which shall be  
13 calculated on a non-consecutive basis for air  
14 carriers that provide air service that is sea-  
15 sonal” after “3 years”; and

16           (B) in paragraph (2) by inserting “, or an  
17 airport where air service has been terminated or  
18 substantially reduced,” before “to obtain serv-  
19 ice”;

20 (3) in subsection (e)—

21           (A) in paragraph (1) by inserting “or the  
22 community’s current air service needs” after  
23 “the project”; and

24           (B) in paragraph (2) by striking  
25 “\$10,000,000 for each of fiscal years 2018

1 through 2023” and all that follows through  
2 “May 10, 2024” and inserting “\$15,000,000  
3 for each of fiscal years 2024 through 2028”;

4 (4) in subsection (g)(4) by striking “and the  
5 creation of aviation development zones”; and

6 (5) by striking subsections (f) and (h) and re-  
7 designating subsection (g) (as amended by para-  
8 graph (4)) as subsection (f).

9 **SEC. 563. GAO STUDY AND REPORT ON THE ALTERNATE ES-**  
10 **SENTIAL AIR SERVICE PILOT PROGRAM.**

11 (a) STUDY.—The Comptroller General shall study the  
12 effectiveness of the alternate essential air service pilot pro-  
13 gram established under section 41745 of title 49, United  
14 States Code, (in this section referred to as the “Alternate  
15 EAS program”), including challenges, if any, that have  
16 impeded robust community participation in the Alternate  
17 EAS program.

18 (b) CONTENTS.—The study required under sub-  
19 section (a) shall include an assessment of potential  
20 changes to the Alternate EAS program and the basic es-  
21 sential air service programs under subchapter II of chap-  
22 ter 417 of title 49, United States Code, including changes  
23 in which Governors of States or territories containing es-  
24 sential air service communities would be given block  
25 grants in lieu of essential air service subsidies.

1 (c) BRIEFING.—Not later than 3 years after the date  
2 of enactment of this Act, the Comptroller General shall  
3 submit to the appropriate committees of Congress a report  
4 on the study required under subsection (a), including any  
5 recommendations for legislation and administrative action  
6 as the Comptroller General determines appropriate.

7 **SEC. 564. ESSENTIAL AIR SERVICE IN PARTS OF ALASKA.**

8 Not later than September 1, 2024, the Secretary, in  
9 consultation with the appropriate State authority of Alas-  
10 ka, shall review all domestic points in the State of Alaska  
11 that were deleted from carrier certificates between July  
12 1, 1968, and October 24, 1978, and that were not subse-  
13 quently determined to be an eligible place prior to January  
14 1, 1982, as a result of being unpopulated at that time  
15 due to destruction during the 1964 earthquake and its re-  
16 sultant tidal wave, to determine whether such points have  
17 been resettled or relocated and should be designated as  
18 an eligible place entitled to receive a determination of the  
19 level of essential air service supported, if necessary, with  
20 Federal funds.

21 **SEC. 565. ESSENTIAL AIR SERVICE COMMUNITY PETITION**  
22 **FOR REVIEW.**

23 (a) IN GENERAL.—Section 41733 of title 49, United  
24 States Code, is amended—

1           (1) in subsection (b)(2) by inserting “, as de-  
2           fined by the Secretary” after “appropriate rep-  
3           resentative of the place”; and

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

5           “(i) COMMUNITY PETITION FOR REVIEW.—

6           “(1) PETITION.—An appropriate representative  
7           of an eligible place, as defined by the Secretary, may  
8           submit to the Secretary a petition expressing no con-  
9           fidence in the air carrier providing basic essential air  
10          service under this section and requesting a review by  
11          the Secretary. A petition submitted under this sub-  
12          section shall demonstrate that the air carrier—

13                 “(A) is unwilling or unable to meet the  
14                 operational specifications outlined in the order  
15                 issued by the Secretary specifying the terms of  
16                 basic essential air service to such place;

17                 “(B) is experiencing reliability challenges  
18                 with the potential to adversely affect air service  
19                 to such place; or

20                 “(C) is no longer able to provide service to  
21                 such place at the rate of compensation specified  
22                 by the Secretary.

23           “(2) REVIEW.—Not later than 2 months after  
24          the date on which the Secretary receives a petition  
25          under paragraph (1), the Secretary shall review the

1 operational performance of the air carrier providing  
2 basic essential air service to such place that sub-  
3 mitted such petition and determine whether such air  
4 carrier is fully complying with the obligations speci-  
5 fied in the order issued by the Secretary specifying  
6 the terms of basic essential air service to such place.

7 “(3) TERMINATION.—If based on a review  
8 under paragraph (2), the Secretary determines non-  
9 compliance by an air carrier with an order specifying  
10 the terms for basic essential air service to the com-  
11 munity, the Secretary may—

12 “(A) terminate the order issued to the air  
13 carrier; and

14 “(B) issue a notice pursuant to subsection  
15 (c) that an air carrier may apply to provide  
16 basic essential air service to such place for com-  
17 pensation under this section and select an ap-  
18 plicant pursuant to such subsection.

19 “(4) CONTINUATION OF SERVICE.—If the Sec-  
20 retary makes a determination under paragraph (3)  
21 to terminate an order issued to an air carrier under  
22 this section, the Secretary shall ensure continuity in  
23 air service to the affected place.”.

1 **SEC. 566. ESSENTIAL AIR SERVICE AUTHORIZATION.**

2 Section 41742(a)(2) of title 49, United States Code,  
3 is amended by striking “\$155,000,000 for fiscal year  
4 2018” and all that follows through “May 10, 2024,” and  
5 inserting “\$348,544,000 for fiscal year 2024,  
6 \$340,000,000 for fiscal year 2025, \$342,000,000 for fis-  
7 cal year 2026, \$342,000,000 for fiscal year 2027, and  
8 \$350,000,000 for fiscal year 2028”.

9 **SEC. 567. GAO STUDY ON COSTS OF ESSENTIAL AIR SERV-**  
10 **ICE.**

11 (a) STUDY.—The Comptroller General shall conduct  
12 a study of the change in costs of the essential air service  
13 program under sections 41731 through 41742 of title 49,  
14 United States Code.

15 (b) CONTENTS.—In conducting the study required  
16 under subsection (a), the Comptroller General shall—

17 (1) assess trends in costs of the essential air  
18 service program under sections 41731 through  
19 41742 of title 49, United States Code, over the 10-  
20 year period ending on the date of enactment of this  
21 Act; and

22 (2) review potential causes for the increased  
23 cost of the essential air service program, including—

24 (A) labor costs;

25 (B) fuel costs;

26 (C) aging aircraft costs;

- 1 (D) air carrier opportunity costs;  
2 (E) airport costs; and  
3 (F) the effects of the COVID–19 pan-  
4 demic.

5 (c) REPORT.—Not later than 18 months after the  
6 date of enactment of this Act, the Comptroller General  
7 shall submit to the appropriate committees of Congress  
8 a report on the results of the study conducted under sub-  
9 section (a).

10 **SEC. 568. RESPONSE TIME FOR APPLICATIONS TO PROVIDE**  
11 **ESSENTIAL AIR SERVICE.**

12 The Secretary shall take such actions as are nec-  
13 essary to respond with an approval or denial of any appli-  
14 cation filed by an applicant to provide essential air service  
15 under subchapter II of chapter 417 of title 49, United  
16 States Code, to the greatest extent practicable not later  
17 than 6 months after receiving such application. The As-  
18 sistant General Counsel for International and Aviation  
19 Economic Law shall ensure the timely review of all orders  
20 proposed by the Essential Air Service Office, and such  
21 timeliness shall be analyzed annually by the General Coun-  
22 sel of the Department of Transportation.

1 **SEC. 569. GAO STUDY ON CERTAIN AIRPORT DELAYS.**

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

5 **SEC. 570. REPORT ON RESTORATION OF SMALL COMMU-**  
6 **NITY AIR SERVICE.**

7 (a) IN GENERAL.—Not later than 90 days after the  
8 date of enactment of this Act, the Secretary shall seek  
9 to enter into an agreement with the National Academies  
10 to conduct a study on the loss of commercial air service  
11 in small communities in the United States and options to  
12 restore such service.

13 (b) CONTENTS.—In conducting the study required  
14 under subsection (a), that National Academies shall—

15 (1) assess the reduction of scheduled commer-  
16 cial air service to small communities over a 5-year  
17 period ending on the date of enactment of this Act,  
18 to include small communities that have lost all  
19 scheduled commercial air service;

20 (2) review economic trends that have resulted in  
21 reduction or loss of scheduled commercial air service  
22 to such communities;

23 (3) review the economic losses of such commu-  
24 nities who have suffered a reduction or loss of sched-  
25 uled commercial air service;



1           (4) identify the causes that prompted air car-  
2           riers to reduce or eliminate scheduled commercial air  
3           service to such communities;

4           (5) assess the impact of changing aircraft eco-  
5           nomics; and

6           (6) identify recommendations that can be imple-  
7           mented by such communities or Federal, State, or  
8           local agencies to aid in the restoration or replace-  
9           ment of scheduled commercial air service.

10          (c) CASE STUDIES.—In conducting the study re-  
11          quired under subsection (a), the National Academies shall  
12          assess not fewer than 7 communities that have lost com-  
13          mercial air service or have had commercial air service sig-  
14          nificantly reduced in the past 15 years, including—

15                 (1) Williamsport Regional Airport;

16                 (2) Alamogordo-White Sands Regional Airport;

17          and

18                 (3) Chautauqua County Jamestown Airport.

19          (d) REPORT.—Not later than 1 year after the date  
20          of enactment of this Act, the National Academies shall  
21          submit to the Secretary and the appropriate committees  
22          of Congress a report containing—

23                 (1) the results of the study described in sub-  
24          section (a); and

1           (2) recommendations to Congress and commu-  
2           nities on action that can be taken to improve or re-  
3           store scheduled commercial service to small commu-  
4           nities.

5           (e) FUNDING.—No funding made available to carry  
6           out subchapter II of chapter 417 of title 49, United States  
7           Code, may be used to carry out this section.

8           **TITLE VI—MODERNIZING THE**  
9           **NATIONAL AIRSPACE SYSTEM**

10          **SEC. 601. INSTRUMENT LANDING SYSTEM INSTALLATION.**

11          (a) IN GENERAL.—Not later than January 1, 2025,  
12          the Administrator shall expedite the installation of at least  
13          15 instrument landing systems (in this section referred to  
14          as “ILS”) in the national airspace system by utilizing the  
15          existing ILS contract vehicle and the employees of the  
16          FAA.

17          (b) REQUIREMENTS.—In carrying out subsection (a),  
18          the Administrator shall—

19                  (1) incorporate lessons learned from installa-  
20                  tions under section 44502(a)(4) of title 49, United  
21                  States Code;

22                  (2) record metrics of cost and time savings of  
23                  expedited installations;

1           (3) consider opportunities to further develop  
2 ILS technical expertise among the employees of the  
3 FAA; and

4           (4) consider the cost-benefit analysis of utilizing  
5 the existing ILS contract vehicle, the employees of  
6 the FAA, or both, to accelerate the installation and  
7 deployment of procured equipment.

8           (c) BRIEFING TO CONGRESS.—Not later than June  
9 30, 2025, the Administrator shall brief the appropriate  
10 committees of Congress—

11           (1) on the installation of ILS under this sec-  
12 tion;

13           (2) describing any planned near-term ILS in-  
14 stallations; and

15           (3) outlining the approach of the FAA to accel-  
16 erate future procurement and installation of ILS  
17 throughout the national airspace system in a manner  
18 consistent with the requirements of title VIII of divi-  
19 sion J of the Infrastructure Investment and Jobs  
20 Act (Public Law 117–58).

21 **SEC. 602. NAVIGATION AIDS STUDY.**

22           (a) IN GENERAL.—Not later than 180 days after the  
23 date of enactment of this Act, the inspector general of the  
24 Department of Transportation shall initiate a study exam-  
25 ining the effects of reclassifying navigation aids to Design

1 Assurance Level–A from Design Assurance Level–B, in-  
2 cluding the following navigation aids:

3 (1) Distance measuring equipment.

4 (2) Very high frequency omni-directional range.

5 (3) Tactical air navigation.

6 (4) Wide area augmentation system.

7 (b) CONTENTS.—In conducting the study required  
8 under subsection (a), the inspector general shall address—

9 (1) the cost-benefit analyses associated with the  
10 reclassification described in such subsection;

11 (2) the findings from the operational safety as-  
12 sessments and preliminary hazard analyses of the  
13 navigation aids listed in such subsection;

14 (3) the risks of such reclassification on naviga-  
15 tion aid equipment currently in use;

16 (4) the potential impacts on global interoper-  
17 ability of navigational aids; and

18 (5) what additional actions should be taken  
19 based on the findings of this subsection.

20 (c) REPORT.—Not later than 24 months after the  
21 date of enactment of this Act, the inspector general shall  
22 submit to the appropriate committees of Congress a report  
23 describing the results of the study conducted under sub-  
24 section (a).

1 **SEC. 603. NEXTGEN ACCOUNTABILITY REVIEW.**

2 (a) IN GENERAL.—Not later than December 31,  
3 2026, the Administrator shall seek to enter into an agree-  
4 ment with the National Academy of Public Administration  
5 to initiate a review to assess the performance of the FAA  
6 in delivering and implementing quantifiable operational  
7 benefits to the national airspace system within the  
8 NextGen program.

9 (b) REVIEW REQUIREMENTS.—In conducting the re-  
10 view required under subsection (a), the National Academy  
11 of Public Administration shall—

12 (1) leverage metrics used by the FAA to quan-  
13 tify the benefits of NextGen technology and invest-  
14 ments;

15 (2) validate metrics and identify additional  
16 metrics the FAA can use to track national airspace  
17 system throughput and savings as a result of  
18 NextGen investments—

19 (A) by calculating a per flight average,  
20 weighted by distance, of the—

21 (i) reduction and cumulative savings  
22 of track miles and time savings;

23 (ii) reduction and cumulative savings  
24 of emissions and fuel burn; and

25 (iii) reduction of aircraft operation  
26 time; and

1 (B) by using any other metrics that the  
2 National Academy determines may provide in-  
3 sights into the quantifiable benefits for opera-  
4 tors in the national airspace system; and

5 (3) validate current metrics and identify addi-  
6 tional metrics the FAA can use to track and assess  
7 fleet equipage across operators in the national air-  
8 space system, including identifying—

9 (A) the percentage of aircraft equipped  
10 with NextGen avionics equipment as rec-  
11 ommended in the report of the NextGen Advi-  
12 sory Committee titled “Minimum Capabilities  
13 List (MCL) Ad Hoc Team NAC Task 19-1 Re-  
14 port”, issued on November 17, 2020;

15 (B) quantified costs and benefits for an  
16 operator to properly equip an aircraft with  
17 baseline NextGen avionics equipment over the  
18 lifecycle of such aircraft; and

19 (C) cumulative unrealized NextGen bene-  
20 fits associated with rates of mixed equipage  
21 across operators.

22 (c) INDUSTRY CONSULTATION.—In conducting the  
23 review required under subsection (a), the National Acad-  
24 emy of Public Administration may consult with aviation  
25 industry stakeholders.

1 (d) REPORT.—Not later than 270 days after the initi-  
2 ation of the review under subsection (a), the National  
3 Academy shall submit to the Administrator and the appro-  
4 priate committees of Congress a report containing any  
5 findings and recommendations under such review.

6 (e) PUBLICATION.—Not later than 180 days after re-  
7 ceiving the report required under subsection (d), the Ad-  
8 ministrator shall establish a website of the FAA that can  
9 be used to monitor and update—

10 (1) the metrics identified by the review con-  
11 ducted under subsection (a) on a quarterly and an-  
12 nual basis through 2030, as appropriate; and

13 (2) the total amount invested in NextGen tech-  
14 nologies and resulting quantifiable benefits on a  
15 quarterly basis until the Administrator announces  
16 the completion of NextGen implementation.

17 **SEC. 604. AIRSPACE ACCESS.**

18 (a) COALESCING AIRSPACE.—

19 (1) REVIEW OF NATIONAL AIRSPACE SYSTEM.—  
20 Not later than 3 years after the date of enactment  
21 of this Act, the Administrator, in coordination with  
22 the Secretary of Defense, shall conduct a com-  
23 prehensive review of the airspace of the national air-  
24 space system, including special use airspace.

1           (2) STREAMLINING AND EXPEDITING ACCESS.—

2           In carrying out paragraph (1), the Administrator  
3           shall identify methods to streamline, expedite, and  
4           provide greater flexibility of access to certain cat-  
5           egories of airspace for users of the national airspace  
6           system who may not regularly have such access.

7           (b) BRIEFING.—

8           (1) IN GENERAL.—Not later than 3 months  
9           after the completion of review the under subsection  
10          (a), the Administrator shall brief the appropriate  
11          committees of Congress on the findings of such re-  
12          view and a proposed action plan to improve access  
13          to airspace for users of the national airspace system.

14          (2) CONTENTS.—In the briefing under para-  
15          graph (1), the Administrator shall include, at a min-  
16          imum, the following:

17                 (A) An identification of current challenges  
18                 and barriers faced by airspace users in access-  
19                 ing certain categories of airspace, including spe-  
20                 cial use airspace.

21                 (B) An evaluation of existing procedures,  
22                 regulations, and requirements that may impede  
23                 or delay access to certain categories of airspace  
24                 for certain users of the national airspace sys-  
25                 tem.



1           (C) Actions for streamlining and expediting the airspace access process, including potential regulatory changes, technological advancements, and enhanced coordination among relevant stakeholders and Federal agencies.

2  
3  
4  
5  
6           (D) If determined appropriate, an implementation plan for a framework that allows for temporary access to certain categories of airspace, including special use airspace, by users of the national airspace system who do not have regular access to such airspace.

7  
8  
9  
10          (E) An assessment of the impact of airspace access improvements described in paragraph (1) on the safety of, efficiency of, and economic opportunities for airspace users, including—

- 11  
12  
13  
14  
15  
16  
17                   (i) military operators;
- 18                   (ii) commercial operators; and
- 19                   (iii) general aviation operators.

20          (3) IMPLEMENTATION AND FOLLOW-UP.—

21           (A) ACTION PLAN.—The Administrator shall take such actions as are necessary to implement the action plan developed pursuant to this section.

22  
23  
24

1           (B) COORDINATION.—In implementing the  
2           action plan under subparagraph (A), the Ad-  
3           ministrators shall coordinate with relevant stake-  
4           holders, including airspace users and the Sec-  
5           retary of Defense, to ensure effective implemen-  
6           tation of such action plan, and ongoing collabo-  
7           ration in addressing airspace access challenges.

8           (C) PROGRESS REPORTS.—The Adminis-  
9           trator shall provide to the appropriate commit-  
10          tees of Congress periodic briefings on the imple-  
11          mentation of the action plan developed under  
12          this subparagraph (A), including updates on—

13                   (i) the adoption of streamlined proce-  
14                   dures;

15                   (ii) technological enhancements; and

16                   (iii) any regulatory changes necessary  
17                   to improve airspace access and flexibility.

18 **SEC. 605. FAA CONTRACT TOWER WORKFORCE AUDIT.**

19          (a) IN GENERAL.—Not later than 120 days after the  
20          date of enactment of this Act, the inspector general of the  
21          Department of Transportation shall initiate an audit of  
22          the workforce needs of the Contract Tower Program, as  
23          established under section 47124 of title 49, United States  
24          Code.

1 (b) CONTENTS.—In conducting the audit required  
2 under subsection (a), the inspector general shall, at a min-  
3 imum—

4 (1) review the assumptions and methodologies  
5 used in assessing FAA contract towers staffing lev-  
6 els and determine the adequacy of staffing levels at  
7 such towers;

8 (2) evaluate the supply and demand of trained  
9 and certificated personnel prepared for work and  
10 such towers;

11 (3) examine efforts to establish an air traffic  
12 controller training program or curriculum to allow  
13 contract tower contractors to conduct—

14 (A) initial training of controller candidates  
15 employed or soon to be employed by such con-  
16 tractors who do not have a Control Tower Op-  
17 erator certificate or a FAA tower credential;

18 (B) any initial training for controller can-  
19 didates who have completed an approved Air  
20 Traffic Collegiate Training Initiative program  
21 from an accredited school that has a dem-  
22 onstrated successful curriculum; or

23 (C) on-the-job training of such candidates  
24 described in subparagraphs (A) or (B);

1           (4) assess whether establishing pathways to  
2           allow contract tower contractors to use the air traf-  
3           fic technical training academy of the FAA, or other  
4           means such as higher educational institutions, to  
5           provide initial technical training for air traffic con-  
6           trollers employed by such contractors could improve  
7           the workforce needs of the contract tower program  
8           and any related impact such training may have on  
9           air traffic controller staffing more broadly; and

10           (5) consult with the exclusive bargaining rep-  
11           resentative of the air traffic controllers certified  
12           under section 7111 of title 5, United States Code.

13           (c) REPORT.—Not later than 90 days after the com-  
14           pletion of the audit under subsection (a), the inspector  
15           general shall submit to the appropriate committees of Con-  
16           gress a report on the findings of such audit and any rec-  
17           ommendations as a result of such audit.

18           (d) IMPLEMENTATION.—The Administrator shall  
19           take such actions as are necessary to implement any rec-  
20           ommendations included in the report required under sub-  
21           section (c) with which the Administrator concurs.

22           (e) RULE OF CONSTRUCTION.—Nothing in this sub-  
23           section shall be construed as a delegation of authority by  
24           the Administrator to air traffic control contractors for the

1 purposes of issuing initial certifications to air traffic con-  
2 trollers.

3 **SEC. 606. AIR TRAFFIC CONTROL TOWER SAFETY.**

4 In designing, adopting a design, or constructing an  
5 air traffic control tower based on a previously adopted de-  
6 sign, the Administrator shall prioritize the safety of the  
7 national airspace system, the safety of employees of the  
8 Administration, the operational reliability of such air traf-  
9 fic control tower, and the costs of such tower.

10 **SEC. 607. AIR TRAFFIC SERVICES DATA REPORTS.**

11 Section 45303(g)(2)(A) of title 49, United States  
12 Code, is amended by striking “8 years” and inserting “14  
13 years”.

14 **SEC. 608. CONSIDERATION OF SMALL HUB CONTROL TOW-**  
15 **ERS.**

16 In selecting projects for the replacement of federally  
17 owned air traffic control towers from funds made available  
18 under the heading “Federal Aviation Administration—Fa-  
19 cilities and Equipment” in title VIII of division J of the  
20 Infrastructure Investment and Jobs Act (Public Law 117–  
21 58), the Administrator shall consider selecting projects at  
22 small hub commercial service airports with control towers  
23 that are at least 50 years old.

24 **SEC. 609. FLIGHT PROFILE OPTIMIZATION.**

25 (a) PILOT PROGRAM.—

1           (1) ESTABLISHMENT.—The Administrator shall  
2           establish a pilot program to award grants to air  
3           traffic flow management technology providers to de-  
4           velop prototype capabilities to incorporate flight pro-  
5           file optimization (in this section referred to as  
6           “FPO”) into the trajectory based-operations air  
7           traffic flow management system of the FAA.

8           (2) CONSIDERATIONS.—In establishing the pilot  
9           program under paragraph (1), the Administrator  
10          shall consider the following:

11           (A) The extent to which developed FPO  
12           capabilities may reduce strain on the national  
13           airspace system infrastructure while facilitating  
14           safe and efficient flow of future air traffic vol-  
15           umes and diverse range of aircraft and ad-  
16           vanced aviation aircraft.

17           (B) The extent to which developed FPO  
18           capabilities may achieve environmental benefits  
19           and time savings.

20           (C) The perspectives of FAA employees re-  
21           sponsible for air traffic flow management devel-  
22           opment projects, bilateral civil aviation regu-  
23           latory partners, and industry applicants on the  
24           performance of the FAA in carrying out air

1 traffic flow management system development  
2 projects.

3 (D) Any other information the Adminis-  
4 trator determines appropriate.

5 (3) APPLICATION.—To be eligible to receive a  
6 grant under the program, an air traffic flow man-  
7 agement technology provider shall submit an appli-  
8 cation to the Administrator at such time, in such  
9 manner, and containing such information as the Ad-  
10 ministrator may require.

11 (4) MAXIMUM AMOUNT.—A grant awarded  
12 under the program may not exceed \$2,000,000 to a  
13 single air traffic flow management technology pro-  
14 vider.

15 (b) BRIEFING TO CONGRESS.—Not later than 1 year  
16 after the date of enactment of this Act, and annually  
17 thereafter until the termination of the pilot program under  
18 subsection (d) established under this section, the Adminis-  
19 trator shall brief the appropriate committees of Congress  
20 on the progress of such pilot program, including any im-  
21 plementation challenges of the program, detailed metrics  
22 of the program, and any recommendations to achieve the  
23 adoption of FPO.

24 (c) TRAJECTORY-BASED OPERATIONS DEFINED.—In  
25 this section, the term “trajectory-based operations” means

1 an air traffic flow management method for strategically  
2 planning, managing, and optimizing flights that uses time-  
3 based management, performance-based navigation, and  
4 other capabilities and processes to achieve air traffic flow  
5 management operational objectives and improvements.

6 (d) SUNSET.—The pilot program under this section  
7 shall terminate on October 1, 2028.

8 **SEC. 610. EXTENSION OF ENHANCED AIR TRAFFIC SERV-**  
9 **ICES PILOT PROGRAM.**

10 Section 547 of the FAA Reauthorization Act of 2018  
11 (49 U.S.C. 40103 note) is amended—

12 (1) by striking subsection (d) and inserting the  
13 following:

14 “(d) DEFINITIONS.—In this section:

15 “(1) CERTAIN NEXTGEN AVIONICS.—The term  
16 ‘certain NextGen avionics’ means those avionics and  
17 baseline capabilities as recommended in the report of  
18 the NextGen Advisory Committee titled ‘Minimum  
19 Capabilities List (MCL) Ad Hoc Team NAC Task  
20 19-1 Report’, issued on November 17, 2020.

21 “(2) PREFERENTIAL BASIS.—The term ‘pref-  
22 erential basis’ means prioritizing aircraft equipped  
23 with certain NextGen avionics by providing them  
24 more efficient service, shorter queuing, or priority  
25 clearances to the maximum extent possible without



1 reducing overall capacity or safety of the national  
2 airspace system.”; and

3 (2) in subsection (e) by striking “May 10,  
4 2024” and inserting “September 30, 2028”.

5 **SEC. 611. FEDERAL CONTACT TOWER WAGE DETERMINA-**  
6 **TIONS AND POSITIONS.**

7 (a) IN GENERAL.—The Secretary shall request that  
8 the Secretary of Labor—

9 (1) review and update, as necessary, including  
10 to account for cost-of-living adjustments, the basis  
11 for the wage determination for air traffic controllers  
12 who are employed at air traffic control towers oper-  
13 ated under the Contract Tower Program established  
14 under section 47124 of title 49, United States Code;

15 (2) reassess the basis for air traffic controller  
16 occupation codes;

17 (3) create a new wage determination category  
18 or occupation code for managers of air traffic con-  
19 trollers who are employed at air traffic control tow-  
20 ers operated under the Contract Tower Program;  
21 and

22 (4) consult with the Administrator in carrying  
23 out the requirements of paragraphs (1) through (3).

24 (b) REPORT.—Not later than 2 years after the date  
25 of enactment of this Act, the Secretary, in consultation

1 with the Secretary of Labor, shall submit to the appro-  
2 priate committees of Congress a report that includes—

3 (1) a description of the findings and conclusions  
4 of the review and reassessment made under sub-  
5 section (a);

6 (2) an explanation of and justification for the  
7 basis for the wage determination; and

8 (3) a description of the actions taken by the  
9 Department of Transportation and the Department  
10 of Labor to ensure that contract tower air traffic  
11 controller wages are adjusted for inflation and are  
12 assigned the appropriate occupation codes.

13 **SEC. 612. BRIEFING ON RADIO COMMUNICATIONS COV-**  
14 **ERAGE AROUND MOUNTAINOUS TERRAIN.**

15 (a) **BRIEFING REQUIREMENT.**—Not later than 180  
16 days after the date of enactment of this Act, the Adminis-  
17 trator shall brief the appropriate committees of Congress  
18 on the radio communications coverage within the airspace  
19 surrounding the Mena Intermountain Municipal Airport  
20 in Mena, Arkansas.

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

23 (1) The radio communications coverage within  
24 the airspace surrounding the Mena Intermountain

1       Municipal Airport with the applicable Air Route  
2       Traffic Control Center.

3           (2) The altitudes at which radio communica-  
4       tions capabilities are lost within such airspace.

5           (3) Recommendations on changes to increase  
6       radio communications coverage below 4,000 feet  
7       above ground level within such airspace.

8   **SEC. 613. AERONAUTICAL MOBILE COMMUNICATIONS**  
9           **SERVICES.**

10       (a) SATELLITE VOICE COMMUNICATIONS SERV-  
11   ICES.—The Administrator shall evaluate the addition of  
12   satellite voice communication services (in this section re-  
13   ferred to as “SatVoice”) to the Aeronautical Mobile Com-  
14   munications program (in this section referred to as the  
15   “AMCS program”) that provides for the delivery of air  
16   traffic control messages in oceanic and remote continental  
17   airspace.

18       (b) ANALYSIS AND IMPLEMENTATION PROCE-  
19   DURES.—Not later than 1 year after the date of enact-  
20   ment of this Act, the Administrator shall begin to develop  
21   the safety case analysis and implementation procedures  
22   for SatVoice instructions over the controlled oceanic and  
23   remote continental airspace regions of the FAA.

1 (c) REQUIREMENTS.—The analysis and implementa-  
2 tion procedures required under subsection (b) shall in-  
3 clude, at a minimum, the following:

4 (1) Network and protocol testing and integra-  
5 tion with satellite service providers.

6 (2) Operational testing with aircraft to identify  
7 and resolve performance issues.

8 (3) A definition of Satcom Standards and Rec-  
9 ommended Practices established through a collabora-  
10 tion with the International Civil Aviation Organiza-  
11 tion, which shall include an RCP-130 performance  
12 standard as well as SatVoice standards.

13 (4) Training for radio operators on new oper-  
14 ation procedures and protocols.

15 (5) A phased implementation plan for incor-  
16 porating SatVoice services into the AMCS program.

17 (6) The estimated cost of the implementation  
18 procedures for relevant stakeholders.

19 (d) HF/VHF MINIMUM EQUIPAGE.—

20 (1) RULE OF CONSTRUCTION.—Nothing in this  
21 section shall be construed to affect the HF/VHF eq-  
22 uipage requirement for communications in oceanic  
23 and remote continental airspace as of the date of en-  
24 actment of this Act.

1           (2) MAINTENANCE OF HF/VHF SERVICES.—The  
2 Administrator shall maintain HF/VHF services ex-  
3 isting as of the date of enactment of this Act as  
4 minimum equipage under the AMCS program to  
5 provide for auxiliary communication and maintain  
6 safety in the event of a satellite outage.

7 **SEC. 614. DELIVERY OF CLEARANCE TO PILOTS VIA INTER-**  
8 **NET PROTOCOL.**

9           (a) IN GENERAL.—Not later than 18 months after  
10 the date of enactment of this Act, the Administrator shall  
11 establish a pilot program to conduct testing and an evalua-  
12 tion to determine the feasibility of the use, in air traffic  
13 control towers, of technology for mobile clearance delivery  
14 for general aviation and on-demand air carriers operating  
15 under part 135 of title 14, Code of Federal Regulations,  
16 at suitable airports that do not have tower data link serv-  
17 ices.

18           (b) AIRPORT SELECTION.—

19           (1) IN GENERAL.—The Administrator shall des-  
20 ignate 5 suitable airports for participation in the  
21 program established under subsection (a) after con-  
22 sultation with the exclusive representatives of air  
23 traffic controllers certified under section 7111 of  
24 title 5, United States Code, airport sponsors, air-

1       craft and avionics manufacturers, MITRE, and air-  
2       craft operators

3               (2) AIRPORT SIZE AND COMPLEXITY.—In desig-  
4       nating airports under paragraph (1), the Adminis-  
5       trator shall designate airports of different size and  
6       complexity.

7       (c) PROGRAM OBJECTIVE.—The program established  
8       under subsection (a) shall address and include safety, se-  
9       curity, and operational requirements for mobile clearance  
10      delivery at airports and heliports across the United States.

11      (d) REPORT.—Not later than 1 year after the date  
12      on which the program under subsection (a) is established,  
13      the Administrator shall submit to the appropriate commit-  
14      tees of Congress a report on the safety, security, and oper-  
15      ational performance of mobile clearance delivery at air-  
16      ports pursuant to this section and recommendations on  
17      how best to improve the program.

18      (e) DEFINITIONS.—In this section:

19               (1) MOBILE CLEARANCE DELIVERY.—The term  
20      “mobile clearance delivery” means the delivery of ac-  
21      cess to departure clearance and clearance cancella-  
22      tion via internet protocol via applications to pilots  
23      while aircraft are on the ground where traditional  
24      data link installations are not feasible or possible.

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

5           (3) SUITABLE AIRPORT.—The term “suitable  
6           airport” means towered airports, non-towered air-  
7           ports, and heliports.

8   **SEC. 615. STUDY ON CONGESTED AIRSPACE.**

9           (a) STUDY.—Not later than 270 days after the date  
10          of enactment of this Act, the Comptroller General shall  
11          initiate a study on the efficiency and efficacy of scheduled  
12          commercial air service transiting congested airspace.

13          (b) CONTENTS.—In carrying out the study required  
14          under subsection (a), the Comptroller General shall exam-  
15          ine—

16               (1) various regions of congested airspace and  
17               the differing factors of such regions;

18               (2) commercial air service;

19               (3) military flight activity;

20               (4) emergency response activity;

21               (5) commercial space launch and reentry activi-  
22               ties;

23               (6) weather; and

24               (7) air traffic controller staffing.

1 (c) REPORT.—Not later than 18 months after the ini-  
2 tiation of the study under subsection (a), the Comptroller  
3 General shall submit to the appropriate committees of  
4 Congress a report on the results of the study and rec-  
5 ommendations to reduce the impacts to scheduled air serv-  
6 ice transiting congested airspace.

7 **SEC. 616. BRIEFING ON LIT VORTAC PROJECT.**

8 (a) IN GENERAL.—Not later than 180 days after the  
9 date of enactment of this Act, the Administrator shall  
10 brief the appropriate committees of Congress on the Little  
11 Rock Port Authority Very High Frequency Omni-Direc-  
12 tional Radio Range Tactical Air Navigation Aid Project  
13 (in this section referred to as “LIT VORTAC”).

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

16 (1) The status of the efforts by the FAA to re-  
17 locate the LIT VORTAC.

18 (2) The status of new flight planning of the re-  
19 located LIT VORTAC.

20 (3) A description of and timeline for each re-  
21 maining phase of the relocation of the LIT  
22 VORTAC .

23 **SEC. 617. SURFACE SURVEILLANCE.**

24 (a) IN GENERAL.—Not later than 1 year after the  
25 date of enactment of this Act, the Administrator shall con-



1 duct a review of surface surveillance systems that are  
2 operational as of such date of enactment.

3 (b) CONTENTS.—In carrying out the review under  
4 subsection (a), the Administrator shall—

5 (1) demonstrate that any change to the configu-  
6 ration of surface surveillance systems or decommis-  
7 sioning of a sensor from such systems provides an  
8 equivalent level of safety as the current system;

9 (2) determine how a technology refresh of leg-  
10 acy sensor equipment can reduce operational and  
11 maintenance costs of surface surveillance systems  
12 compared to current costs and extend the useful life  
13 and affordability of such systems; and

14 (3) consider how to enhance such systems  
15 through new capabilities and software tools that im-  
16 prove the safety of terminal airspace and the airport  
17 surface.

18 (c) CONSULTATION.—In carrying out the review  
19 under subsection (a), the Administrator shall consult  
20 with—

21 (1) aviation safety experts with specific knowl-  
22 edge of surface surveillance technology, including  
23 multilateration and automatic dependent surveil-  
24 lance-broadcast;

1           (2) representatives of the exclusive bargaining  
2           representative of the air traffic controllers certified  
3           under section 7111 of title 5, United States Code,  
4           with expertise in surface safety; and

5           (3) representatives of the exclusive bargaining  
6           representative of airway transportation systems spe-  
7           cialists of the FAA certified under section 7111 of  
8           title 5, United States Code.

9           (d) BRIEFING.—Upon completion of the review under  
10          subsection (a), the Administrator shall brief the appro-  
11          priate committees of Congress on the findings of such re-  
12          view.

13          (e) IMPLEMENTATION.—The Administrator may im-  
14          plement changes to surface surveillance systems consistent  
15          with the findings of the review described in subsection (d).

16          **SEC. 618. CONSIDERATION OF THIRD-PARTY SERVICES.**

17          (a) PLANS AND POLICY.—Section 44501 of title 49,  
18          United States Code, is amended—

19                 (1) in subsection (a) by striking “development  
20                 and location of air navigation facilities” and insert-  
21                 ing “development of air navigation facilities and  
22                 services”; and

23                 (2) in subsection (b)—

1 (A) by striking “and development” and in-  
2 serting “procurement, and development” each  
3 place it appears;

4 (B) in paragraph (1) by striking “facilities  
5 and equipment” and inserting “facilities, serv-  
6 ices, and equipment”;

7 (C) in paragraph (2)—

8 (i) in the matter preceding subpara-  
9 graph (A) by striking “first and 2d years”  
10 and inserting “first and second years”;  
11 and

12 (ii) in subparagraph (C) by striking  
13 “subclauses (A) and (B) of this clause”  
14 and inserting “subparagraphs (A) and  
15 (B)”;

16 (D) in paragraph (3)—

17 (i) by striking “the 3d, 4th, and 5th”  
18 and inserting “the third, fourth, and  
19 fifth”; and

20 (ii) by striking “systems and facili-  
21 ties” and inserting “systems, services, and  
22 facilities”; and

23 (E) in paragraph (4)(B) by striking  
24 “growth of aviation” and inserting “growth of  
25 the aerospace industry”.

1 (b) SYSTEMS, PROCEDURES, FACILITIES, SERVICES,  
2 AND DEVICES.—

3 (1) IN GENERAL.—Section 44505 of title 49,  
4 United States Code, is amended—

5 (A) in the section heading by striking  
6 “AND DEVICES” and inserting “**services,**  
7 **and devices**”;

8 (B) in subsection (a) by striking “and de-  
9 vices” and inserting “services, and devices”  
10 each place it appears; and

11 (C) in subsection (b) by striking “develop  
12 dynamic simulation models” and inserting “de-  
13 velop or procure dynamic simulation models and  
14 tools” each place it appears.

15 (2) CLERICAL AMENDMENT.—The analysis for  
16 chapter 445 of title 49, United States Code, is  
17 amended by striking the item relating to section  
18 44505 and inserting the following:

“44505. Systems, procedures, facilities, services, and devices.”.

19 **SEC. 619. NEXTGEN PROGRAMS.**

20 (a) IN GENERAL.—Not later than 180 days after the  
21 date of enactment of this Act, and periodically thereafter  
22 as the Administrator determines appropriate, the Admin-  
23 istrator shall convene FAA officials to evaluate and expe-  
24 dite the implementation of NextGen programs and capa-  
25 bilities.

1 (b) NEXTGEN PROGRAM PRIORITIZATION.—In allo-  
2 cating amounts appropriated pursuant to section 48101(a)  
3 of title 49, United States Code, the Secretary shall give  
4 priority to the following activities:

5 (1) Performance-based navigation.

6 (2) Data communications.

7 (3) Terminal flight data manager.

8 (4) Aeronautical information management.

9 (5) Other activities as recommended by the  
10 NextGen Advisory Committee and determined by the  
11 Administrator to be appropriate.

12 (c) PERFORMANCE-BASED NAVIGATION.—

13 (1) IN GENERAL.—Not later than 3 years after  
14 the date of enactment of this Act, the Administrator  
15 shall fully implement performance-based navigation  
16 procedures for all terminal and enroute routes, in-  
17 cluding approach and departure procedures for cov-  
18 ered airports.

19 (2) SPECIFIC PROCEDURES.—Pursuant to para-  
20 graph (1), the Administrator shall prioritize the fol-  
21 lowing performance-based navigation procedures:

22 (A) Trajectory-based operations.

23 (B) Optimized profile descents.

24 (C) Multiple airport route separation.

1 (D) Established on required navigation  
2 performance.

3 (E) Converging runway display aids.

4 (3) PERFORMANCE-BASED NAVIGATION BASE-  
5 LINE EQUIPAGE REQUIREMENTS.—In carrying out  
6 paragraph (1), the Administrator shall issue such  
7 regulations as may be required, and publish applica-  
8 ble advisory circulars, to establish the equipage base-  
9 line appropriate for aircraft to safely use perform-  
10 ance-based navigation procedures.

11 (4) UTILIZATION ACTION PLAN.—Not later  
12 than 180 days after enactment of this Act, the Ad-  
13 ministrator shall, in consultation with certified labor  
14 representatives of air traffic controllers and the  
15 NextGen Advisory Committee, develop an action  
16 plan to utilize performance-based navigation proce-  
17 dures as a primary means of navigation to further  
18 reduce the dependency on legacy systems within the  
19 national airspace system.

20 (d) DATA COMMUNICATIONS.—

21 (1) IN GENERAL.—Not later than 2 years after  
22 the date of enactment of this Act, the Administrator  
23 shall fully implement the use of data communica-  
24 tions.

1           (2) SPECIFIC CAPABILITIES.—In carrying out  
2 subsection (a) and this subsection, the Administrator  
3 shall prioritize the following data communications  
4 capabilities:

5           (A) Ground-to-ground message exchange  
6 for surface aircraft operations and runway safe-  
7 ty at airports.

8           (B) Automated message generation and re-  
9 ceipt.

10           (C) Message routing and transmission.

11           (D) Direct communications with aircraft  
12 avionics.

13           (E) Implementation of data communica-  
14 tions at all Air Route Traffic Control Centers.

15           (F) The Future Air Navigation System.

16       (e) TERMINAL FLIGHT DATA MANAGER AND OTHER  
17 SYSTEMS.—

18           (1) TERMINAL FLIGHT DATA MANAGER.—Not  
19 later than 4 years after the date of enactment of  
20 this Act, the Administrator shall install the Ter-  
21 minal Flight Data Manager system at not less than  
22 89 airports in the United States based on the high-  
23 est number of annual aircraft operations or a deter-  
24 mination of operational need and the impact of in-

1       stallation and deployment on the national airspace  
2       system.

3           (2) ELECTRONIC FLIGHT STRIPS.—At a min-  
4       imum, the Administrator shall implement electronic  
5       flight strips at the air traffic control towers of air-  
6       ports described in paragraph (1).

7           (3) FLOW MANAGEMENT DATA AND SERV-  
8       ICES.—Not later than 4 years after the date of en-  
9       actment of this Act, if the Administrator finds that  
10      Terminal Flight Data Manager systems would be  
11      beneficial to safety or efficiency, the Administrator  
12      shall install Flow Management Data and Services at  
13      airports described under paragraph (1).

14          (4) APPROPRIATIONS.—The activities under  
15      paragraphs (1), (2), and (3) of this subsection shall  
16      be contingent on the appropriation of funds to carry  
17      out this subsection.

18      (f) AERONAUTICAL INFORMATION MANAGEMENT  
19      SYSTEMS.—

20          (1) IN GENERAL.—Not later than 3 years after  
21      the date of enactment of this Act, the Administrator  
22      shall fully modernize the aeronautical information  
23      management systems of the FAA to improve the  
24      functionality, useability, durability, and reliability of  
25      such systems used in the national airspace system.



1           (2) REQUIREMENTS.—In carrying out para-  
2 graph (1), the Administrator shall—

3           (A) improve the distribution of critical  
4 safety information to pilots, air traffic control,  
5 and other relevant aviation stakeholders;

6           (B) fully develop and implement the Enter-  
7 prise Information Display System; and

8           (C) notwithstanding a centralized aero-  
9 nautical information management system, re-  
10 structure the back-up systems of aeronautical  
11 information management systems to be inde-  
12 pendent and self-sufficient from one another.

13 (g) NEXTGEN EQUIPAGE PLAN.—

14           (1) IN GENERAL.—Not later than 14 months  
15 after the date of enactment of this Act, the Adminis-  
16 trator shall develop a 2-year implementation plan to  
17 further incentivize the acceleration of the equipage  
18 rates of certain NextGen avionics within the fleets of  
19 air carriers (as such term is defined in section  
20 40102(a) of title 49, United States Code.

21           (2) CONTENTS.—In developing the plan re-  
22 quired under paragraph (1), the Administrator shall,  
23 at a minimum—

24           (A) provide for further implementation and  
25 deployment of NextGen operational improve-

1           ments to incentivize universal equipage of com-  
2           mercial and regional aircraft with certain  
3           NextGen avionics;

4           (B) identify any remaining barriers for op-  
5           erators of commercial and regional aircraft to  
6           properly equip such aircraft with certain  
7           NextGen avionics, including any methods to ad-  
8           dress such barriers;

9           (C) provide for the use of the best methods  
10          to highlight and enhance to operators of com-  
11          mercial and regional aircraft the benefits of  
12          equipping such aircraft with certain NextGen  
13          avionics; and

14          (D) include in such plan any equipage  
15          guidelines and regulations the Administrator  
16          determines necessary and appropriate.

17          (3) CONSULTATION.—In developing the plan  
18          under paragraph (1), the Administrator shall consult  
19          with representatives from—

20                 (A) trade associations representing air car-  
21                 riers;

22                 (B) trade associations representing avi-  
23                 onics manufacturers;

24                 (C) certified labor organizations rep-  
25                 resenting air traffic controllers; and

1 (D) any other representatives the Adminis-  
2 trator determines appropriate.

3 (4) SUBMISSION OF PLAN.—Not later than 15  
4 months after the date of enactment of this Act, the  
5 Administrator shall submit to the appropriate com-  
6 mittees of Congress the plan required under this  
7 subsection.

8 (5) IMPLEMENTATION.—Not later than 18  
9 months after the date of enactment of this Act, the  
10 Administrator shall initiate such actions necessary to  
11 implement the plan developed under paragraph (1),  
12 including initiating any required rulemaking.

13 (6) DEFINITION.—In this subsection, the term  
14 “certain NextGen avionics” means those avionics  
15 and baseline capabilities as recommended in the re-  
16 port of the NextGen Advisory Committee titled  
17 “Minimum Capabilities List (MCL) Ad Hoc Team  
18 NAC Task 19-1 Report”, issued on November 17,  
19 2020.

20 (h) EFFECT OF FAILURE TO MEET DEADLINE.—

21 (1) NOTIFICATION OF CONGRESS.—For each  
22 deadline established under subsections (a) through  
23 (g), if the Administrator determines that the Admin-  
24 istrator has not met or will not meet each such  
25 deadline, the Administrator shall, not later than 30

1 days after such determination, notify the appropriate  
2 committees of Congress about the failure to meet  
3 each deadline.

4 (2) CONTENTS OF NOTIFICATION.—Each notifi-  
5 cation under paragraph (1) shall be accompanied by  
6 the following:

7 (A) An explanation as to why the Adminis-  
8 trator will not or did not meet the deadline de-  
9 scribed in such paragraph.

10 (B) A description of the actions the Ad-  
11 ministrator plans to take to meet the deadline  
12 described in such paragraph.

13 (C) Actions Congress can take to assist the  
14 Administrator in meeting the deadline described  
15 in such paragraph.

16 (3) BRIEFING.—If the Administrator is re-  
17 quired to provide notice under paragraph (1), the  
18 Administrator shall provide the appropriate commit-  
19 tees of Congress quarterly briefings as to the  
20 progress made by the Administrator regarding im-  
21 plementation under the respective subsection for  
22 which the deadline will not be or was not met until  
23 such time as the Administrator has completed the  
24 required work under such subsection.

1 (i) NEXTGEN ADVISORY COMMITTEE CONSULTA-  
2 TION.—

3 (1) IN GENERAL.—The Administrator shall con-  
4 sult and task the NextGen Advisory Committee with  
5 providing recommendations on ways to expedite,  
6 prioritize, and fully implement the NextGen program  
7 to realize the operational benefits of such programs.

8 (2) CONSIDERATIONS.—In providing rec-  
9 ommendations under paragraph (1), the NextGen  
10 Advisory Committee shall consider—

11 (A) air traffic throughput of the national  
12 airspace system;

13 (B) daily operational performance, includ-  
14 ing delays and cancellations; and

15 (C) the potential need for performance-  
16 based operational metrics related to the  
17 NextGen program and subsequent air traffic  
18 modernization programs and efforts.

19 **SEC. 620. CONTRACT TOWER PROGRAM.**

20 Section 47124 of title 49, United States Code, is  
21 amended—

22 (1) in subsection (b)(3) by adding at the end  
23 the following:

24 “(H) PERIOD FOR COMPLETION OF AN  
25 OPERATIONAL READINESS INSPECTION.—The

1 Secretary shall provide airport sponsors acting  
2 in good faith 7 years to complete an operational  
3 readiness inspection after receiving a benefit-to-  
4 cost ratio of air traffic control services for an  
5 airport.”; and

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

7 “(f) IMPROVING CONTROLLER SITUATIONAL AWARE-  
8 NESS.—

9 “(1) IN GENERAL.—Not later than 1 year after  
10 the date of enactment of this subsection, the Sec-  
11 retary shall allow air traffic controllers at towers op-  
12 erated under the Contract Tower Program to use  
13 approved advanced equipment and technologies to  
14 improve operational situational awareness, including  
15 Standard Terminal Automation Replacement System  
16 radar displays, Automatic Dependent Surveillance-  
17 Broadcast, Flight Data Input/Output, and Auto-  
18 matic Terminal Information System.

19 “(2) INSTALLATION AND MAINTENANCE.—Not  
20 later than 2 years after the date of enactment of  
21 this subsection, the Secretary shall allow airports  
22 to—

23 “(A) procure a Standard Terminal Auto-  
24 mation Replacement System or any equivalent  
25 system through the Federal Aviation Adminis-

1           tration, and install and maintain such system  
2           using Administration services; or

3           “(B) purchase a Standard Terminal Auto-  
4           mation Replacement System, or any equivalent  
5           system, and install and maintain such system  
6           using services directly from an original equip-  
7           ment manufacturer.

8           “(3) REQUIREMENTS.—To help facilitate the  
9           integration of the equipment and technology de-  
10          scribed in paragraph (1), the Secretary—

11           “(A) shall establish minimum performance  
12           and technical standards that ensure the safe  
13           use of equipment and technology, including  
14           commercial radar displays capable of displaying  
15           primary and secondary radar targets, for use by  
16           controllers in contract towers to improve situa-  
17           tional awareness;

18           “(B) shall identify approved vendors for  
19           such equipment and technology, to the max-  
20           imum extent practicable;

21           “(C) shall establish, in consultation with  
22           contract tower operators, an appropriate train-  
23           ing program to periodically train air traffic con-  
24           trollers employed by such operators to ensure  
25           proper and efficient integration and use of the

1           situational awareness equipment and technology  
2           described in paragraph (1) into contract tower  
3           operations;

4           “(D) may add Standard Terminal Automa-  
5           tion Replacement System equipment or any  
6           equivalent system to the minimum level of equi-  
7           page necessary for Federal contract towers to  
8           perform the function of such towers, as applica-  
9           ble; and

10           “(E) shall require that any technology,  
11           system, or equipment procured pursuant to this  
12           subsection be procured using non-Federal  
13           funds, except as made available under a grant  
14           issued pursuant to 47124(b)(4).

15           “(g) LIABILITY INSURANCE.—

16           “(1) IN GENERAL.—Not later than 18 months  
17           after the date of enactment of this subsection, the  
18           Secretary shall consult with aviation industry ex-  
19           perts, including air traffic control contractors and  
20           aviation insurance professionals, to determine ade-  
21           quate limits of liability for the Contract Tower Pro-  
22           gram.

23           “(2) INTERIM STEPS.—Not later than 6 months  
24           after the date of enactment of this subsection and  
25           until the Secretary makes a determination on liabil-



1       ity limits under paragraph (1), the Secretary shall  
2       require air traffic control contractors to have excess  
3       liability insurance (as determined by the Secretary)  
4       to ensure continuity of such coverage should a major  
5       accident occur.

6           “(3) BRIEFING.—Not later than 24 months  
7       after the date of enactment of this subsection, the  
8       Secretary shall brief the Committee on Transpor-  
9       tation and Infrastructure of the House of Represent-  
10      atives and the Commerce, Science, and Transpor-  
11      tation of the Senate on the findings, conclusions,  
12      and actions taken and planned to be taken to carry  
13      out this subsection.”.

14 **SEC. 621. REMOTE TOWERS.**

15       (a) IN GENERAL.—Section 47124 of title 49, United  
16      States Code, is further amended—

17           (1) by adding at the end the following:

18           “(h) MILESTONES FOR DESIGN APPROVAL OF RE-  
19      MOTE TOWERS.—

20           “(1) IN GENERAL.—Not later than 180 days  
21      after the date of enactment of this subsection, the  
22      Administrator of the Federal Aviation Administra-  
23      tion shall create a program and publish milestones  
24      to achieve system design and operational approval  
25      for a remote tower system.

1           “(2) REQUIREMENTS.—In carrying out para-  
2 graph (1), the Administrator shall—

3           “(A) rely on support from the Office of  
4 Airports of the Federal Aviation Administration  
5 and the Air Traffic Organization of the Federal  
6 Aviation Administration, including the Air  
7 Traffic Services Service Unit and the Technical  
8 Operations Service Unit;

9           “(B) consult with relevant stakeholders, as  
10 the Administrator determines appropriate;

11           “(C) establish requirements for the system  
12 design and operational approval of remote tow-  
13 ers, including—

14           “(i) visual siting processes and re-  
15 quirements for electro-optical sensors;

16           “(ii) datalink latency requirements;

17           “(iii) visual presentation design re-  
18 quirements for monitors used to display  
19 sensor and camera feeds; and

20           “(iv) any other wireless telecommuni-  
21 cations infrastructure requirements to en-  
22 able the operation of such towers;

23           “(D) use a safety risk management panel  
24 process to address any safety issues with re-  
25 spect to a remote tower;

1           “(E) if a remote tower is intended to be  
2 installed at a non-towered airport, assess the  
3 safety benefits of the remote tower against the  
4 lack of an existing tower;

5           “(F) allow the use of surface surveillance  
6 technology, either standalone or integrated into  
7 the visual automation platform, as a situational  
8 awareness tool;

9           “(G) establish protocols for contingency  
10 operations and procedures in the event of re-  
11 mote tower technology failures and malfunc-  
12 tions; and

13           “(H) support active testing of a remote  
14 tower system that has achieved system design  
15 approval by the William J. Hughes Technical  
16 Center at an airport that has installed remote  
17 tower infrastructure to support such system.

18           “(3) SYSTEM DESIGN APPROVAL AND EVALUA-  
19 TION PROCESS.—Not later than December 31, 2024,  
20 the Administrator shall expand the system design  
21 approval and evaluation process for a digital or re-  
22 mote tower system to not less than 3 airports at  
23 which a digital or remote tower will be installed or  
24 operated at airports not located at the William J.  
25 Hughes Technical Center and using the criteria

1 under section 161 of the FAA Reauthorization Act  
2 of 2018 (49 U.S.C. 47104 note), to the extent the  
3 Administrator has willing technology providers and  
4 airports interested in the installation and operation  
5 of such towers.

6 “(4) PRESERVATION OF EXISTING DESIGN AP-  
7 PROVALS.—Nothing in this subsection shall be con-  
8 strued to invalidate any system design approval ac-  
9 tivity carried out by the William J. Hughes Tech-  
10 nical Center prior to the date of enactment of this  
11 subsection.

12 “(5) PRIORITIZATION FOR REMOTE TOWER  
13 CERTIFICATION.—In carrying out the program es-  
14 tablished under paragraph (1), the Administrator  
15 shall prioritize system design and operational ap-  
16 proval for a remote tower system at—

17 “(A) airports that do not have a perma-  
18 nent air traffic control tower at the time of ap-  
19 plication;

20 “(B) airports that would provide small and  
21 rural community air service; or

22 “(C) airports that have been newly accept-  
23 ed as of the date of enactment of this sub-  
24 section into the Contract Tower Program.”.

1 (b) BRIEFING TO CONGRESS.—Not later than 180  
2 days after the date of enactment of this Act, and every  
3 6 months thereafter through October 1, 2028, the Admin-  
4 istrator shall brief the appropriate committees of Congress  
5 on—

6 (1) the status of remote and digital tower  
7 projects in the system design approval and commis-  
8 sioning process;

9 (2) the effectiveness and adequacy of the pilot  
10 program established under section 161 of the FAA  
11 Reauthorization Act of 2018 (49 U.S.C. 47104  
12 note); and

13 (3) any other issues related to the demand for  
14 and potential use of remote tower technology that  
15 the Administrator determines are appropriate.

16 (c) CONFORMING AMENDMENTS.—Section 47124(b)  
17 of title 49, United States Code, is amended—

18 (1) in paragraph (3)(B)(ii) by inserting “or a  
19 remote air traffic control tower equipment that has  
20 received System Design Approval from the Federal  
21 Aviation Administration” after “an operating air  
22 traffic control tower”; and

23 (2) in paragraph (4)(A)—

24 (A) in clause (i)(III) by inserting “or re-  
25 mote air traffic control tower equipment that

1 has received System Design Approval from the  
2 Federal Aviation Administration” after “cer-  
3 tified by the Federal Aviation Administration”;  
4 and

5 (B) in clause (ii)(III) by inserting “or re-  
6 mote air traffic control tower equipment that  
7 has received System Design Approval from the  
8 Federal Aviation Administration” after “cer-  
9 tified by the Federal Aviation Administration”.

10 (d) EXTENSION.—Section 161(a)(10) of the FAA Re-  
11 authorization Act of 2018 (49 U.S.C. 47104 note) is  
12 amended by striking “May 10, 2024” and inserting “Sep-  
13 tember 30, 2028”.

14 **SEC. 622. AUDIT OF LEGACY SYSTEMS.**

15 (a) IN GENERAL.—Not later than 120 days after the  
16 date of enactment of this Act, the Administrator shall ini-  
17 tiate an audit of all legacy systems of the national airspace  
18 system to determine the level of operational risk,  
19 functionality, and security of such systems and the com-  
20 patibility of such systems with current and future tech-  
21 nology.

22 (b) SCOPE OF AUDIT.—The audit required under  
23 subsection (a)—

1           (1) shall be conducted by an independent third-  
2 party contractor or a federally funded research and  
3 development center selected by the Administrator;

4           (2) shall include an assessment of whether a  
5 legacy system is an outdated, insufficient, unsafe, or  
6 unstable legacy system;

7           (3) with respect to any legacy systems identified  
8 in the audit as an outdated, insufficient, unsafe, or  
9 unstable legacy system, shall include—

10           (A) an analysis of the operational risks as-  
11 sociated with using such legacy systems;

12           (B) recommendations for replacement or  
13 enhancement of such legacy systems; and

14           (C) an analysis of any potential impact on  
15 aviation safety and efficiency; and

16           (4) shall include recommended performance  
17 metrics by which the Administrator can assess the  
18 circumstances in which safety-critical communica-  
19 tion, navigation, and surveillance aviation infrastruc-  
20 ture within the national airspace system can remain  
21 in operational service, which take into account—

22           (A) the expected lifespan of such aviation  
23 infrastructure;

24           (B) the number and type of mechanical  
25 failures of such aviation infrastructure;

1           (C) the average annual costs of maintain-  
2           ing such aviation infrastructure over a 5-year  
3           period and whether such costs exceed the cost  
4           to replace such aviation infrastructure; and

5           (D) the availability of replacement parts or  
6           labor capable of maintaining such aviation in-  
7           frastructure.

8           (c) DEADLINE.—Not later than 15 months after the  
9           date of enactment of this Act, the audit required under  
10          subsection (a) shall be completed.

11          (d) REPORT.—Not later than 180 days after the  
12          audit required under subsection (a) is completed, the Ad-  
13          ministrators shall provide to the appropriate committees of  
14          Congress a report on the findings and recommendations  
15          of such audit, including—

16                (1) an inventory of the legacy systems in use;

17                (2) an assessment of the operational condition  
18                of the legacy systems in use, including the interoper-  
19                ability of such systems;

20                (3) the average age of such legacy systems and,  
21                for each such legacy system, the intended design life  
22                of the system, by type; and

23                (4) the availability of replacement parts, equip-  
24                ment, or technology to maintain such legacy sys-  
25                tems.



1 (e) PLAN TO ACCELERATE DRAWDOWN, REPLACE-  
2 MENT, OR ENHANCEMENT OF IDENTIFIED LEGACY SYS-  
3 TEMS.—

4 (1) IN GENERAL.—Not later than 120 days  
5 after the date on which the Administrator provides  
6 the report under subsection (d), the Administrator  
7 shall develop and implement a plan, in consultation  
8 with industry representatives, to accelerate the  
9 drawdown, replacement, or enhancement of any leg-  
10 acy systems that are identified in the audit required  
11 under subsection (a) as outdated, insufficient, un-  
12 safe, or unstable legacy systems.

13 (2) PRIORITIES.—In developing the plan under  
14 paragraph (1), the Administrator shall prioritize the  
15 drawdown, replacement, or enhancement of such leg-  
16 acy systems based on the operational risks such leg-  
17 acy systems pose to aviation safety and the costs as-  
18 sociated with the replacement or enhancement of  
19 such legacy systems.

20 (3) COLLABORATION WITH EXTERNAL EX-  
21 PERTS.—In carrying out this subsection, the Admin-  
22 istrator shall—

23 (A) collaborate with industry representa-  
24 tives and other external experts in information

1           technology to develop the plan under paragraph  
2           (1) within a reasonable timeframe;

3                   (B) identify technologies in existence or in  
4           development that, with or without adaptation,  
5           are expected to be suitable to meet the technical  
6           information technology needs of the FAA; and

7                   (C) maintain consistency with the acquisi-  
8           tion management system established and up-  
9           dated pursuant to section 40110(d) of title 49,  
10          United States Code.

11          (4) PROGRESS UPDATES.—The Administrator  
12          shall provide the appropriate committees of Congress  
13          with semiannual updates through September 30,  
14          2028 on the progress made in carrying out the plan  
15          under paragraph (1).

16          (5) INSPECTOR GENERAL REVIEW.—

17                   (A) IN GENERAL.—Not later than 3 years  
18           after the Administrator develops the plan re-  
19           quired under paragraph (1), the inspector gen-  
20           eral of the Department of Transportation shall  
21           assess such efforts of the Administration to  
22           drawdown, replace, or enhance any legacy sys-  
23           tems identified under subsection (a).

24                   (B) REPORT.—The inspector general shall  
25           submit to the appropriate committees of Con-

1           gress a report on the results of the review car-  
2           ried out under subparagraph (A).

3           (f) DEFINITIONS.—In this section:

4           (1) INDUSTRY.—The term “industry” means  
5           aviation industry organizations with expertise in  
6           aviation-dedicated network systems, systems engi-  
7           neering platforms, aviation software services, air  
8           traffic management, flight operations, and Inter-  
9           national Civil Aviation Organization standards.

10          (2) LEGACY SYSTEM.—The term “legacy sys-  
11          tem” means any communication, navigation, surveil-  
12          lance, or automation or network applications or  
13          ground-based aviation infrastructure, or other crit-  
14          ical software and hardware systems owned by the  
15          FAA, that were deployed prior to the year 2000, in-  
16          cluding the Notice to Air Missions system.

17          (3) OUTDATED, INSUFFICIENT, UNSAFE, OR  
18          UNSTABLE LEGACY SYSTEM.—The term “outdated,  
19          insufficient, unsafe, or unstable legacy system”  
20          means a legacy system for which the likelihood of  
21          failure of such system creates a risk to air safety or  
22          security due to the age, ability to be maintained in  
23          a cost-effective manner, vulnerability to degradation,  
24          errors, or malicious attacks of such system, or any  
25          other factors that may compromise the performance

1 or security of such system, including a legacy sys-  
2 tem—

3 (A) that is vulnerable or susceptible to me-  
4 chanical failure; and

5 (B) with a risk of a single point of failure  
6 or that lacks sufficient contingencies in the  
7 event of such failure.

8 **SEC. 623. AIR TRAFFIC CONTROL FACILITY REALIGNMENT**  
9 **STUDY.**

10 (a) EXAMINATION.—

11 (1) IN GENERAL.—Not later than 180 days  
12 after the date of enactment of this Act, the Adminis-  
13 trator shall seek to enter into an agreement with a  
14 federally funded research and development center to  
15 conduct an Air Traffic Control Facility Realignment  
16 study to examine consolidating or otherwise reorga-  
17 nizing air traffic control facilities and the manage-  
18 ment of airspace controlled by such facilities.

19 (2) CONTENTS.—In the study required under  
20 paragraph (1), the federally funded research and de-  
21 velopment center shall—

22 (A) evaluate the potential efficiencies that  
23 may result from a reorganization;

24 (B) identify whether certain areas prone to  
25 airspace congestion or facility staff shortages

1 would benefit from any enhanced flexibilities or  
2 operational changes; and

3 (C) recommend opportunities for integra-  
4 tion of separate facilities to create a more col-  
5 laborative and efficient traffic control environ-  
6 ment.

7 (3) CONSULTATION.—In carrying out this sub-  
8 section, the federally funded research and develop-  
9 ment center shall consult with the exclusive rep-  
10 resentatives of air traffic controllers certified under  
11 section 7111 of title 5, United States Code.

12 (b) REPORT.—Not later than 15 months after the  
13 date of enactment of this Act, the federally funded re-  
14 search and development center shall submit to the Admin-  
15 istrator a report detailing the findings of the study re-  
16 quired under subsection (a) and recommendations related  
17 to consolidation or reorganization of air traffic control  
18 work facilities and locations.

19 (c) CONGRESSIONAL BRIEFING.—Not later than 18  
20 months after receiving the report under subsection (b), the  
21 Administrator shall brief the appropriate committees of  
22 Congress on the results of the study under subsection (a)  
23 and any recommendations under subsection (b) related to  
24 consolidation or reorganization of air traffic control work  
25 facilities and locations.

1 **SEC. 624. AIR TRAFFIC CONTROL TOWER REPLACEMENT**  
2 **PROCESS REPORT.**

3 (a) **REPORT REQUIRED.**—Not later than 120 days  
4 after the date of enactment of this Act, the Administrator  
5 shall submit to Congress a report on the process by which  
6 air traffic control tower facilities are chosen for replace-  
7 ment.

8 (b) **CONTENTS.**—The report required under sub-  
9 section (a) shall contain—

10 (1) the process by which air traffic control  
11 tower facilities are chosen for replacement, including  
12 which divisions of the Administration control or are  
13 involved in the replacement decision making process;

14 (2) the criteria the Administrator uses to deter-  
15 mine which air traffic control tower facilities to re-  
16 place, including—

17 (A) the relative importance of each such  
18 criteria;

19 (B) why the Administrator uses each such  
20 criteria; and

21 (C) the reasons for the relative importance  
22 of each such criteria;

23 (3) what types of investigation the Adminis-  
24 trator carries out to determine if an air traffic con-  
25 trol tower facility should be replaced;

1           (4) a timeline of the replacement process for an  
2 individual air traffic control tower facility replace-  
3 ment;

4           (5) the list of facilities established under sub-  
5 section (c), including the reason for selecting each  
6 such facility; and

7           (6) any other information the Administrator  
8 considers relevant.

9           (c) LIST OF REPLACED AIR TRAFFIC CONTROL  
10 TOWER FACILITIES.—The Administrator shall establish,  
11 maintain, and publish on the website of the FAA a list  
12 of the following:

13           (1) All air traffic control tower facilities re-  
14 placed within the 10-year period preceding the date  
15 of enactment of this Act.

16           (2) Any air traffic control tower facilities for  
17 which the Administrator has made a determination  
18 requiring replacement, but for which such replace-  
19 ment has not yet been completed.

20 **SEC. 625. CONTRACT TOWER PROGRAM SAFETY ENHANCE-**  
21 **MENTS.**

22           (a) PILOT PROGRAM FOR TRANSITIONING TO FAA  
23 TOWERS.—

24           (1) IN GENERAL.—Not later than 18 months  
25 after the date of enactment of this Act, the Adminis-

1 trator shall establish a pilot program to convert  
2 high-activity air traffic control towers operating  
3 under the Contract Tower Program as established  
4 under section 47124 of title 49, United States Code,  
5 (in this section referred to as the “Contract Tower  
6 Program”) to a level I (Visual Flight Rules) tower  
7 staffed by the FAA.

8 (2) PRIORITY.—In selecting air traffic control  
9 towers to participate in the pilot program estab-  
10 lished under paragraph (1), the Administrator shall  
11 prioritize air traffic control towers operating under  
12 the Contract Tower Program that—

13 (A) either—

14 (i) had over 200,000 annual tower op-  
15 erations in calendar year 2022; or

16 (ii) served a small hub airport with  
17 more than 900,000 passenger  
18 enplanements in calendar year 2021;

19 (B) are either currently owned by the FAA  
20 or are constructed to FAA standards; and

21 (C) operate within complex airspace, in-  
22 cluding airspace that serves air carrier, general  
23 aviation, and military aircraft.

24 (3) TOWER SELECTION.—The number of air  
25 traffic control towers selected to participate in the



1 pilot program established under paragraph (1) shall  
2 be determined based on the availability of funds for  
3 the pilot program and the interest of the airport  
4 sponsor related to such facility.

5 (4) CONTROLLER RETENTION.—With respect to  
6 any high-activity air traffic control tower selected to  
7 be converted under the pilot program established  
8 under paragraph (1), the Administrator shall ap-  
9 point to the position of air traffic controller any air  
10 traffic controller who—

11 (A) is employed at such air traffic control  
12 tower as of the date on which the Administrator  
13 selects such tower to be converted;

14 (B) meets the qualifications contained in  
15 section 44506(f)(1)(A) of title 49, United  
16 States Code; and

17 (C) has all other pre-employment qualifica-  
18 tions required by law to be a certified controller  
19 of the FAA.

20 (5) SAFETY ANALYSIS.—

21 (A) IN GENERAL.—The Administrator  
22 shall conduct a safety analysis to determine  
23 whether the conversion of any air traffic control  
24 tower described in paragraph (1) negatively im-  
25 pacts aviation safety at such air traffic control

1 tower and take such actions needed to address  
2 any negative impact.

3 (B) REPORT.—Not later than 3 years after  
4 the date of enactment of this Act, the Adminis-  
5 trator shall submit to the appropriate commit-  
6 tees of Congress a report describing the results  
7 of the safety analysis under subparagraph (A),  
8 any actions taken to address any negative im-  
9 pacts to safety, and the overall results of the  
10 pilot program established under this subsection.

11 (6) AUTHORIZATION OF APPROPRIATIONS.—Out  
12 of amounts made available under section 106(k) of  
13 title 49, United States Code, there is authorized to  
14 be appropriated to carry out this subsection  
15 \$30,000,000 to remain available for 5 fiscal years.

16 (b) AIR TRAFFIC CONTROLLER STAFFING LEVELS  
17 AT SMALL AND MEDIUM HUB AIRPORTS.—Section  
18 47124(b)(2) of title 49, United States Code, is amended—

19 (1) by striking “The Secretary may” and in-  
20 sserting the following:

21 “(A) IN GENERAL.—The Secretary may”;

22 and

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

24 “(B) SMALL OR MEDIUM HUB AIRPORTS.—

25 In the case of a contract entered into on or

1 after the date of enactment of this subpara-  
2 graph to operate an airport traffic control tower  
3 at a small or medium hub airport, the contract  
4 shall require the Secretary, after coordination  
5 with the airport sponsor and the entity, State,  
6 or subdivision, and not later than 18 months  
7 after the date of enactment of the FAA Reau-  
8 thorization Act of 2024, to provide funding suf-  
9 ficient for the cost of wages and benefits of at  
10 least 2 air traffic controllers for each tower op-  
11 erating shift.”.

12 (c) PRIORITIES FOR FACILITY SELECTION.—Section  
13 47124(b)(3)(C) of title 49, United States Code, is amend-  
14 ed by adding at the end the following:

15 “(viii) Air traffic control towers at  
16 airports with safety or operational prob-  
17 lems related to the lack of an existing  
18 tower.

19 “(ix) Air traffic control towers at air-  
20 ports with projected commercial and mili-  
21 tary increases in aircraft or flight oper-  
22 ations.

23 “(x) Air traffic control towers at air-  
24 ports with a variety of aircraft operations,

1 including a variety of commercial and mili-  
2 tary flight operations.”.

3 **SEC. 626. SENSE OF CONGRESS ON USE OF ADVANCED SUR-**  
4 **VEILLANCE IN OCEANIC AIRSPACE.**

5 It is the sense of Congress the FAA shall continue  
6 to evaluate the potential uses for space-based automatic  
7 dependent surveillance broadcast to improve surveillance  
8 coverage of domestic airspace including improving surveil-  
9 lance coverage over remote terrain and in oceanic airspace.  
10 If determined appropriate by the Administrator, the FAA  
11 shall consider whether additional testing would meaning-  
12 fully contribute to the FAA’s processes for developing sep-  
13 aration standards and more efficient routes.

14 **SEC. 627. LOW-ALTITUDE ROUTES FOR VERTICAL FLIGHT.**

15 (a) SENSE OF CONGRESS.—It is the sense of Con-  
16 gress that the national airspace system requires additional  
17 rotorcraft, powered-lift aircraft, and low-altitude instru-  
18 ment flight rules, routes leveraging advances in perform-  
19 ance based navigation in order to provide direct, safe, and  
20 reliable routes that ensure sufficient separation from high-  
21 er altitude fixed wing aircraft traffic.

22 (b) LOW-ALTITUDE ROTORCRAFT AND POWERED-  
23 LIFT AIRCRAFT INSTRUMENT FLIGHT ROUTES.—

24 (1) IN GENERAL.—Not later than 3 years after  
25 the date of enactment of this Act, the Administrator

1 shall initiate a rulemaking process to establish or  
2 update, as appropriate, low altitude routes and flight  
3 procedures to ensure safe rotorcraft and powered-lift  
4 aircraft operations in the national airspace system.

5 (2) REQUIREMENTS.—In carrying out this sub-  
6 section, the Administrator shall—

7 (A) incorporate instrument flight rules  
8 rotorcraft operations into the low-altitude per-  
9 formance based navigation procedure infra-  
10 structure;

11 (B) prioritize the development of new heli-  
12 copter area navigation instrument flight rules  
13 routes as part of the United States air traffic  
14 service route structure that utilize performance  
15 based navigation, such as Global Positioning  
16 System and Global Navigation Satellite System  
17 equipment; and

18 (C) consider the impact of such low alti-  
19 tude flight routes on other airspace users and  
20 impacted communities to ensure that such  
21 routes are designed to minimize—

22 (i) the potential for conflict with exist-  
23 ing national airspace system operations;

24 (ii) the workload of air traffic control-  
25 lers; and

1 (iii) negative effects to impacted com-  
2 munities.

3 (3) CONSULTATION.—In carrying out the rule-  
4 making process under paragraph (1), the Adminis-  
5 trator shall consult with—

6 (A) stakeholders in the airport, heliport,  
7 rotorcraft manufacturer and operator, general  
8 aviation operator, powered-lift operator, air car-  
9 rier, and performance based navigation tech-  
10 nology manufacturer sectors;

11 (B) the United States Helicopter Safety  
12 Team;

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

16 (D) other stakeholders determined appro-  
17 priate by the Administrator.

18 **SEC. 628. REQUIRED CONSULTATION WITH NATIONAL**  
19 **PARKS OVERFLIGHTS ADVISORY GROUP.**

20 Section 40128(b)(4) of title 49, United States Code,  
21 is amended—

22 (1) in subparagraph (C) by striking “and” at  
23 the end;

24 (2) in subparagraph (D) by striking the period  
25 at the end and inserting “; and”; and

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

2 “(E) consult with the advisory group es-  
3 tablished under section 805 of the National  
4 Parks Air Tour Management Act of 2000 (49  
5 U.S.C. 40128 note) and consider all advice, in-  
6 formation, and recommendations provided by  
7 the advisory group to the Administrator and the  
8 Director.”.

9 **SEC. 629. UPGRADING AND REPLACING AGING AIR TRAFFIC**  
10 **SYSTEMS.**

11 (a) STUDY.—

12 (1) IN GENERAL.—Not later than 60 days after  
13 the date of enactment of this Act, the Administrator  
14 shall seek to enter into an agreement with a quali-  
15 fied organization to conduct a study to assess the  
16 need for upgrades to or replacement of existing  
17 automated surface observation systems/automated  
18 weather observing systems (in this section referred  
19 to as “ASOS/AWOS”) located in non-contiguous  
20 States.

21 (2) CONTENTS.—The study conducted under  
22 paragraph (1) shall include an analysis of—

23 (A) the age of each ASOS/AWOS located  
24 in non-contiguous States;

1 (B) the number of days in the calendar  
2 year preceding the date on which the study is  
3 conducted that each such ASOS/AWOS was not  
4 able to accurately communicate or disseminate  
5 data for any period of time;

6 (C) impacts of extreme severe weather on  
7 ASOS/AWOS outages;

8 (D) the effective coverage of the existing  
9 ASOS/AWOS;

10 (E) detailed upgrade requirements for each  
11 existing ASOS/AWOS, including an assessment  
12 of whether replacement would be the most cost-  
13 effective recommendation;

14 (F) prior maintenance expenditures for  
15 each existing ASOS/AWOS;

16 (G) a description of all upgrades or re-  
17 placements made by the FAA to ASOS/AWOS  
18 prior to the date of enactment of this Act;

19 (H) impacts of an outage or break in serv-  
20 ice in the FAA Telecommunications Infrastruc-  
21 ture on such ASOS/AWOS; and

22 (I) any other matter determined appro-  
23 priate by the Administrator.

24 (b) REPORT.—Not later than 18 months after the  
25 date of enactment of this Act, the Administrator shall sub-



1 mit to the appropriate committees of Congress a report  
2 on the findings of the study conducted under subsection  
3 (a), and include in such report—

4 (1) a plan for executing upgrades to or replace-  
5 ments of existing ASOS/AWOS located in non-con-  
6 tiguous States;

7 (2) a plan for converting and upgrading such  
8 ASOS/AWOS communications to the FAA Tele-  
9 communications Infrastructure;

10 (3) an assessment of the use of unmonitored  
11 navigational aids to allow for alternate airport plan-  
12 ning for commercial and cargo aviation to limit  
13 ASOS/AWOS service disruptions;

14 (4) an evaluation of additional alternative meth-  
15 ods of compliance for obtaining weather elements  
16 that would be as sufficient as current data received  
17 through ASOS/AWOS; and

18 (5) any other recommendation determined ap-  
19 propriate by the Administrator.

20 (c) FUNDING.—To carry out the study under this  
21 section, the Administrator may use amounts made avail-  
22 able pursuant to section 48101(c)(1) of title 49, United  
23 States Code.

1 **SEC. 630. AIRSPACE INTEGRATION FOR SPACE LAUNCH**  
2 **AND REENTRY.**

3 (a) SENSE OF CONGRESS.—It is the Sense of Con-  
4 gress that—

5 (1) a safe and efficient national airspace system  
6 that successfully supports existing users and inte-  
7 grates new entrants is of the utmost importance;

8 (2) both commercial aviation and space launch  
9 and reentry operations are vital to United States  
10 global leadership, national security, and economic  
11 opportunity;

12 (3) aircraft hazard areas are necessary during  
13 space launch and reentry operations to ensure public  
14 safety; and

15 (4) the Administrator should prioritize the de-  
16 velopment and deployment of technologies to im-  
17 prove visibility of space launch and reentry oper-  
18 ations within FAA computer systems and minimize  
19 operational workload to air traffic controllers associ-  
20 ated with routing traffic during spaceflight launch  
21 and reentry operations.

22 (b) SPACE LAUNCH AND REENTRY AIRSPACE INTE-  
23 GRATION TECHNOLOGY.—Out of amounts made available  
24 under section 48101 of title 49, United States Code,  
25 \$10,000,000 for each of the fiscal years 2025 through  
26 2028 (or until such time as the Administrator determines

1 that the project meeting the requirements of this section  
2 has reached an operational status) is available for the Ad-  
3 ministrator to carry out a project to expedite the develop-  
4 ment, acquisition, and deployment of technologies or capa-  
5 bilities to aid in space launch and reentry integration with  
6 the objective of operational readiness not later than De-  
7 cember 31, 2026, which may include—

8 (1) technologies recommended by the Airspace  
9 Access Priorities aviation rulemaking committee in  
10 the final report titled “ARC Recommendations Final  
11 Report”, issued on August 21, 2019;

12 (2) systems to enable the integration of launch  
13 and reentry data directly onto air traffic controller  
14 displays; and

15 (3) automated systems to enable near real-time  
16 planning and dynamic rerouting of commercial air-  
17 craft during and following commercial space launch  
18 and reentry operations.

19 **SEC. 631. UPDATE TO FAA ORDER ON AIRWAY PLANNING**  
20 **STANDARD.**

21 Not later than 180 days after the date of enactment  
22 of this Act, the Administrator shall take such actions as  
23 may be necessary to update ,the order of the FAA titled  
24 “Airway Planning Standard Number One—Terminal Air  
25 Navigation Facilities and Air Traffic Control Services”

1 (FAA Order 7031.2c), to lower the remote radar bright  
2 display scope installation requirement from 30,000 annual  
3 itinerant operations to 15,000 annual itinerant operations.

4 **TITLE VII—MODERNIZING**  
5 **AIRPORT INFRASTRUCTURE**  
6 **Subtitle A—Airport Improvement**  
7 **Program Modifications**

8 **SEC. 701. DEVELOPMENT OF AIRPORT PLANS.**

9 Section 47101(g) of title 49, United States Code, is  
10 amended—

11 (1) in paragraph (1) in the second sentence, by  
12 inserting “(including long-term resilience from the  
13 impact of natural hazards and severe weather  
14 events)” after “environmental”; and

15 (2) in paragraph (2)—

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

18 (B) in subparagraph (D) by striking the  
19 period at the end and inserting “; and”; and

20 (C) by adding at the end the following new  
21 subparagraph:

22 “(E) consider the impact of hazardous  
23 weather events on long-term operational resil-  
24 ience.”.

1 **SEC. 702. AIP DEFINITIONS.**

2 Section 47102 of title 49, United States Code, is  
3 amended—

4 (1) by striking paragraph (1) and inserting the  
5 following:

6 “(1) ‘air carrier’ has the meaning given such  
7 term in section 40102.”;

8 (2) in paragraph (3)—

9 (A) in subparagraph (A)—

10 (i) in clause (i) by striking “and” at  
11 the end;

12 (ii) in clause (ii) by striking the pe-  
13 riod at the end and inserting “; and”; and

14 (iii) by adding at the end the fol-  
15 lowing:

16 “(iii) a secondary runway at a nonhub  
17 airport that is equivalent in size and type  
18 to the primary runway of such airport.”;

19 (B) in subparagraph (B)—

20 (i) in clause (iii) by inserting “and  
21 fuel infrastructure for such equipment to  
22 remove snow” after “surveillance equip-  
23 ment”;

24 (ii) in clause (ix) by striking “and” at  
25 the end;

1 (iii) in clause (x) by striking the pe-  
2 riod and inserting “; and”; and

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

5 “(xi) a medium intensity approach  
6 lighting system with runway alignment in-  
7 dicator lights.”;

8 (C) in subparagraph (E) by striking “after  
9 December 31, 1991,”;

10 (D) in subparagraph (K) by striking “if  
11 the airport is located in an air quality non-  
12 attainment or maintenance area (as defined in  
13 sections 171(2) and 175A of the Clean Air Act  
14 (42 U.S.C. 7501(2); 7505a)) and if the airport  
15 would be able to receive emission credits, as de-  
16 scribed in section 47139”;

17 (E) in subparagraph (L) by striking “the  
18 airport is located in an air quality nonattain-  
19 ment or maintenance area (as defined in sec-  
20 tions 171(2) and 175A of the Clean Air Act (42  
21 U.S.C. 7501(2); 7505a)), if the airport would  
22 be able to receive appropriate emission credits  
23 (as described in section 47139), and”;

24 (F) in subparagraph (P)—

1 (i) by striking “improve the reliability  
2 and efficiency of the airport’s power sup-  
3 ply” and inserting “improve reliability and  
4 efficiency of the power supply of the air-  
5 port or meet current and future electrical  
6 power demand”;

7 (ii) by inserting “, renewable energy  
8 generation and storage infrastructure (in-  
9 cluding necessary substation upgrades to  
10 support such infrastructure)” after “elec-  
11 trical generators”;

12 (iii) by striking “supply, and” and in-  
13 serting “supply,”; and

14 (iv) by striking the period at the end  
15 and inserting “, and smart glass (including  
16 electrochromic glass).”; and

17 (G) by adding at the end the following:

18 “(S) acquisition of advanced digital con-  
19 struction management systems and related  
20 technology used in the planning, design and en-  
21 gineering, construction, and maintenance of air-  
22 port facilities when such systems or tech-  
23 nologies are acquired to carry out a project ap-  
24 proved by the Secretary under this subchapter.

1           “(T) improvements, or planning for im-  
2           provements (including monitoring equipment or  
3           services), that would be necessary to sustain  
4           commercial service flight operations or permit  
5           the resumption of such flight operations fol-  
6           lowing a natural disaster (including an earth-  
7           quake, flooding, high water, wildfires, hurri-  
8           cane, storm surge, tidal wave, tornado, tsunami,  
9           wind driven water, sea level rise, tropical storm,  
10          cyclone, land instability, or winter storm) at—

11                   “(i) a primary airport; or

12                   “(ii) a nonprimary airport that is des-  
13           ignated as a Federal staging area or inci-  
14           dent support base by the Administrator of  
15           the Federal Emergency Management  
16           Agency.

17           “(U) a project to comply with rulemakings  
18           and recommendations on airport cybersecurity  
19           standards from the aviation rulemaking com-  
20           mittee convened under section 395 of the FAA  
21           Reauthorization Act of 2024.

22           “(V) reconstructing or rehabilitating an ex-  
23           isting crosswind runway (regardless of the wind  
24           coverage of the primary runway) if the recon-  
25           struction or rehabilitation of such crosswind



1 runway is in the most recently approved airport  
2 layout plan of the sponsor.

3 “(W) constructing or acquiring such air-  
4 port-owned infrastructure or equipment, not-  
5 withstanding revenue producing capability of  
6 such infrastructure or equipment, as may be re-  
7 quired for—

8 “(i) the on-airport distribution or  
9 storage of unleaded aviation gasoline for  
10 piston-driven aircraft, including on-airport  
11 construction or expansion of pipelines,  
12 storage tanks, low-emission fuel systems,  
13 and airport-owned fuel trucks providing ex-  
14 clusively unleaded aviation fuels (unless  
15 the Secretary determines that an alter-  
16 native fuel may be safely used in such fuel  
17 truck for a limited time); or

18 “(ii) fueling systems for type certifi-  
19 cated hydrogen-powered aircraft.

20 “(X) constructing, reconstructing, or reha-  
21 bilitating a taxiway or taxilane that serves non-  
22 exclusive use aeronautical facilities, including  
23 aircraft storage facilities, except for the 50 feet  
24 of pavement immediately in front of an ineli-  
25 gible building.

1           “(Y) any other activity (excluding terminal  
2 development) that the Secretary concludes will  
3 reasonably improve the safety of the airport.”;  
4 (3) in paragraph (5)—

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

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

9           (C) in subparagraph (C) by striking the  
10 period at the end and inserting “; and”; and

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

12           “(D) assessing current and future elec-  
13 trical power demand for airport airside and  
14 landside activities.”;

15 (4) in paragraph (20)—

16           (A) in subparagraph (B) by striking “or”  
17 at the end;

18           (B) in subparagraph (C) by striking the  
19 period at the end and inserting “; or”; and

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

21           “(D) the Republic of the Marshall Islands,  
22 Federated States of Micronesia, and Republic  
23 of Palau.”;

24 (5) in paragraph (27) by striking “the Trust  
25 Territory of the Pacific Islands,”; and

1           (6) in paragraph (28)(B) by striking “described  
2           in section 47119(a)(1)(B)” and inserting “for mov-  
3           ing passengers and baggage between terminal facili-  
4           ties and between terminal facilities and aircraft”.

5 **SEC. 703. REVENUE DIVERSION PENALTY ENHANCEMENT.**

6           (a) IN GENERAL.—Section 47107 of title 49, United  
7 States Code, is amended—

8           (1) in subsection (m)(4) by striking “an  
9           amount equal to” and inserting “an amount equal to  
10          double”; and

11          (2) in subsection (n)(1) by striking “an amount  
12          equal to” and inserting “an amount equal to dou-  
13          ble”.

14          (b) APPLICABILITY.—The amendments made by sub-  
15 section (a) shall not apply to any illegal diversion of air-  
16 port revenues (as described in section 47107(m) of title  
17 49, United States Code) that occurred prior to the date  
18 of enactment of this Act.

19 **SEC. 704. EXTENSION OF COMPETITIVE ACCESS REPORT**  
20 **REQUIREMENT.**

21          Section 47107(r)(3) of title 49, United States Code,  
22 is amended by striking “May 11, 2024” and inserting  
23 “October 1, 2028”.

1 **SEC. 705. RENEWAL OF CERTAIN LEASES.**

2 Section 47107(t)(2) of title 49, United States Code,  
3 is amended—

4 (1) in subparagraph (A) by striking “the date  
5 of enactment of this subsection” and inserting “Oc-  
6 tober 7, 2016”; and

7 (2) by striking subparagraph (D) and inserting  
8 the following:

9 “(D) that—

10 “(i) supports the operation of military  
11 aircraft by the Air Force or Air National  
12 Guard—

13 “(I) at the airport; or

14 “(II) remotely from the airport;

15 or

16 “(ii) is for the use of nonaeronautical  
17 land or facilities of the airport by the Na-  
18 tional Guard.”.

19 **SEC. 706. COMMUNITY USE OF AIRPORT LAND.**

20 Section 47107(v) of title 49, United States Code, is  
21 amended to read as follows:

22 “(v) COMMUNITY USE OF AIRPORT LAND.—

23 “(1) IN GENERAL.—Notwithstanding sub-  
24 sections (a)(13), (b), and (c) and section 47133, and  
25 subject to paragraph (2), the sponsor of a public-use  
26 airport shall not be considered to be in violation of

1 this subtitle, or to be found in violation of a grant  
2 assurance made under this section, or under any  
3 other provision of law, as a condition for the receipt  
4 of Federal financial assistance for airport develop-  
5 ment, solely because the sponsor has—

6 “(A) entered into an agreement, including  
7 a revised agreement, with a local government  
8 providing for the use of airport property for an  
9 interim compatible recreational purpose at  
10 below fair market value; or

11 “(B) permanently restricted the use of air-  
12 port property to compatible recreational and  
13 public park use without paying or otherwise ob-  
14 taining payment of fair market value for the  
15 property.

16 “(2) RESTRICTIONS.—

17 “(A) INTERIM COMPATIBLE REC-  
18 REATIONAL PURPOSE.—Paragraph (1) shall  
19 apply, with respect to a sponsor that has taken  
20 the action described in subparagraph (A) of  
21 such paragraph, only—

22 “(i) to an agreement regarding airport  
23 property that was initially entered into be-  
24 fore the publication of the Federal Aviation  
25 Administration’s Policy and Procedures

1 Concerning the Use of Airport Revenue,  
2 dated February 16, 1999;

3 “(ii) if the agreement between the  
4 sponsor and the local government is subor-  
5 dinate to any existing or future agreements  
6 between the sponsor and the Secretary, in-  
7 cluding agreements related to a grant as-  
8 surance under this section;

9 “(iii) to airport property that was  
10 purchased using funds from a Federal  
11 grant for acquiring land issued prior to  
12 January 1, 1989;

13 “(iv) if the airport sponsor has pro-  
14 vided a written statement to the Adminis-  
15 trator that the property made available for  
16 a recreational purpose will not be needed  
17 for any aeronautical purpose during the  
18 next 10 years;

19 “(v) if the agreement includes a term  
20 of not more than 2 years to prepare the  
21 airport property for the interim compatible  
22 recreational purpose and not more than 10  
23 years of use for that purpose;

1           “(vi) if the recreational purpose will  
2           not impact the aeronautical use of the air-  
3           port;

4           “(vii) if the airport sponsor provides a  
5           certification that the sponsor is not respon-  
6           sible for preparation, startup, operations,  
7           maintenance, or any other costs associated  
8           with the recreational purpose; and

9           “(viii) if the recreational purpose is  
10          consistent with Federal land use compat-  
11          ibility criteria under section 47502.

12          “(B) RECREATIONAL USE.—Paragraph (1)  
13          shall apply, with respect to a sponsor that has  
14          taken the action described in subparagraph (B)  
15          of such paragraph, only—

16               “(i) to airport property that was pur-  
17               chased using funds from a Federal grant  
18               for acquiring land issued prior to January  
19               1, 1989;

20               “(ii) to airport property that has been  
21               continuously leased or licensed through a  
22               written agreement with a governmental en-  
23               tity or non-profit entity for recreational or  
24               public park uses since July 1, 2003;





1                   “(II) transfer title to the prop-  
2                   erty to a local government entity sub-  
3                   ject to a permanent deed restriction  
4                   ensuring compatible airport use under  
5                   regulations issued pursuant to section  
6                   47502.

7                   “(3) REVENUE FROM CERTAIN SALES OF AIR-  
8                   PORT PROPERTY.—Notwithstanding any other provi-  
9                   sion of law, an airport sponsor leasing or selling a  
10                  portion of airport property as described in para-  
11                  graph (2)(B)(vi) may—

12                  “(A) lease or sell such portion of airport  
13                  property for less than fair market value; and

14                  “(B) subject to the requirements of sub-  
15                  section (b), retain the revenue from the lease or  
16                  sale of such portion of airport property for use  
17                  in accordance with section 47133.

18                  “(4) SECRETARY REVIEW AND APPROVAL.—  
19                  Notwithstanding any other provision of law, and  
20                  subject to the sponsor providing a written statement  
21                  certifying such sponsor meets the requirements  
22                  under this subsection, no actions permitted under  
23                  this subsection shall require the review or approval  
24                  of the Secretary of Transportation.

1           “(5) STATUTORY CONSTRUCTION.—Nothing in  
2 this subsection may be construed as permitting a di-  
3 version of airport revenue for the capital or oper-  
4 ating costs associated with the community use of  
5 airport land.

6           “(6) AERONAUTICAL USE; AERONAUTICAL PUR-  
7 POSE DEFINED.—In this subsection, the terms ‘aero-  
8 nautical use’ and ‘aeronautical purpose’—

9           “(A) mean all activities that involve or are  
10 directly related to the operation of aircraft, in-  
11 cluding activities that make the operation of  
12 aircraft possible and safe;

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

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

22 **SEC. 707. PRICE ADJUSTMENT PROVISIONS.**

23           Section 47108 of title 49, United States Code, is  
24 amended—



1 “(3) PRICE ADJUSTMENT PROVISIONS.—

2 “(A) IN GENERAL.—The Secretary may in-  
3 corporate a provision in a project grant agree-  
4 ment under which the Secretary agrees to pay  
5 more than the maximum amount otherwise  
6 specified in the agreement if the Secretary finds  
7 that commodity or labor prices have increased  
8 since the agreement was made.

9 “(B) DECREASE IN COSTS.—A provision  
10 incorporated in a project grant agreement  
11 under this paragraph shall ensure that the Sec-  
12 retary realizes any financial benefit associated  
13 with a decrease in material or labor costs for  
14 the project.”;

15 (3) by striking subsection (c); and

16 (4) by redesignating subsections (d) and (e) as  
17 subsections (c) and (d), respectively.

18 **SEC. 708. UPDATING UNITED STATES GOVERNMENT’S**

19 **SHARE OF PROJECT COSTS.**

20 Section 47109 of title 49, United States Code, is  
21 amended by adding at the end the following:

22 “(h) SPECIAL RULE FOR FISCAL YEARS 2025 AND  
23 2026.—Notwithstanding subsection (a), the Government’s  
24 share of allowable project costs for a grant made to a

1 nonhub or nonprimary airport in each of fiscal years 2025  
2 and 2026 shall be 95 percent.”.

3 **SEC. 709. ALLOWABLE PROJECT COSTS AND LETTERS OF**  
4 **INTENT.**

5 Section 47110 of title 49, United States Code, is  
6 amended—

7 (1) in subsection (c)—

8 (A) in the matter preceding paragraph (1)  
9 by striking “after May 13, 1946, and”; and

10 (B) in paragraph (1)—

11 (i) by inserting “or preparing for”  
12 after “formulating”; and

13 (ii) by inserting “utility relocation,  
14 work site preparation,” before “and admin-  
15 istration”;

16 (2) in subsection (d)(1) by striking “section  
17 47114(c)(1) or 47114(d)” and inserting “section  
18 47114 or distributed from the small airport fund  
19 under section 47116”;

20 (3) in subsection (e)(2)(C) by striking “com-  
21 mercial service airport having at least 0.25 percent  
22 of the boardings each year at all such airports” and  
23 inserting “medium hub airport or large hub air-  
24 port”;

1           (4) in subsection (h) by striking “section  
2           47114(d)(3)(A)” and inserting “section  
3           47114(e)(1)(D) or section 47114(d)(2)(A)”; and  
4           (5) by striking subsection (i).

5 **SEC. 710. SMALL AIRPORT LETTERS OF INTENT.**

6           (a) IN GENERAL.—Section 47110 of title 49, United  
7 States Code, is further amended by adding at the end the  
8 following:

9           “(i) SMALL AIRPORT LETTERS OF INTENT.—

10           “(1) IN GENERAL.—The Secretary may issue a  
11 letter of intent to a sponsor stating an intention to  
12 obligate an amount from future budget authority for  
13 an airport development project (including costs of  
14 formulating the project) at a nonhub airport or an  
15 airport that is not a primary airport.

16           “(2) CONTENTS.—In the letter issued under  
17 paragraph (1), the Secretary shall establish a sched-  
18 ule under which the Secretary will reimburse the  
19 sponsor for the Government’s share of allowable  
20 project costs, as amounts become available, if the  
21 sponsor, after the Secretary issues the letter, carries  
22 out the project without receiving amounts under this  
23 subchapter.

1           “(3) LIMITATIONS.—The amount the Secretary  
2 intends to obligate in a letter of intent issued under  
3 this subsection shall not exceed the larger of—

4                   “(A) the Government’s share of allowable  
5 project costs; or

6                   “(B) \$10,000,000.

7           “(4) FINANCING.—Allowable project costs  
8 under paragraphs (1) and (2) may include costs as-  
9 sociated with making payments for debt service on  
10 indebtedness incurred to carry out the project.

11           “(5) REQUIREMENTS.—The Secretary shall  
12 issue a letter of intent under paragraph (1) only if—

13                   “(A) the sponsor notifies the Secretary, be-  
14 fore the project begins, of the intent of the  
15 sponsor to carry out the project and requests a  
16 letter of intent; and

17                   “(B) the sponsor agrees to comply with all  
18 statutory and administrative requirements that  
19 would apply to the project if it were carried out  
20 with amounts made available under this sub-  
21 chapter.

22           “(6) ASSESSMENT.—In reviewing a request for  
23 a letter of intent under this subsection, the Sec-  
24 retary shall consider the grant history of an airport,  
25 the enplanements or operations of an airport, and

1       such other factors as the Secretary determines ap-  
2       propriate.

3               “(7) PRIORITIZATION.—In issuing letters of in-  
4       tent under this subsection, the Secretary shall—

5               “(A) prioritize projects that—

6                       “(i) cannot reasonably be funded by  
7                       an airport sponsor using funds apportioned  
8                       under section 47114(c), 47114(d)(2)(A),  
9                       or 47114(d)(6), including funds appor-  
10                      tioned under such sections in multiple fis-  
11                      cal years pursuant to section 47117(b)(1);  
12                      and

13                      “(ii) are necessary to the continued  
14                      safe operation or development of an air-  
15                      port; and

16               “(B) structure the reimbursement sched-  
17       ules under such letters in a manner that mini-  
18       mizes unnecessary or undesirable project seg-  
19       mentation.

20               “(8) NO OBLIGATION OR COMMITMENT.—

21                      “(A) IN GENERAL.—A letter of intent  
22       issued under this subsection is not an obligation  
23       of the Government under section 1501 of title  
24       31, and the letter is not deemed to be an ad-  
25       ministrative commitment for financing.



1                   “(B) OBLIGATION OR COMMITMENT.—An  
2                   obligation or administrative commitment may  
3                   be made only as amounts are provided in au-  
4                   thorization and appropriation Acts.

5                   “(9) LIMITATION ON STATUTORY CONSTRUC-  
6                   TION.—Nothing in this section shall be construed to  
7                   prohibit the obligation of amounts pursuant to a let-  
8                   ter of intent under this subsection in the same fiscal  
9                   year as the letter of intent is issued.”.

10                  (b) CONFORMING AMENDMENTS.—

11                   (1) LETTERS OF INTENT.—Section 47110(e)(7)  
12                   of title 49, United States Code, is amended by strik-  
13                   ing “under this section” and inserting “under this  
14                   subsection”.

15                   (2) PRIORITY FOR LETTERS OF INTENT.—Sec-  
16                   tion 47115(h) of title 49, United States Code, is  
17                   amended by inserting “prior to fulfilling intentions  
18                   to obligate under section 47110(i)” after “section  
19                   47110(e)”.

1 **SEC. 711. PROHIBITION ON PROVISION OF AIRPORT IM-**  
2 **PROVEMENT GRANT FUNDS TO CERTAIN EN-**  
3 **TITIES THAT HAVE VIOLATED INTELLECTUAL**  
4 **PROPERTY RIGHTS OF UNITED STATES ENTI-**  
5 **TIES.**

6 (a) IN GENERAL.—Beginning on the date that is 30  
7 days after the date of enactment of this Act, amounts pro-  
8 vided as project grants under subchapter I of chapter 471  
9 of title 49, United States Code, may not be used to enter  
10 into a covered contract with any entity on the list required  
11 under subsection (b).

12 (b) LIST REQUIRED.—

13 (1) IN GENERAL.—Not later than 30 days after  
14 the date of enactment of this Act, and thereafter as  
15 required under paragraph (2), the United States  
16 Trade Representative, the Attorney General, and the  
17 Administrator shall make available to the Adminis-  
18 trator a publicly-available list of entities manufac-  
19 turing airport passenger boarding infrastructure or  
20 equipment that—

21 (A) are owned, directed by, or subsidized  
22 in whole or in part by the People’s Republic of  
23 China;

24 (B) have been determined by a Federal  
25 court to have misappropriated intellectual prop-  
26 erty or trade secrets from an entity organized

1 under the laws of the United States or any ju-  
2 risdiction within the United States;

3 (C) own or control, are owned or controlled  
4 by, are under common ownership or control  
5 with, or are successors to an entity described in  
6 subparagraph (A); or

7 (D) have entered into an agreement with  
8 or accepted funding from, whether in the form  
9 of minority investment interest or debt, have  
10 entered into a partnership with, or have entered  
11 into another contractual or other written ar-  
12 rangement with an entity described in subpara-  
13 graph (A).

14 (2) UPDATES TO LIST.—The United States  
15 Trade Representative shall update the list required  
16 under paragraph (1), based on information provided  
17 by the Attorney General and the Administrator—

18 (A) not less frequently than every 90 days  
19 during the 180-day period following the initial  
20 publication of the list under paragraph (1); and

21 (B) not less frequently than annually  
22 thereafter.

23 (c) DEFINITIONS.—In this section:

24 (1) IN GENERAL.—The definitions in section  
25 47102 of title 49, United States Code, shall apply.

1           (2) COVERED CONTRACT.—The term “covered  
2           contract” means a contract or other agreement for  
3           the procurement of infrastructure or equipment for  
4           a passenger boarding bridge at an airport.

5 **SEC. 712. APPORTIONMENTS.**

6           (a) PRIMARY, COMMERCIAL SERVICE, AND CARGO  
7 AIRPORTS.—

8           (1) PRIMARY AND COMMERCIAL SERVICE AIR-  
9           PORTS.—Section 47114(c)(1) of title 49, United  
10          States Code, is amended to read as follows:

11          “(1) PRIMARY AND COMMERCIAL SERVICE AIR-  
12          PORTS.—

13                 “(A) PRIMARY AIRPORT APPORTION-  
14                 MENT.—The Secretary shall apportion to the  
15                 sponsor of each primary airport for each fiscal  
16                 year an amount equal to—

17                         “(i) \$15.60 for each of the first  
18                         50,000 passenger boardings at the airport  
19                         during the prior calendar year;

20                         “(ii) \$10.40 for each of the next  
21                         50,000 passenger boardings at the airport  
22                         during the prior calendar year;

23                         “(iii) \$5.20 for each of the next  
24                         400,000 passenger boardings at the airport  
25                         during the prior calendar year;



1 port during the prior calendar year;  
2 and

3 “(II) \$153.33 for each of the  
4 next 7,499 passenger boardings at the  
5 airport during the prior calendar year.

6 “(ii) APPLICABILITY.—Paragraphs (4)  
7 and (5) of subsection (d) shall apply to  
8 funds apportioned under this subpara-  
9 graph.

10 “(E) PUBLIC AIRPORTS WITH MILITARY  
11 USE.—Notwithstanding any other provision of  
12 law, a public airport shall be considered a pri-  
13 mary airport in each of fiscal years 2025  
14 through 2028 for purposes of this chapter if  
15 such airport was—

16 “(i) designated as a primary airport  
17 in fiscal year 2017; and

18 “(ii) in use by an air reserve station  
19 in the calendar year used to calculate ap-  
20 portionments to airport sponsors in a fiscal  
21 year.

22 “(F) SPECIAL RULE FOR FISCAL YEAR  
23 2024.—Notwithstanding any other provision of  
24 this paragraph or the absence of scheduled pas-  
25 senger service at an airport, the Secretary shall

1           apportion in fiscal year 2024 to the sponsor of  
2           an airport an amount based on the number of  
3           passenger boardings at the airport during  
4           whichever of the following years that would re-  
5           sult in the highest apportioned amount under  
6           this paragraph:

7                     “(i) Calendar year 2018.

8                     “(ii) Calendar year 2019.

9                     “(iii) The prior full calendar year  
10                    prior to fiscal year 2024.”.

11           (2) CARGO AIRPORTS.—Section 47114(e)(2) of  
12           title 49, United States Code, is amended—

13                    (A) in subparagraph (A)—

14                           (i) by striking “3.5” and inserting  
15                           “4”; and

16                           (ii) by striking “100,000,000 pounds”  
17                           and inserting “25,000,000 pounds”;

18                    (B) by striking subparagraph (C); and

19                    (C) by redesignating subparagraphs (D)  
20                    and (E) as subparagraphs (C) and (D), respec-  
21                    tively.

22           (b) GENERAL AVIATION AIRPORTS.—Section  
23           47114(d) of title 49, United States Code, is amended—

24                    (1) in paragraph (3)—

1 (A) in the heading by striking “SPECIAL  
2 RULE” and inserting “APPORTIONMENT”;

3 (B) by striking “excluding primary air-  
4 ports but including reliever and nonprimary  
5 commercial service airports” each place it ap-  
6 pears and inserting “excluding commercial serv-  
7 ice airports but including reliever airports”;

8 (C) in the matter preceding subparagraph  
9 (A) by striking “20 percent” and inserting “25  
10 percent”; and

11 (D) by striking subparagraphs (C) and (D)  
12 and inserting the following:

13 “(C) An airport that has previously been  
14 listed as unclassified under the national plan of  
15 integrated airport systems that has reestab-  
16 lished the classified status of such airport as of  
17 the date of apportionment shall be eligible to  
18 accrue apportionment funds pursuant to sub-  
19 paragraph (A) so long as such airport retains  
20 such classified status.”;

21 (2) in paragraph (4)—

22 (A) in the heading by striking “AIRPORTS  
23 IN ALASKA, PUERTO RICO, AND HAWAII” and in-  
24 serting “AIRPORTS IN NONCONTIGUOUS  
25 STATES AND TERRITORIES”;



1 (B) by striking “An amount apportioned  
2 under paragraph (2) or (3)” and inserting the  
3 following:

4 “(A) ALASKA, PUERTO RICO, AND HA-  
5 WAI.—An amount apportioned under this sub-  
6 section”; and

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

8 “(B) OTHER TERRITORIES.—An amount  
9 apportioned under paragraph (2)(B)(i) may be  
10 made available by the Secretary for any public-  
11 use airport in Guam, American Samoa, the  
12 Northern Mariana Islands, or the Virgin Is-  
13 lands if the Secretary determines that there are  
14 insufficient qualified grant applications for  
15 projects at airports that are otherwise eligible  
16 for funding under that paragraph. The Sec-  
17 retary shall prioritize the use of such amounts  
18 in the territory the amount was originally ap-  
19 portioned in.”;

20 (3) in paragraph (5) by inserting “or subsection  
21 (c)(1)(D)” after “under this subsection”;

22 (4) in paragraph (6)—

23 (A) by striking “provision of this sub-  
24 section” and inserting “provision of this sec-  
25 tion”; and

1 (B) by inserting “or subsection (c)(1)(D)”  
2 after “under this subsection”;  
3 (5) by striking paragraph (2); and  
4 (6) by redesignating paragraphs (3) through  
5 (7) as paragraphs (2) through (6), respectively.

6 (c) CONFORMING AMENDMENTS.—

7 (1) PROJECT GRANT APPLICATION AP-  
8 PROVAL.—Section 47106(a)(7) of title 49, United  
9 States Code, is amended by striking “section  
10 47114(d)(3)(B)” and inserting “section  
11 47114(d)(2)(B)”.

12 (2) AIR TRAFFIC CONTROL CONTRACT PRO-  
13 GRAM.—Section 47124(b)(4) of title 49, United  
14 States Code, is further amended—

15 (A) in subparagraph (A)(ii)—

16 (i) in subclause (I) by striking “sec-  
17 tions 47114(c)(2) and 47114(d)” and in-  
18 serting “subsections (c) and (d) of section  
19 47114”;

20 (ii) in subclause (II) by striking “sec-  
21 tions 47114(c)(2) and 47114(d)(3)(A)”  
22 and inserting “sections 47114(c) and  
23 47114(d)(2)(A)”;

24 (iii) in subclause (III) by striking  
25 “sections 47114(c)(2) and

1                   47114(d)(3)(A)” and inserting “sections  
2                   47114(c) and 47114(d)(2)(A)”;

3                   (B) in subparagraph (B)(v) by striking  
4                   “section 47114(d)(2) or 47114(d)(3)(B)” and  
5                   inserting “section 47114(d)(2)(B)”.

6 **SEC. 713. PFC TURNBACK REDUCTION.**

7           (a) IN GENERAL.—Section 47114(f) of title 49,  
8 United States Code, is amended—

9                   (1) in paragraph (1)—

10                         (A) by striking “sponsor of an airport hav-  
11                         ing at least .25 percent of the total number of  
12                         boardings each year in the United States and”  
13                         and inserting “sponsor of a medium or large  
14                         hub airport”;

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

18                         (C) in subparagraph (B) by striking “75  
19                         percent” and inserting “60 percent” each place  
20                         it appears; and

21                   (2) by striking paragraphs (2) and (3) and in-  
22                   serting the following:

23                         “(2) EFFECTIVE DATE OF REDUCTION.—

24                                 “(A) NEW CHARGE COLLECTION.—A re-  
25                                 duction in an apportionment under paragraph

1 (1) shall not take effect until the first fiscal  
2 year following the year in which the collection  
3 of the charge imposed under section 40117 has  
4 begun.

5 “(B) NEW CATEGORIZATION.—A reduction  
6 in an apportionment under paragraph (1) shall  
7 only be applied to an airport if such airport has  
8 been designated as a medium or large hub air-  
9 port for 3 consecutive years.”.

10 (b) APPLICABILITY.—For an airport that increased  
11 in categorization from a small hub to a medium hub in  
12 any fiscal year beginning after the date of enactment of  
13 the FAA Reauthorization Act of 2018 (Public Law 115–  
14 254) and prior to the date of enactment of this Act, the  
15 amendment to section 47114(f)(2) of title 49, United  
16 States Code, under subsection (a) shall be applied as  
17 though the airport increased in categorization from a  
18 small hub to a medium hub in the calendar year prior to  
19 the first fiscal year in which such amendment is applica-  
20 ble.

21 **SEC. 714. AIRPORT SAFETY AND RESILIENT INFRASTRUC-**  
22 **TURE DISCRETIONARY PROGRAM.**

23 (a) IN GENERAL.—Section 47115(j) of title 49,  
24 United States Code, is amended—



1           (3) in paragraph (4)(A) by striking clauses (i)  
2 through (vi) and inserting the following:

3                   “(i) \$532,392,074 for fiscal year  
4                   2024.

5                   “(ii) \$200,000,000 for fiscal year  
6                   2025.

7                   “(iii) \$200,000,000 for fiscal year  
8                   2026.

9                   “(iv) \$200,000,000 for fiscal year  
10                  2027.

11                  “(v) \$200,000,000 for fiscal year  
12                  2028.”; and

13           (4) in paragraph (4)(B) by striking “2 fiscal  
14 years” and inserting “3 fiscal years”.

15           (b) BRIEFING.—

16                   (1) IN GENERAL.—Not later than 6 months  
17 after the Secretary first awards a grant for fiscal  
18 year 2025 under section 47115(j) of title 49, United  
19 States Code, and annually thereafter through 2028,  
20 the Secretary shall brief the appropriate committees  
21 of Congress on the grant program established under  
22 such section.

23                   (2) CONTENTS.—In briefing the appropriate  
24 committees of Congress under paragraph (1), the  
25 Secretary shall include—

1 (A) a description of each project funded  
2 under the grant program established under sec-  
3 tion 47115(j), including the vulnerabilities such  
4 program addresses;

5 (B) a description of projects completed  
6 that received funding under such program, in-  
7 cluding the total time between award and  
8 project completion;

9 (C) a description of the consultation with  
10 other agencies that the Secretary has under-  
11 taken in carrying out such program;

12 (D) recommendations to improve the ad-  
13 ministration of such program, including addi-  
14 tional consultation with other agencies and  
15 whether additional appropriation levels are ap-  
16 propriate; and

17 (E) other items determined appropriate by  
18 the Secretary.

19 **SEC. 715. SPECIAL CARRYOVER ASSUMPTION RULE.**

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

22 “(1) SPECIAL CARRYOVER ASSUMPTION RULE.—Not-  
23 withstanding any other provision of law, in addition to  
24 amounts made available under paragraphs (1) and (2) of  
25 subsection (a), the Secretary may add to the discretionary

1 fund an amount equal to one-third of the apportionment  
2 funds made available under section 47114 that were not  
3 required during the previous fiscal year pursuant to sec-  
4 tion 47117(b)(1) out of the anticipated amount of appor-  
5 tionment funds made available under section 47114 that  
6 will not be required during the current fiscal year pursu-  
7 ant to section 47117(b)(1).”.

8 **SEC. 716. SMALL AIRPORT FUND.**

9 Section 47116 of title 49, United States Code, is  
10 amended—

11 (1) in subsection (b) by striking paragraphs (1)  
12 and (2) and inserting the following:

13 “(1) Not more than 25 percent for grants for  
14 projects at small hub airports.

15 “(2) Not less than 25 percent for grants to  
16 sponsors of public-use airports (except commercial  
17 service airports).

18 “(3) Not less than 50 percent for grants to  
19 sponsors of commercial service airports that are not  
20 larger than a nonhub airport.”;

21 (2) in subsection (d)—

22 (A) by striking paragraph (2); and

23 (B) by redesignating paragraph (3) as  
24 paragraph (2); and



1           (3) by striking subsections (e) and (f) and in-  
2           serting the following:

3           “(e) GENERAL AVIATION TRANSIENT APRONS.—In  
4           distributing amounts from the fund described in sub-  
5           section (a) to sponsors described in subsection (b)(2) and  
6           (b)(3), 5 percent of each amount shall be used for projects  
7           to construct or rehabilitate aprons intended to be used for  
8           itinerant general aviation aircraft parking.”.

9           **SEC. 717. REVISION OF DISCRETIONARY CATEGORIES.**

10          Section 47117 of title 49, United States Code, is  
11          amended—

12               (1) in subsection (b)(2)—

13                     (A) in subparagraph (A)(i) by striking “or  
14                     (3)(A), whichever is applicable”; and

15                     (B) in subparagraph (B)—

16                             (i) by striking “section  
17                             47114(d)(3)(A)” and inserting “section  
18                             47114(d)(2)(A)”; and

19                             (ii) by striking “section  
20                             47114(d)(3)(B)” and inserting “section  
21                             47114(d)(2)(B)”; and

22               (2) in subsection (c)(2) by striking  
23               “47114(d)(3)(A)” and inserting “47114(d)(2)(A)”; and

24               (3) in subsection (d)—

1 (A) in paragraph (1) by striking “section  
2 47114(d)(2)(A) of this title” and inserting  
3 “section 47114(d)(2)(B)(i)”; and  
4 (B) in paragraph (2)—  
5 (i) by striking “section  
6 47114(d)(2)(B) or (C)” and inserting  
7 “section 47114(d)(2)(B)(ii) or (iii)” in  
8 each place it appears; and  
9 (ii) by striking “of this title”; and  
10 (4) in subsection (e)—  
11 (A) in paragraph (1)—  
12 (i) in subparagraph (A)—  
13 (I) by striking “\$300,000,000”  
14 and inserting “\$200,000,000”;  
15 (II) by striking “for compatible  
16 land use planning and projects carried  
17 out by State and local governments  
18 under section 47141,”;  
19 (III) by striking “section  
20 47102(3)(Q)” and inserting “subpara-  
21 graphs (O), (P), (Q), and (W) of sec-  
22 tion 47102(3)”;  
23 (IV) by striking “to comply with  
24 the Clean Air Act (42 U.S.C. 7401 et  
25 seq.)”; and

1 (V) by inserting “The Secretary  
2 shall provide not less than two-thirds  
3 of amounts under this subparagraph  
4 and paragraph (3) for grants to spon-  
5 sors of small hub, medium hub, and  
6 large hub airports.” after “being met  
7 in that fiscal year.”; and

8 (ii) by striking subparagraph (C); and  
9 (B) by striking paragraph (3) and insert-  
10 ing the following:

11 “(3) SPECIAL RULE.—Beginning in fiscal year  
12 2026, if the amount made available under paragraph  
13 (1)(A) was not equal to or greater than  
14 \$150,000,000 in the preceding fiscal year, the Sec-  
15 retary shall issue grants for projects eligible under  
16 paragraph (1)(A) from apportionment funds made  
17 available under section 47114 that are not required  
18 during the fiscal year pursuant to subsection (b)(1)  
19 in an amount that is not less than—

20 “(A) \$150,000,000; minus

21 “(B) the amount made available under  
22 paragraph (1)(A) in the preceding fiscal year.”.

1 **SEC. 718. DISCRETIONARY FUND FOR TERMINAL DEVELOP-**  
2 **MENT COSTS.**

3 (a) **TERMINAL PROJECTS AT TRANSITIONING AIR-**  
4 **PORTS.**—Section 47119(c) of title 49, United States Code,  
5 is amended—

6 (1) in paragraph (4) by striking “or” after the  
7 semicolon;

8 (2) in paragraph (5)—

9 (A) by striking “section 47114(d)(3)(A)”  
10 and inserting “sections 47114(c) and  
11 47114(d)(2)(A)”;

12 (B) by striking the period at the end and  
13 inserting “; or”;

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

15 “(6) not more than \$20,000,000 of the amount  
16 that may be distributed for the fiscal year from the  
17 discretionary fund established under section 47115,  
18 to the sponsor of a nonprimary airport to pay costs  
19 allowable under subsection (a) for terminal develop-  
20 ment projects, if the Secretary determines (which  
21 may be based on actual and projected enplanement  
22 trends, as well as completion of an air service devel-  
23 opment study, demonstrated commitment by airlines  
24 to provide commercial service accommodating at  
25 least 10,000 annual enplanements, the documented  
26 commitment of a sponsor to providing the remaining

1 funding to complete the proposed project, and a fa-  
2 vorable environmental finding (including all required  
3 permits) in support of the proposed project) that the  
4 status of the nonprimary airport is reasonably ex-  
5 pected to change to primary status based on  
6 enplanements for the third calendar year after the  
7 issuance of the discretionary grant.”.

8 (b) LIMITATION.—Section 47119(f) of title 49,  
9 United States Code, is amended by striking  
10 “\$20,000,000” and inserting “\$30,000,000”.

11 **SEC. 719. PROTECTING GENERAL AVIATION AIRPORTS**  
12 **FROM CLOSURE.**

13 (a) NON-SURPLUS PROPERTY.—Section 47125 of  
14 title 49, United States Code, is amended by adding at the  
15 end the following:

16 “(c) WAIVING RESTRICTIONS.—

17 “(1) IN GENERAL.—Subject to paragraph (2),  
18 the Secretary may grant to an airport, city, or coun-  
19 ty a waiver of any of the terms, conditions, reserva-  
20 tions, or restrictions contained in a deed under  
21 which the United States conveyed to the airport,  
22 city, or county an interest in real property for air-  
23 port purposes pursuant to section 16 of the Federal  
24 Airport Act (60 Stat. 179), section 23 of the Airport

1 and Airway Development Act of 1970 (84 Stat.  
2 232), or this section.

3 “(2) CONDITIONS.—Any waiver granted by the  
4 Secretary pursuant to paragraph (1) shall be subject  
5 to the following conditions:

6 “(A) The applicable airport, city, county,  
7 or other political subdivision shall agree that in  
8 conveying any interest in the real property  
9 which the United States conveyed to the air-  
10 port, city, or county, the airport, city, or county  
11 will receive consideration for such interest that  
12 is equal to its current fair market value.

13 “(B) Any consideration received by the air-  
14 port, city, or county under subparagraph (A)  
15 shall be used exclusively for the development,  
16 improvement, operation, or maintenance of a  
17 public airport by the airport, city, or county.

18 “(C) Such waiver—

19 “(i) will not significantly impair the  
20 aeronautical purpose of an airport;

21 “(ii) will not result in the permanent  
22 closure of an airport (unless the Secretary  
23 determines that the waiver will directly fa-  
24 cilitate the construction of a replacement  
25 airport); or

1                   “(iii) is necessary to protect or ad-  
2                   vance the civil aviation interests of the  
3                   United States.

4                   “(D) Any other conditions required by the  
5                   Secretary.

6                   “(3) ANNUAL REPORTING.—The Secretary shall  
7                   include a list and description of each waiver granted  
8                   pursuant to paragraph (1) in the plan required  
9                   under section 47103.”.

10                  (b) SURPLUS PROPERTY.—

11                  (1) IN GENERAL.—Section 47151 of title 49,  
12                  United States Code, is amended by striking sub-  
13                  section (d) and inserting the following:

14                  “(d) WAIVER OF CONDITION.—The Secretary may  
15                  not waive any condition imposed on an interest in surplus  
16                  property conveyed under subsection (a) that such interest  
17                  be used for an aeronautical purpose unless the Secretary  
18                  provides public notice not less than 30 days before the  
19                  issuance of such waiver and determines that such waiver—

20                         “(1) will not significantly impair the aero-  
21                         nautical purpose of an airport;

22                         “(2) will not result in the permanent closure of  
23                         an airport (unless the Secretary determines that the  
24                         waiver will directly facilitate the construction of a  
25                         replacement airport); or

1           “(3) is necessary to protect or advance the civil  
2 aviation interests of the United States.”.

3           (2) WAIVING AND ADDING TERMS.—Section  
4 47153 of title 49, United States Code, is amended  
5 by striking subsection (c) and inserting the fol-  
6 lowing:

7           “(c) RESTRICTIONS ON WAIVER.—Notwithstanding  
8 subsections (a) and (b), the Secretary may not waive any  
9 term under this section that an interest in land be used  
10 for an aeronautical purpose unless—

11           “(1) the Secretary provides public notice not  
12 less than 30 days before the issuance of a waiver;  
13 and

14           “(2) the Secretary determines that such waiv-  
15 er—

16           “(A) will not significantly impair the aero-  
17 nautical purpose of an airport;

18           “(B) will not result in the permanent clo-  
19 sure of an airport (unless the Secretary deter-  
20 mines that the waiver will directly facilitate the  
21 construction of a replacement airport); or

22           “(C) is necessary to protect or advance the  
23 civil aviation interests of the United States.”.

24           (c) REPEALS.—



1           (1) AIRPORTS NEAR CLOSED OR REALIGNED  
2 BASES.—Section 1203 of the Federal Aviation Reau-  
3 thorization Act of 1996 (49 U.S.C. 47101 note), and  
4 the item relating to such section in the table of con-  
5 tents under section 1(b) of such Act, are repealed.

6           (2) RELEASE FROM RESTRICTIONS.—Section  
7 817 of the FAA Modernization and Reform Act of  
8 2012 (49 U.S.C. 47125 note), and the item relating  
9 to such section in the table of contents under section  
10 1(b) of such Act, are repealed.

11 **SEC. 720. STATE BLOCK GRANT PROGRAM.**

12       (a) TRAINING.—Section 47128 of title 49, United  
13 States Code, is amended by adding at the end the fol-  
14 lowing:

15       “(e) TRAINING FOR PARTICIPATING STATES.—

16           “(1) IN GENERAL.—The Secretary shall provide  
17 to each State participating in the block grant pro-  
18 gram under this section training or updated training  
19 materials for the administrative responsibilities as-  
20 sumed by the State under such program at no cost  
21 to the State.

22           “(2) TIMING.—The training or updated train-  
23 ing materials provided under paragraph (1) shall be  
24 provided at least once during each 2-year period and

1 at any time there is a material change in the pro-  
2 gram.”.

3 (b) ADMINISTRATION.—Section 47128 of title 49,  
4 United States Code, is further amended by adding at the  
5 end the following:

6 “(f) ROLES AND RESPONSIBILITIES OF PARTICI-  
7 PATING STATES.—

8 “(1) AIRPORTS.—Unless a State participating  
9 in the block grant program under this section ex-  
10 pressly agrees in a memorandum of agreement, the  
11 Secretary shall not require the State to manage  
12 functions and responsibilities for airport actions or  
13 projects that do not relate to such program.

14 “(2) PROGRAM DOCUMENTATION.—

15 “(A) IN GENERAL.—Any grant agreement  
16 providing funds to be administered under such  
17 program shall be consistent with the most re-  
18 cently executed memorandum of agreement be-  
19 tween the State and the Federal Aviation Ad-  
20 ministration.

21 “(B) PARITY.—The Administrator of the  
22 Federal Aviation Administration shall provide  
23 parity to participating States and shall only re-  
24 quire the same type of information and level of  
25 detail for any program agreements and docu-

1           mentation that the Administrator would per-  
2           form with respect to such action if the State did  
3           not participate in the program.

4           “(3) RESPONSIBILITIES.—Unless the State ex-  
5           pressly agrees to retain responsibility, the Adminis-  
6           trator shall retain responsibility for the following:

7                   “(A) Grant compliance investigations, de-  
8                   terminations, and enforcement.

9                   “(B) Obstruction evaluation and airport  
10                  airspace analysis, determinations, and enforce-  
11                  ment off airport property.

12                  “(C) Non-rulemaking analysis, determina-  
13                  tions, and enforcement for proposed improve-  
14                  ments on airport properties not associated with  
15                  this subchapter, or off airport property.

16                  “(D) Land use determinations, compat-  
17                  ibility planning, and airport layout plan review  
18                  and approval (consistent with section 47107(x))  
19                  for projects not funded by amounts available  
20                  under this subchapter.

21                  “(E) Nonaeronautical and special event  
22                  recommendations and approvals.

23                  “(F) Instrument approach procedure eval-  
24                  uations and determinations.

1           “(G) Environmental review for projects not  
2 funded by amounts available under this sub-  
3 chapter.

4           “(H) Review and approval of land leases,  
5 land releases, changes in on-airport land-use  
6 designation, and through-the-fence agree-  
7 ments.”.

8           (c) IIJA STATE BLOCK GRANT PROGRAM ADMINIS-  
9 TRATIVE FUNDING.—

10           (1) IN GENERAL.—Not later than 180 days  
11 after the date of enactment of this Act, the Sec-  
12 retary shall distribute administrative funding to as-  
13 sist States participating in the State block grant  
14 program under section 47128 of title 49, United  
15 States Code, with program implementation of air-  
16 port infrastructure projects under the Infrastructure  
17 Investment and Jobs Act (Public Law 117–58).

18           (2) FUNDING SOURCE.—In distributing admin-  
19 istrative funds to States under this subsection, the  
20 Secretary shall distribute such funds from the funds  
21 made available in the Infrastructure Investment and  
22 Jobs Act (Public Law 117–58) for personnel, con-  
23 tracting, and other costs to administer and oversee  
24 grants of the Airport Infrastructure Grants, Con-

1       tract Tower Competitive Grant Program, and Air-  
2       port Terminal Program.

3               (3) ADMINISTRATIVE FUNDS.—With respect to  
4       administrative funds made available for fiscal years  
5       2022 through 2026—

6               (A) the amount of administrative funds  
7       available for distribution under paragraph (2)  
8       shall be an amount equal to a percentage deter-  
9       mined by the Secretary, but not less than 2  
10      percent, of the annual allocations provided  
11      under the heading “AIRPORT INFRASTRUC-  
12      TURE GRANTS” under the heading “FED-  
13      ERAL AVIATION ADMINISTRATION” in  
14      title VIII of division J of the Infrastructure In-  
15      vestment and Jobs Act (Public Law 117–58) to  
16      non-primary airports participating in the  
17      State’s block grant program each fiscal year of  
18      the Airport Infrastructure Grant program;

19              (B) administrative funds distributed under  
20      paragraph (2) shall be used by such States to—

21              (i) administer and oversee, as outlined  
22      in a memorandum of agreement or other  
23      agreement between the FAA and the State,  
24      all airport grant program funds provided  
25      under the Infrastructure Investment and

1           Jobs Act (Public Law 117–58) to non-pri-  
2           mary airports participating in the State’s  
3           block grant program, whether through di-  
4           rect allocation or through competitive se-  
5           lection; and

6                   (ii) carry out the public purposes of  
7           supporting eligible and justified airport de-  
8           velopment and infrastructure projects as  
9           provided in the Infrastructure Investment  
10          and Jobs Act (Public Law 117–58); and

11                   (C) except as provided in paragraph (4),  
12          such administrative funds shall be distributed  
13          to such States through a cooperative agreement  
14          executed between the State and the FAA not  
15          later than December 1 of each fiscal year in  
16          which the Infrastructure Investment and Jobs  
17          Act (Public Law 117–58) provides airport grant  
18          program funds.

19                   (4) INITIAL DISTRIBUTION.—With respect to  
20          administrative funds made available for fiscal years  
21          2022 through 2024, funds available as of the date  
22          of enactment of this Act shall be distributed to  
23          States through a cooperative agreement executed be-  
24          tween the State and the FAA not later than 30 days  
25          after such date of enactment.

1 (d) REPORT.—The Comptroller General shall issue to  
2 the appropriate committees of Congress a report on the  
3 Office of Airports of the FAA and the airport improve-  
4 ment program under subchapter I of chapter 471 and  
5 chapter 475 of title 49, United States Code, and include  
6 in such report a description of—

7 (1) the responsibilities of States participating in  
8 the block grant program under section 47128 of title  
9 49, United States Code; and

10 (2) the impact of title VIII of division J of the  
11 Infrastructure Investment and Jobs Act (Public Law  
12 117–58) and other Federal administrative funding  
13 sources on the ability of such States to disburse and  
14 administer airport improvement program funds.

15 **SEC. 721. INNOVATIVE FINANCING TECHNIQUES.**

16 Section 47135 of title 49, United States Code, is  
17 amended—

18 (1) by striking subsections (a) and (b) and in-  
19 serting the following:

20 “(a) AUTHORITY.—

21 “(1) IN GENERAL.—The Secretary of Transpor-  
22 tation may approve an application by an airport  
23 sponsor to use grants received under this subchapter  
24 for innovative financing techniques related to an air-

1 port development project that is located at an air-  
2 port that is not a large hub airport.

3 “(2) APPROVAL.—The Secretary may approve  
4 not more than 30 applications described under para-  
5 graph (1) in a fiscal year.

6 “(b) PURPOSES.—The purpose of grants made under  
7 this section shall be to—

8 “(1) provide information on the benefits and  
9 difficulties of using innovative financing techniques  
10 for airport development projects;

11 “(2) lower the total cost of an airport develop-  
12 ment project; or

13 “(3) expedite the delivery or completion of an  
14 airport development project without reducing safety  
15 or causing environmental harm.”; and

16 (2) in subsection (c)(2)—

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

19 (B) in subparagraph (D) by striking the  
20 period at the end and inserting “; and”; and

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

22 “(E) any other techniques that the Sec-  
23 retary determines are consistent with the pur-  
24 poses of this section.”.



1 **SEC. 722. LONG-TERM MANAGEMENT PLANS.**

2 Section 47136(c) of title 49, United States Code is  
3 amended—

4 (1) by striking “applicants that will” and in-  
5 serting the following: “applicants that—

6 “(1) will”;

7 (2) by striking the period at the end and insert-  
8 ing “; and”; and

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

10 “(2) provide a long-term management plan for  
11 eligible vehicles and equipment that includes the ex-  
12 isting and future infrastructure requirements of the  
13 airport related to such vehicles and equipment.”.

14 **SEC. 723. ALTERNATIVE PROJECT DELIVERY.**

15 (a) IN GENERAL.—Section 47142 of title 49, United  
16 States Code, is amended—

17 (1) in the section heading by striking “**De-**  
18 **sign-build contracting**” and inserting “**Alter-**  
19 **native project delivery**”;

20 (2) in subsection (a)—

21 (A) in the matter preceding paragraph

22 (1)—

23 (i) by striking “Administrator of the  
24 Federal Aviation Administration” and in-  
25 serting “Secretary of Transportation”; and

1 (ii) by striking “award a design-build”  
2 and inserting “award a covered project de-  
3 livery”;

4 (B) in paragraph (2) by striking “design-  
5 build” and inserting “covered project delivery”;  
6 and

7 (C) in paragraph (4) by striking “design-  
8 build contract will” and inserting “covered  
9 project delivery contract is projected to”; and  
10 (3) by striking subsection (c) and inserting the  
11 following:

12 “(c) PILOT PROGRAM.—

13 “(1) PILOT PROGRAM.—Not later than 270  
14 days after the date of enactment of this section, the  
15 Secretary shall establish a pilot program under  
16 which the Administrator may award grants for inte-  
17 grated project delivery contracts, as described in  
18 subsection (d)(2), to carry out up to 5 building con-  
19 struction projects at airports in the United States  
20 with a grant awarded under section 47104.

21 “(2) APPLICATION.—

22 “(A) ELIGIBILITY.—A sponsor of an air-  
23 port may submit to the Secretary an applica-  
24 tion, in such time and manner and containing  
25 such information as the Secretary may require,

1 to carry out a building construction project  
2 under the pilot program that would otherwise  
3 be eligible for assistance under this chapter.

4 “(B) APPROVAL.—The Secretary may ap-  
5 prove the application of a sponsor of an airport  
6 submitted under paragraph (1) to authorize  
7 such sponsor to award an integrated project de-  
8 livery contract using a selection process per-  
9 mitted under applicable State or local law if—

10 “(i) the Secretary approves the appli-  
11 cation using criteria established by the  
12 Secretary;

13 “(ii) the integrated project delivery  
14 contract is in a form that is approved by  
15 the Secretary;

16 “(iii) the Secretary is satisfied that  
17 the contract will be executed pursuant to  
18 competitive procedures and contains a  
19 schematic design and any other material  
20 that the Secretary determines sufficient to  
21 approve the grant;

22 “(iv) the Secretary is satisfied that  
23 the use of an integrated project delivery  
24 contract will be cost effective and expedite  
25 the project;

1                   “(v) the Secretary is satisfied that  
2                   there will be no conflict of interest; and

3                   “(vi) the Secretary is satisfied that  
4                   the contract selection process will be open,  
5                   fair, and objective and that not less than  
6                   2 sets of proposals will be submitted for  
7                   each team entity under the selection pro-  
8                   cess.

9                   “(3) REIMBURSEMENT OF COSTS.—

10                   “(A) IN GENERAL.—The Secretary may re-  
11                   imburse a sponsor of an airport for any design  
12                   or construction costs incurred before a grant is  
13                   made pursuant to this section if—

14                   “(i) the project funding is approved  
15                   by the Secretary in advance;

16                   “(ii) the project is carried out in ac-  
17                   cordance with all administrative and statu-  
18                   tory requirements under this chapter; and

19                   “(iii) the project is carried out under  
20                   this chapter after a grant agreement has  
21                   been executed.

22                   “(B) ACCOUNTING.—Reimbursement of  
23                   costs shall be based on transparent cost ac-  
24                   counting or open book cost accounting.

1 “(d) COVERED PROJECT DELIVERY CONTRACT DE-  
2 FINED.—In this section, the term ‘covered project delivery  
3 contract’ means—

4 “(1) an agreement that provides for both design  
5 and construction of a project by a contractor  
6 through alternative project delivery methods, includ-  
7 ing construction manager-at-risk and progressive de-  
8 sign build; or

9 “(2) a single contract for the delivery of a  
10 whole project that—

11 “(A) includes, at a minimum, the sponsor,  
12 builder, and architect-engineer as parties that  
13 are subject to the terms of the contract;

14 “(B) aligns the interests of all the parties  
15 to the contract with respect to the project costs  
16 and project outcomes; and

17 “(C) includes processes to ensure trans-  
18 parency and collaboration among all parties to  
19 the contract relating to project costs and  
20 project outcomes.”.

21 (b) BRIEFING.—Not later than 2 years after the Sec-  
22 retary establishes the pilot program under section  
23 47142(c) of title 49, United States Code (as amended by  
24 subsection (a)), the Secretary shall brief the appropriate  
25 committees of Congress on whether integrated project de-

1 livery or other covered project delivery contracts author-  
2 ized under such section resulted in any project efficiencies.

3 (c) CLERICAL AMENDMENT.—The analysis for chap-  
4 ter 471 of title 49, United States Code, is amended by  
5 striking the item relating to section 47142 and inserting  
6 the following:

“47142. Alternative project delivery.”.

7 **SEC. 724. NONMOVEMENT AREA SURVEILLANCE SURFACE**  
8 **DISPLAY SYSTEMS PILOT PROGRAM.**

9 Section 47143(c) of title 49, United States Code, is  
10 amended by striking “May 11, 2024” and inserting “Octo-  
11 ber 1, 2028”.

12 **SEC. 725. AIRPORT ACCESSIBILITY.**

13 (a) IN GENERAL.—Subchapter I of chapter 471 of  
14 title 49, United States Code, is amended by adding at the  
15 end the following:

16 **“§ 47145. Pilot program for airport accessibility**

17 “(a) IN GENERAL.—The Secretary of Transportation  
18 shall establish and carry out a pilot program to award  
19 grants to sponsors to carry out capital projects to upgrade  
20 the accessibility of commercial service airports for individ-  
21 uals with disabilities by increasing the number of commer-  
22 cial service airports, airport terminals, or airport facilities  
23 that meet or exceed the standards and regulations under  
24 the Americans with Disabilities Act of 1990 (42 U.S.C.

1 12131 et seq.) and the Rehabilitation Act of 1973 (29  
2 U.S.C. 701 note).

3 “(b) USE OF FUNDS.—

4 “(1) IN GENERAL.—Subject to paragraph (2), a  
5 sponsor shall use a grant awarded under this sec-  
6 tion—

7 “(A) for a project to repair, improve, or re-  
8 locate the infrastructure of an airport, airport  
9 terminal, or airport facility to increase accessi-  
10 bility for individuals with disabilities, or as part  
11 of a plan to increase accessibility for individuals  
12 with disabilities;

13 “(B) to develop or modify a plan (as de-  
14 scribed in subsection (e)) for a project that in-  
15 creases accessibility for individuals with disabil-  
16 ities, including—

17 “(i) assessments of accessibility or as-  
18 sessments of planned modifications to an  
19 airport, airport terminal, or airport facility  
20 for passenger use, performed by the dis-  
21 ability advisory committee of the recipient  
22 airport (if applicable), the protection and  
23 advocacy system for individuals with dis-  
24 abilities in the applicable State, a center  
25 for independent living, or a disability orga-

1 nization, including an advocacy or non-  
2 profit organization that represents or pro-  
3 vides services to individuals with disabil-  
4 ities; or

5 “(ii) coordination by the disability ad-  
6 visory committee of the recipient airport  
7 with a protection and advocacy system,  
8 center for independent living, or such dis-  
9 ability organization; or

10 “(C) to carry out any other project that  
11 meets or exceeds the standards and regulations  
12 described in subsection (a).

13 “(2) LIMITATION.—Eligible costs for a project  
14 funded with a grant awarded under this section shall  
15 be limited to the costs associated with carrying out  
16 the purpose authorized under subsection (a).

17 “(c) ELIGIBILITY.—A sponsor may use a grant under  
18 this section to upgrade a commercial service airport that  
19 is accessible to and usable by individuals with disabil-  
20 ities—

21 “(1) consistent with the current (as of the date  
22 of the upgrade) standards and regulations described  
23 in subsection (a); and

24 “(2) even if the related service, program, or ac-  
25 tivity, when viewed in the entirety of the service, pro-



1       gram, or activity, is readily accessible and usable as  
2       so described.

3       “(d) SELECTION CRITERIA.—In making grants to  
4 sponsors under this section, the Secretary shall give pri-  
5 ority to sponsors that are proposing—

6           “(1) a capital project to upgrade the accessi-  
7 bility of a commercial service airport that is not ac-  
8 cessible to and usable by individuals with disabilities  
9 consistent with standards and regulations described  
10 in subsection (a); or

11           “(2) to meet or exceed the Airports Council  
12 International accreditation under the Accessibility  
13 Enhancement Accreditation, through the incorpora-  
14 tion of universal design principles.

15       “(e) ACCESSIBILITY COMMITMENT.—A sponsor that  
16 receives a grant under this section shall adopt a plan  
17 under which the sponsor commits to pursuing airport ac-  
18 cessibility projects that—

19           “(1) enhance the passenger experience and  
20 maximize accessibility of commercial service airports,  
21 airport terminals, or airport facilities for individuals  
22 with disabilities, including by—

23           “(A) upgrading bathrooms, counters, or  
24           pumping rooms;

1           “(B) increasing audio and visual accessi-  
2           bility on information boards, security gates, or  
3           paging systems;

4           “(C) updating airport terminals to increase  
5           the availability of accessible seating and power  
6           outlets for durable medical equipment (such as  
7           powered wheelchairs);

8           “(D) updating airport websites and other  
9           information communication technology to be ac-  
10          cessible for individuals with disabilities; or

11          “(E) increasing the number of elevators,  
12          including elevators that move power wheelchairs  
13          to an aircraft;

14          “(2) improve the operations of, provide effi-  
15          ciencies of service to, and enhance the use of com-  
16          mercial service airports for individuals with disabil-  
17          ities;

18          “(3) establish a disability advisory committee if  
19          the airport is a small, medium, or large hub airport;  
20          and

21          “(4) make improvements in personnel, infra-  
22          structure, and technology that can assist passenger  
23          self-identification regarding disability and needing  
24          assistance.

1       “(f) COORDINATION WITH DISABILITY ADVOCACY  
2 ENTITIES.—In administering grants under this section,  
3 the Secretary shall encourage—

4           “(1) engagement with disability advocacy enti-  
5 ties (such as the disability advisory committee of the  
6 sponsor) and a protection and advocacy system for  
7 individuals with disabilities in the applicable State,  
8 a center for independent living, or a disability orga-  
9 nization, including an advocacy or nonprofit organi-  
10 zation that represents or provides services to individ-  
11 uals with disabilities; and

12           “(2) assessments of accessibility or assessments  
13 of planned modifications to commercial service air-  
14 ports to the extent merited by the scope of the cap-  
15 ital project of the sponsor proposed to be assisted  
16 under this section, taking into account any such as-  
17 sessment already conducted by the Federal Aviation  
18 Administration.

19       “(g) FEDERAL SHARE OF COSTS.—The Govern-  
20 ment’s share of allowable project costs for a project car-  
21 ried out with a grant under this section shall be the Gov-  
22 ernment’s share of allowable project costs specified under  
23 section 47109.

24       “(h) DEFINITIONS.—In this section:

1           “(1) CENTER FOR INDEPENDENT LIVING.—The  
2 term ‘center for independent living’ has the meaning  
3 given such term in section 702 of the Rehabilitation  
4 Act of 1973 (29 U.S.C. 796a).

5           “(2) DISABILITY ADVISORY COMMITTEE.—The  
6 term ‘disability advisory committee’ means a body of  
7 stakeholders (including airport staff, airline rep-  
8 resentatives, and individuals with disabilities) that  
9 provide to airports and appropriate transportation  
10 authorities input from individuals with disabilities,  
11 including identifying opportunities for removing bar-  
12 riers, expanding accessibility features, and improving  
13 accessibility for individuals with disabilities at air-  
14 ports.

15           “(3) PROTECTION AND ADVOCACY SYSTEM.—  
16 The term ‘protection and advocacy system’ means a  
17 system established in accordance with section 143 of  
18 the Developmental Disabilities Assistance and Bill of  
19 Rights Act of 2000 (42 U.S.C. 15043).

20           “(i) FUNDING.—Notwithstanding any other provision  
21 of this chapter, for each of fiscal years 2025 through  
22 2028, the Secretary may use up to \$20,000,000 of the  
23 amounts that would otherwise be used to make grants  
24 from the discretionary fund under section 47115 for each  
25 such fiscal year to carry out this section.”.

1 (b) CONFORMING AMENDMENT.—The analysis for  
2 subchapter I of chapter 471 of title 49, United States  
3 Code, is amended by inserting after the item relating to  
4 section 47144 the following:

“47145. Pilot program for airport accessibility.”.

5 **SEC. 726. GENERAL AVIATION AIRPORT RUNWAY EXTEN-**  
6 **SION PILOT PROGRAM.**

7 (a) IN GENERAL.—Subchapter I of chapter 471 of  
8 title 49, United States Code, is further amended by adding  
9 at the end the following:

10 **“§ 47146. General aviation program runway extension**  
11 **pilot program**

12 “(a) ESTABLISHMENT.—The Secretary of Transpor-  
13 tation shall establish and carry out a pilot program to pro-  
14 vide grants to general aviation airports to increase the us-  
15 able runway length capability at such airports in order  
16 to—

17 “(1) expand access to such airports for larger  
18 aircraft; and

19 “(2) support the development and economic via-  
20 bility of such airports.

21 “(b) GRANTS.—

22 “(1) IN GENERAL.—For the purpose of car-  
23 rying out the pilot program established in subsection  
24 (a), the Secretary shall make grants to not more

1 than 2 sponsors of general aviation airports per fis-  
2 cal year.

3 “(2) USE OF FUNDS.—A sponsor of a general  
4 aviation airport shall use a grant awarded under this  
5 section to plan, design, or construct a project to ex-  
6 tend an existing primary runway by not greater than  
7 1,000 feet in order to accommodate large turboprop  
8 or turbojet aircraft that cannot be accommodated  
9 with the existing runway length.

10 “(3) ELIGIBILITY.—To be eligible to receive a  
11 grant under this section, a sponsor of a general avia-  
12 tion airport shall submit an application to the Sec-  
13 retary at such time, in such form, and containing  
14 such information as the Secretary may require.

15 “(4) SELECTION.—In selecting an applicant for  
16 a grant under this section, the Secretary shall  
17 prioritize projects that demonstrate that the existing  
18 runway length at the airport is—

19 “(A) inadequate to support the near-term  
20 operations of 1 or more business entities oper-  
21 ating at the airport as of the date of submission  
22 of such application;

23 “(B) a direct aircraft operational impedi-  
24 ment to airport economic viability, job creation

1 or retention, or local economic development;  
2 and

3 “(C) not located within 20 miles of another  
4 National Plan of Integrated Airport Systems  
5 airport with comparable runway length.

6 “(c) PROJECT JUSTIFICATION.—A project that dem-  
7 onstrates the criteria described in subsection (b) shall be  
8 considered a justified cost with respect to the pilot pro-  
9 gram, notwithstanding—

10 “(1) any benefit-cost analysis required under  
11 section 47115(d); or

12 “(2) a project justification determination de-  
13 scribed in section 3 of chapter 3 of FAA Order  
14 5100.38D, Airport Improvement Program Handbook  
15 (dated September 30, 2014) (or any successor docu-  
16 ment).

17 “(d) FEDERAL SHARE.—The Government’s share of  
18 allowable project costs for a project carried out with a  
19 grant under this section shall be the Government’s share  
20 of allowable project costs specified under section 47109.

21 “(e) REPORT TO CONGRESS.—Not later than 5 years  
22 after the establishment of the pilot program under sub-  
23 section (a), the Secretary shall submit to the Committee  
24 on Commerce, Science, and Transportation of the Senate  
25 and the Committee on Transportation and Infrastructure

1 of the House of Representatives a report that evaluates  
2 the pilot program, including—

3 “(1) information regarding the level of appli-  
4 cant interest in grants for increasing runway length;

5 “(2) the number of large aircraft that accessed  
6 each general aviation airport that received a grant  
7 under the pilot program in comparison to the num-  
8 ber of such aircraft that accessed the airport prior  
9 to the date of enactment of the FAA Reauthoriza-  
10 tion Act of 2024, based on data provided to the Sec-  
11 retary by the airport sponsor not later than 6  
12 months before the submission date described in this  
13 subsection; and

14 “(3) a description, provided to the Secretary by  
15 the airport sponsor not later than 6 months before  
16 the submission date described in this subsection, of  
17 the economic development opportunities supported  
18 by increasing the runway length at general aviation  
19 airports.

20 “(f) FUNDING.—For each of fiscal years 2025  
21 through 2028, the Secretary may use funds under section  
22 47116(b)(2) to carry out this section.”.

23 (b) CLERICAL AMENDMENT.—The analysis for sub-  
24 chapter I of chapter 471 of title 49, United States Code,



1 is further amended by inserting after the item relating to  
2 section 47145 the following:

“47146. General aviation airport runway extension pilot program.”.

3 **SEC. 727. REPEAL OF OBSOLETE CRIMINAL PROVISIONS.**

4 Section 47306 of title 49, United States Code, and  
5 the item relating to such section in the analysis for chap-  
6 ter 473 of such title, are repealed.

7 **SEC. 728. TRANSFERS OF AIR TRAFFIC SYSTEMS ACQUIRED**  
8 **WITH AIP FUNDING.**

9 (a) IN GENERAL.—Section 44502(e) of title 49,  
10 United States Code, is amended—

11 (1) in paragraph (1) by striking “An airport”  
12 and inserting “Subject to paragraph (4), an airport  
13 in a non-contiguous State”;

14 (2) in paragraph (3)—

15 (A) in subparagraph (B) by striking “or”  
16 at the end;

17 (B) in subparagraph (C) by striking the  
18 period at the end and inserting “; or”; and

19 (C) by adding at the end the following new  
20 subparagraph:

21 “(D) a Medium Intensity Approach Light-  
22 ing System with Runway Alignment Indicator  
23 Lights.”; and

24 (3) by adding at the end the following new  
25 paragraph:

1           “(4) EXCEPTION.—The requirement under  
2 paragraph (1) that an eligible air traffic system or  
3 equipment be purchased in part using a Government  
4 airport aid program, airport development aid pro-  
5 gram, or airport improvement project grant shall not  
6 apply if the air traffic system or equipment is in-  
7 stalled at an airport that is categorized as a basic  
8 or local general aviation airport under the most re-  
9 cently published national plan of integrated airport  
10 systems under section 47103.”.

11       (b) EFFECTIVE DATE.—The amendments made by  
12 this section shall take effect beginning on October 1, 2024.

13 **SEC. 729. NATIONAL PRIORITY SYSTEM FORMULAS.**

14       (a) IN GENERAL.—Not later than 1 year after the  
15 date of enactment of this Act, the Secretary shall review  
16 and update the National Priority System prioritization  
17 formulas contained in FAA Order 5090.5 to account for  
18 the amendments to chapter 471 of title 49, United States  
19 Code, made by this Act.

20       (b) REQUIRED CONSULTATION.—In revising the for-  
21 mulas under subsection (a), the Secretary shall consult  
22 with representatives of the following:

23           (1) Primary airports, including large, medium,  
24 small, and nonhub airports.

1           (2) Non-primary airports, including general  
2 aviation airports.

3           (3) Airport trade associations, including trade  
4 associations representing airport executives.

5           (4) State aviation officials, including associa-  
6 tions representing such officials.

7           (5) Air carriers, including mainline, regional,  
8 and low-cost air carriers.

9           (6) Associations representing air carriers.

10       (c) PRIORITY PROJECTS.—In revising the formulas  
11 under subsection (a), the Secretary shall assign the high-  
12 est priority to projects that increase or maintain the safe-  
13 ty, efficiency, and capacity of the aviation system.

14 **SEC. 730. MINORITY AND DISADVANTAGED BUSINESS PAR-**  
15 **TICIPATION.**

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

17           (1) While significant progress has occurred due  
18 to the establishment of the airport disadvantaged  
19 business enterprise program and the airport conces-  
20 sions disadvantaged business enterprise program  
21 under sections 47113 and 47107(e) of title 49,  
22 United States Code, respectively, discrimination and  
23 related barriers continue to pose significant obstacles  
24 for minority- and women-owned businesses seeking

1 to do business in airport-related markets across the  
2 Nation.

3 (2) Congress has received and reviewed testi-  
4 mony and documentation of race and gender dis-  
5 crimination from numerous sources, including con-  
6 gressional hearings and roundtables, scientific re-  
7 ports, reports issued by public and private agencies,  
8 news stories, reports of discrimination by organiza-  
9 tions and individuals, and discrimination lawsuits.  
10 Such testimony and documentation show that race-  
11 and gender-neutral efforts alone are insufficient to  
12 address the problem.

13 (3) The testimony and documentation described  
14 in paragraph (2) demonstrate that race and gender  
15 discrimination pose a barrier to full and fair partici-  
16 pation in airport-related businesses of women busi-  
17 ness owners and minority business owners in the ra-  
18 cial groups detailed in parts 23 and 26 of title 49,  
19 Code of Federal Regulations, and has impacted firm  
20 development and other aspects of airport-related  
21 business in the public and private markets.

22 (4) The testimony and documentation described  
23 in paragraph (2) provide a strong basis that there  
24 is a compelling need for the continuation of the air-  
25 port disadvantaged business enterprise program and

1 the airport concessions disadvantaged business en-  
2 terprise program to address race and gender dis-  
3 crimination in airport-related business.

4 (b) SUPPORTIVE SERVICES.—Section 47113 of title  
5 49, United States Code, is amended by adding at the end  
6 the following:

7 “(f) SUPPORTIVE SERVICES.—

8 “(1) IN GENERAL.—The Secretary, in coordina-  
9 tion with the Administrator of the Federal Aviation  
10 Administration, may, at the request of an airport  
11 sponsor, provide assistance under a grant issued  
12 under this subchapter to develop, conduct, and ad-  
13 minister training programs and assistance programs  
14 in connection with any airport improvement project  
15 subject to part 26 of title 49, Code of Federal Regu-  
16 lations, for small business concerns referred to in  
17 subsection (b) to achieve proficiency to compete, on  
18 an equal basis for contracts and subcontracts related  
19 to such projects.

20 “(2) ELIGIBLE ENTITIES.—An entity eligible to  
21 receive assistance under this section is—

22 “(A) a State;

23 “(B) a political subdivision of a State or  
24 local government;

25 “(C) a Tribal government;

1 “(D) an airport sponsor;

2 “(E) a metropolitan planning organization;

3 “(F) a group of entities described in sub-  
4 paragraphs (A) through (E); or

5 “(G) any other organization considered ap-  
6 propriate by the Secretary.”.

7 **SEC. 731. EXTENSION OF PROVISION RELATING TO AIR-**  
8 **PORT ACCESS ROADS IN REMOTE LOCA-**  
9 **TIONS.**

10 Section 162 of the FAA Reauthorization Act of 2018  
11 (49 U.S.C. 47102 note) is amended, in the matter pre-  
12 ceding paragraph (1), by striking “2018” and all that fol-  
13 lows through “2024” and inserting “2024 through 2028”.

14 **SEC. 732. POPULOUS COUNTIES WITHOUT AIRPORTS.**

15 Notwithstanding any other provision of law, the Sec-  
16 retary may not deny inclusion in the national plan of inte-  
17 grated airport systems maintained under section 47103 of  
18 title 49, United States Code, to an airport or proposed  
19 airport if the airport or proposed airport—

20 (1) is located in the most populous county (as  
21 such term is defined in section 2 of title 1, United  
22 States Code) of a State that does not have an air-  
23 port listed in the national plan;

24 (2) has an airport sponsor that was established  
25 before January 1, 2017;

1           (3) is located more than 15 miles away from  
2 another airport listed in the national plan;

3           (4) demonstrates how the airport will meet the  
4 operational activity required, through a forecast vali-  
5 dated by the Secretary, within the first 10 years of  
6 operation;

7           (5) meets FAA airport design standards;

8           (6) submits a benefit-cost analysis;

9           (7) presents a detailed financial plan to accom-  
10 plish construction and ongoing maintenance; and

11           (8) has the documented support of the State  
12 government for the entry of the airport or proposed  
13 airport into the national plan.

14 **SEC. 733. AIP HANDBOOK UPDATE.**

15       (a) IN GENERAL.—Not later than 3 years after the  
16 date of enactment of this Act, the Administrator shall re-  
17 vise the Airport Improvement Program Handbook (FAA  
18 Order 5100.38D) (in this section referred to as the “AIP  
19 Handbook”) to account for legislative changes to the air-  
20 port improvement program under subchapter I of chapter  
21 471 and chapter 475 of title 49, United States Code, and  
22 to make such other changes as the Administrator deter-  
23 mines necessary.

24       (b) REQUIREMENTS RELATING TO ALASKA.—In re-  
25 vising the AIP Handbook under subsection (a) (and in any

1 subsequent revision), the Administrator, in consultation  
2 with the Governor of Alaska, shall identify and incorporate  
3 reasonable exceptions to the general requirements of the  
4 AIP Handbook to meet the unique circumstances, and ad-  
5 vance the safety needs, of airports in Alaska, including  
6 with respect to the following:

7 (1) Snow Removal Equipment Building size and  
8 configuration.

9 (2) Expansion of lease areas.

10 (3) Shared governmental use of airport equip-  
11 ment and facilities in remote locations.

12 (4) Ensuring the resurfacing or reconstruction  
13 of legacy runways to support—

14 (A) aircraft necessary to support critical  
15 health needs of a community;

16 (B) remote fuel deliveries; and

17 (C) firefighting response.

18 (5) The use of runway end identifier lights at  
19 airports in Alaska.

20 (c) ADDITIONAL REQUIREMENT.—In revising the  
21 AIP Handbook under subsection (a), the Administrator  
22 shall include updates to reflect whether a light emitting  
23 diode system is an appropriate replacement for any exist-  
24 ing halogen system.

25 (d) PUBLIC COMMENT.—



1           (1) IN GENERAL.—Not later than 2 years after  
2 the date of enactment of this Act, the Administrator  
3 shall publish a draft revision of the AIP Handbook  
4 and make such draft available for public comment  
5 for a period of not less than 90 days.

6           (2) REVIEW.—The Administrator shall—

7                 (A) review all comments submitted during  
8 the public comment period described under  
9 paragraph (1);

10                (B) as the Administrator considers appro-  
11 priate, incorporate changes based on such com-  
12 ments into the final revision of the Handbook;  
13 and

14                (C) provide a response to all significant  
15 comments.

16 (e) INTERIM IMPLEMENTATION OF CHANGES.—

17           (1) IN GENERAL.—Except as provided in para-  
18 graph (2), not later than 1 year after the date of en-  
19 actment of this Act, the Administrator shall issue  
20 program guidance letters to provide for the interim  
21 implementation of amendments made by this Act to  
22 the Airport Improvement Program.

23           (2) ALASKA EXCEPTIONS.—Not later than 60  
24 days after the date on which the Administrator iden-  
25 tified reasonable exceptions under subsection (b), the

1 Administrator, in consultation with the Regional Ad-  
2 ministrator of the FAA Alaskan Region, shall issue  
3 program guidance letters to provide for the interim  
4 application of such exceptions.

5 **SEC. 734. GAO AUDIT OF AIRPORT FINANCIAL REPORTING**  
6 **PROGRAM.**

7 (a) **AUDIT.**—Not later than 18 months after the date  
8 of enactment of this Act, the Comptroller General shall  
9 initiate an audit of the airport financial reporting program  
10 of the FAA and provide recommendations to the Adminis-  
11 trator on improvements to such program.

12 (b) **REQUIREMENTS.**—In conducting the audit re-  
13 quired under subsection (a), the Comptroller General  
14 shall, at a minimum—

15 (1) review relevant FAA guidance to airports,  
16 including the version of Advisory Circular 150/5100–  
17 19, titled “Operating and Financial Summary”, that  
18 is in effect on the date of enactment of this Act;

19 (2) evaluate the information requested or re-  
20 quired by the Administrator from airports for com-  
21 pleteness and usefulness by the FAA and the public;

22 (3) assess the costs associated with collecting,  
23 reporting, and maintaining such information for air-  
24 ports and the FAA;

25 (4) determine if such information provided is—

1 (A) updated on a regular basis to make  
2 such information useful; and

3 (B) audited and verified in an appropriate  
4 manner;

5 (5) assess if the Administrator has addressed  
6 the issues the Administrator discovered during the  
7 apportionment and disbursement of relief funds to  
8 airports under the Coronavirus Aid, Relief, and Eco-  
9 nomic Security Act (Public Law 116–136) using in-  
10 accurate and aged airport financial data; and

11 (6) determine whether the airport financial re-  
12 porting program as structured as of the date of en-  
13 actment of this Act provides value to the FAA, the  
14 aviation industry, or the public.

15 (c) REPORT TO CONGRESS.—Not later than 3  
16 months after the completion of the audit required under  
17 subsection (a), the Comptroller General shall submit to the  
18 appropriate committees of Congress a report containing  
19 the findings of such audit and any recommendations pro-  
20 vided to the Administrator to improve or alter the airport  
21 financial reporting program.

22 **SEC. 735. GAO STUDY OF ONSITE AIRPORT GENERATION.**

23 (a) STUDY.—Not later than 1 year after the date of  
24 enactment of this Act, the Comptroller General shall ini-  
25 tiate a study on the feasibility of installation and adoption

1 of certain power generation property at airports which re-  
2 ceive funding from the Federal Government.

3 (b) CONTENT.—In carrying out the study required  
4 under subsection (a), the Comptroller General shall exam-  
5 ine—

6 (1) any safety impacts of the installation and  
7 operation of such power generation property, either  
8 in aggregate or around certain locations or struc-  
9 tures at the airport;

10 (2) regulatory barriers to adoption;

11 (3) benefits to adoption;

12 (4) previous examples of adoptions;

13 (5) impacts on other entities; and

14 (6) previous examples of adoption and factors  
15 pertaining to previous examples of adoption, includ-  
16 ing—

17 (A) novel uses beyond supplemental power  
18 generation, such as expanding nonresidential  
19 property around airports to minimize noise,  
20 power generation resilience, and market forces;

21 (B) challenges identified in the installation  
22 process;

23 (C) upfront and long-term costs, both fore-  
24 seen and unforeseen;

1 (D) funding sources used to pay for up-  
2 front costs; and

3 (E) long-term savings.

4 (c) REPORT.—Not later than 2 years after the initi-  
5 ation of the study under subsection (a), the Comptroller  
6 General shall submit to the appropriate committees of  
7 Congress a report containing the results of the study and  
8 any recommendations based on such results.

9 (d) POWER GENERATION PROPERTY DEFINED.—In  
10 this section, the term “power generation property” means  
11 equipment defined in section 48(a)(3)(A) of the Internal  
12 Revenue Code of 1986.

13 **SEC. 736. TRANSPORTATION DEMAND MANAGEMENT AT**  
14 **AIRPORTS.**

15 (a) IN GENERAL.—Not later than 2 years after the  
16 date of enactment of this Act, the Comptroller General  
17 shall conduct a study to examine the efficacy of transpor-  
18 tation demand management strategies at United States  
19 airports.

20 (b) CONSIDERATIONS.—In conducting the study  
21 under subsection (a), the Comptroller General shall exam-  
22 ine, at a minimum—

23 (1) whether transportation demand manage-  
24 ment strategies should be considered by airports

1 when making infrastructure planning and construc-  
2 tion decisions;

3 (2) the impact of transportation demand man-  
4 agement strategies on existing multimodal options to  
5 and from airports in the United States; and

6 (3) best practices for developing transportation  
7 demand management strategies that can be used to  
8 improve access to airports for passengers and air-  
9 port and airline personnel.

10 (c) REPORT.—Upon completion of the study con-  
11 ducted under subsection (a), the Comptroller General shall  
12 submit to the appropriate committees of Congress a report  
13 on such study.

14 (d) TRANSPORTATION DEMAND MANAGEMENT  
15 STRATEGY DEFINED.—In this section, the term “trans-  
16 portation demand management strategy” means the use  
17 of planning, programs, policy, marketing, communica-  
18 tions, incentives, pricing, data, and technology to optimize  
19 travel modes, routes used, departure times, and number  
20 of trips.

21 **SEC. 737. COASTAL AIRPORTS ASSESSMENT.**

22 (a) IN GENERAL.—Not later than 2 years after the  
23 date of enactment of this Act, the Administrator, in co-  
24 ordination with the Chief of Engineers and Commanding  
25 General of the United States Army Corps of Engineers,

1 and the Administrator of the National Oceanic and At-  
2 mospheric Administration, shall initiate an assessment on  
3 the resiliency of airports in coastal or flood-prone areas  
4 of the United States.

5 (b) CONTENTS.—The assessment required under sub-  
6 section (a) shall—

7 (1) examine the impact of hazardous weather  
8 and other environmental factors that pose risks to  
9 airports in coastal or flood-prone areas; and

10 (2) identify and evaluate initiatives and best  
11 practices to prevent and mitigate the impacts of fac-  
12 tors described in paragraph (1) on airports in coast-  
13 al or flood-prone areas.

14 (c) REPORT.—Upon completion of the assessment,  
15 the Administrator shall submit to the appropriate commit-  
16 tees of Congress and the Committee on Science, Space,  
17 and Technology of the House of Representatives a report  
18 on—

19 (1) the results of the assessment required under  
20 subsection (a); and

21 (2) recommendations for legislative or adminis-  
22 trative action to improve the resiliency of airports in  
23 coastal or flood-prone areas in the United States.

1 **SEC. 738. AIRPORT INVESTMENT PARTNERSHIP PROGRAM.**

2 Section 47134(b) of title 49, United States Code, is  
3 amended by adding at the end the following:

4 “(4) BENEFIT-COST ANALYSIS.—

5 “(A) IN GENERAL.—Prior to approving an  
6 application submitted under subsection (a), the  
7 Secretary may require a benefit-cost analysis.

8 “(B) FINDING.—If a benefit-cost analysis  
9 is required, the Secretary shall issue a prelimi-  
10 nary and conditional finding, which shall—

11 “(i) be issued not later than 60 days  
12 after the date on which the sponsor sub-  
13 mits all information required by the Sec-  
14 retary;

15 “(ii) be based upon a collaborative re-  
16 view process that includes the sponsor or a  
17 representative of the sponsor;

18 “(iii) not constitute the issuance of a  
19 Federal grant or obligation to issue a  
20 grant under this chapter or other provision  
21 of law; and

22 “(iv) not constitute any other obliga-  
23 tion on the part of the Federal Govern-  
24 ment until the conditions specified in the  
25 final benefit-cost analysis are met.”.



1 **SEC. 739. SPECIAL RULE FOR RECLASSIFICATION OF CER-**  
2 **TAIN UNCLASSIFIED AIRPORTS.**

3 (a) REQUEST FOR RECLASSIFICATION.—

4 (1) IN GENERAL.—Not later than September  
5 30, 2024, a privately owned reliever airport (as such  
6 term is defined in section 47102 of title 49, United  
7 States Code) that is identified as unclassified in the  
8 National Plan of Integrated Airport Systems of the  
9 FAA titled “National Plan of Integrated Airport  
10 Systems (NPIAS) 2023–2027”, published on Sep-  
11 tember 30, 2022 may submit to the Secretary a re-  
12 quest to reclassify the airport according to the cri-  
13 teria used to classify a publicly owned airport.

14 (2) REQUIRED INFORMATION.—In submitting a  
15 request under paragraph (1), a privately owned re-  
16 liever airport shall include the following information:

17 (A) A sworn statement and accompanying  
18 documentation that demonstrates how the air-  
19 port would satisfy the requirements of FAA  
20 Order 5090.5, titled “Formulation of the  
21 NPIAS and ACIP” (or any successor guid-  
22 ance), to be classified as “Local” or “Basic” if  
23 the airport was publicly owned.

24 (B) A report that—

25 (i) identifies the role of the airport to  
26 the aviation system; and

1 (ii) describes the long-term fiscal via-  
2 bility of the airport based on demonstrated  
3 aeronautical activity and associated reve-  
4 nues relative to ongoing operating and  
5 maintenance costs.

6 (b) ELIGIBILITY REVIEW.—

7 (1) IN GENERAL.—Not later than 60 days after  
8 receiving a request from a privately owned reliever  
9 airport under subsection (a), the Secretary shall per-  
10 form an eligibility review with respect to the airport,  
11 including an assessment of the safety, security, ca-  
12 pacity, access, compliance with Federal grant assur-  
13 ances, and protection of natural resources of the air-  
14 port and the quality of the environment, as pre-  
15 scribed by the Secretary.

16 (2) PUBLIC SPONSOR.—In performing the eligi-  
17 bility review under paragraph (1), the Secretary—

18 (A) may require the airport requesting re-  
19 classification to provide information regarding  
20 the outlook (whether positive or negative) for  
21 obtaining a public sponsor; and

22 (B) may not require the airport to obtain  
23 a public sponsor.

24 (c) RECLASSIFICATION BY SECRETARY.—

1           (1) IN GENERAL.—Not later than 60 days after  
2 receiving a request from a privately owned reliever  
3 airport under subsection (a)(1), the Secretary shall  
4 grant such request if the following criteria are met:

5           (A) The request includes the required in-  
6 formation under subsection (a)(2).

7           (B) The privately owned reliever airport, to  
8 the satisfaction of the Secretary—

9           (i) passes the eligibility review per-  
10 formed under subsection (b); or

11           (ii) submits a corrective action plan in  
12 accordance with paragraph (2).

13           (2) CORRECTIVE ACTION PLAN.—With respect  
14 to a privately owned reliever airport that does not,  
15 to the satisfaction of the Secretary, pass the eligi-  
16 bility review performed under subsection (b), the  
17 Secretary shall provide notice of disapproval to such  
18 airport not later than 60 days after receiving the re-  
19 quest under subsection (a)(1), and such airport may  
20 resubmit to the Secretary a reclassification request  
21 along with a corrective action plan that—

22           (A) resolves any shortcomings identified in  
23 such eligibility review; and

24           (B) proves that any necessary corrective  
25 action has been completed by the airport.

1 (d) **EFFECTIVE DATE.**—The reclassification of any  
2 privately owned reliever airport under this section shall  
3 take effect not later than—

4 (1) October 1, 2025, for any request granted  
5 under subsection (c)(1); and

6 (2) October 1, 2026, for any request granted  
7 after the submission of a corrective action plan  
8 under subsection (c)(2).

9 **SEC. 740. PERMANENT SOLAR POWERED TAXIWAY EDGE**  
10 **LIGHTING SYSTEMS.**

11 Not later than 2 years after the date of enactment  
12 of this Act, the Administrator shall produce an engineer-  
13 ing brief that describes the acceptable use of permanent  
14 solar powered taxiway edge lighting systems at regional,  
15 local, and basic general aviation airports (as categorized  
16 in the most recent National Plan of Integrated Airport  
17 Systems of the FAA titled “National Plan of Integrated  
18 Airport Systems (NPIAS) 2023–2027”, published on Sep-  
19 tember 30, 2022).

20 **SEC. 741. SECONDARY RUNWAYS.**

21 In approving grants for projects with funds made  
22 available pursuant to title VIII of division J of the Infra-  
23 structure Investment and Jobs Act (Public Law 117–58)  
24 under the heading “Federal Aviation Administration—  
25 Airport Infrastructure Grants”, the Administrator shall

1 consider permitting a nonhub or small hub airport to use  
2 such funds to extend secondary runways, notwithstanding  
3 the level of operational activity at such airport.

4 **SEC. 742. INCREASING ENERGY EFFICIENCY OF AIRPORTS**  
5 **AND MEETING CURRENT AND FUTURE EN-**  
6 **ERGY POWER DEMANDS.**

7 (a) IN GENERAL.—Section 47140 of title 49, United  
8 States Code, is amended to read as follows:

9 **“§ 47140. Meeting current and future energy power**  
10 **demand**

11 “(a) IN GENERAL.—The Secretary of Transportation  
12 shall establish a program under which the Secretary  
13 shall—

14 “(1) encourage the sponsor of each public-use  
15 airport to—

16 “(A) conduct airport planning that as-  
17 sesses the airport’s—

18 “(i) current and future energy power  
19 requirements, including—

20 “(I) heating and cooling;

21 “(II) on-road airport vehicles and  
22 ground support equipment;

23 “(III) gate electrification;

24 “(IV) electric aircraft charging;

25 and

670

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

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

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

12                 “(ii) existing energy infrastructure  
13                 condition, location, and capacity, including  
14                 base load and backup power, to meet the  
15                 current and future electrical power demand  
16                 as identified in this subparagraph; and

17                 “(B) conduct airport development to im-  
18                 prove energy efficiency, increase peak load sav-  
19                 ings at the airport, and meet future electrical  
20                 power demands as identified in subparagraph  
21                 (A); and

22                 “(2) reimburse the airport sponsor for the costs  
23                 incurred in conducting the assessment under para-  
24                 graph (1)(A).

1           “(b) GRANTS.—The Secretary shall make grants to  
2 airport sponsors from amounts made available under sec-  
3 tion 48103 to assist such sponsors that have completed  
4 the assessment described in subsection (a)(1)—

5                   “(1) to acquire or construct equipment that will  
6 improve energy efficiency at the airport; and

7                   “(2) to pursue an airport development project  
8 described in subsection (a)(1)(B).

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

16           (b) CLERICAL AMENDMENT.—The analysis for chap-  
17 ter 471 of title 49, United States Code, is amended by  
18 striking the item relating to section 47140 and inserting  
19 the following:

          “47140. Meeting current and future energy power demand.”.

20 **SEC. 743. REVIEW OF AIRPORT LAYOUT PLANS.**

21           (a) IN GENERAL.—Section 163 of the FAA Reau-  
22 thorization Act of 2018 (49 U.S.C. 47107 note) is amend-  
23 ed—

24                   (1) by striking subsection (a) and inserting the  
25 following:

1 “(a) [Reserved].”; and

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

4 “(b) [Reserved].”.

5 (b) AIRPORT LAYOUT PLAN APPROVAL AUTHOR-  
6 ITY.—Section 47107 of title 49, United States Code, is  
7 amended—

8 (1) in subsection (a)(16)—

9 (A) by striking subparagraph (B) and in-  
10 sserting the following:

11 “(B) subject to subsection (x), the Sec-  
12 retary will review and approve or disapprove the  
13 plan and any revision or modification of the  
14 plan before the plan, revision, or modification  
15 takes effect;”; and

16 (B) in subparagraph (C)(i) by striking  
17 “subparagraph (B)” and inserting “subsection  
18 (x)”; and

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

20 “(x) SCOPE OF AIRPORT LAYOUT PLAN REVIEW AND  
21 APPROVAL AUTHORITY OF SECRETARY.—

22 “(1) AUTHORITY OVER PROJECTS ON LAND AC-  
23 QUIRED WITHOUT FEDERAL ASSISTANCE.—For pur-  
24 poses of subsection (a)(16)(B), with respect to any  
25 project proposed on land acquired by an airport



1 owner or operator without Federal assistance, the  
2 Secretary may review and approve or disapprove  
3 only the portions of the plan (or any subsequent re-  
4 vision to the plan) that—

5 “(A) materially impact the safe and effi-  
6 cient operation of aircraft at, to, or from the  
7 airport;

8 “(B) adversely affect the safety of people  
9 or property on the ground as a result of aircraft  
10 operations; or

11 “(C) adversely affect the value of prior  
12 Federal investments to a significant extent.

13 “(2) LIMITATION ON NON-AERONAUTICAL RE-  
14 VIEW.—

15 “(A) IN GENERAL.—The Secretary may  
16 not require an airport to seek approval for (in-  
17 cluding in the submission of an airport layout  
18 plan), or directly or indirectly regulate or place  
19 conditions on (including through any grant as-  
20 surance), any project that is not subject to  
21 paragraph (1).

22 “(B) REVIEW AND APPROVAL AUTHOR-  
23 ITY.—If only a portion of a project proposed by  
24 an airport owner or operator is subject to the  
25 review and approval of the Secretary under sub-

1 section (a)(16)(B), the Secretary shall not ex-  
2 tend review and approval authority to other  
3 non-aeronautical portions of the project.

4 “(3) NOTICE.—

5 “(A) IN GENERAL.—An airport owner or  
6 operator shall submit to the Secretary a notice  
7 of intent to proceed with a proposed project (or  
8 a portion thereof) that is outside of the review  
9 and approval authority of the Secretary, as de-  
10 scribed in this subsection, if the project was not  
11 on the most recently submitted airport layout  
12 plan of the airport.

13 “(B) FAILURE TO OBJECT.—If not later  
14 than 45 days after receiving the notice of intent  
15 described in subparagraph (A), the Secretary  
16 fails to object to such notice, the proposed  
17 project (or portion thereof) shall be deemed as  
18 being outside the scope of the review and ap-  
19 proval authority of the Secretary under sub-  
20 section (a)(16)(B).”.

21 **SEC. 744. PROTECTION OF SAFE AND EFFICIENT USE OF**  
22 **AIRSPACE AT AIRPORTS.**

23 (a) AIRSPACE REVIEW PROCESS REQUIREMENTS.—  
24 The Administrator shall consider the following additional  
25 factors in the evaluation of cumulative impacts when mak-

1 ing a determination of hazard or no hazard, or objection  
2 or no objection, as applicable, under part 77 of title 14,  
3 Code of Federal Regulations, regarding proposed con-  
4 struction or alteration within 3 miles of the runway ends  
5 and runway centerlines (as depicted in the FAA-approved  
6 Airport Layout Plan of the airport) on any land not owned  
7 by any such airport:

8 (1) The accumulation and spacing of structures  
9 or other obstructions that might constrain radar or  
10 communication capabilities, thereby reducing the ca-  
11 pacity of an airport, flight procedure minimums or  
12 availability, or aircraft takeoff or landing capabili-  
13 ties.

14 (2) Safety risks of lasers, lights, or light  
15 sources, inclusive of lighted billboards and screens,  
16 affixed to structures, that may pose hazards to air  
17 navigation.

18 (3) Water features or hazardous wildlife  
19 attractants, as defined by the Administrator.

20 (4) Impacts to visual flight rule traffic patterns  
21 for both fixed and rotary wing aircraft, inclusive of  
22 special visual flight rule procedures established by  
23 Letters of Agreement between air traffic facilities,  
24 the airport, and flight operators.

1           (5) Impacts to FAA-funded airport improve-  
2           ment projects, improvements depicted on or de-  
3           scribed in FAA-approved Airport Layout Plans and  
4           master plans, and preservation of the navigable air-  
5           space necessary for achieving the objectives and uti-  
6           lization of the projects and plans.

7           (b) REQUIRED INFORMATION.—A notice submitted  
8           under part 77 of title 14, Code of Federal Regulations,  
9           shall include the following:

10           (1) Actual designs of an entire project and  
11           property, without regard to whether a proposed con-  
12           struction or alteration within 3 miles of the end of  
13           a runway of an airport and runway centerlines as  
14           depicted in the FAA-approved Airport Layout Plan  
15           of the airport is limited to a singular location on a  
16           property.

17           (2) If there are any changes to such designs or  
18           addition of equipment, such as cranes used to con-  
19           struct a building, after submission of such a notice,  
20           all information included with the notice submitted  
21           before such change or addition shall be resubmitted,  
22           along with information regarding the change or ad-  
23           dition.

24           (c) EXPIRATION.—

1           (1) IN GENERAL.—Unless extended, revised, or  
2           terminated, each determination of no hazard issued  
3           by the Administrator under part 77 of title 14, Code  
4           of Federal Regulations, shall expire 18 months after  
5           the effective date of the determination, or on the  
6           date the proposed construction or alteration is aban-  
7           doned, whichever is earlier.

8           (2) AFTER EXPIRATION.—Determinations  
9           under paragraph (1) are no longer valid with regard  
10          to whether a proposed construction or alteration  
11          would be a hazard to air navigation after such deter-  
12          mination has expired.

13          (d) AUTHORITY TO CONSOLIDATE OEI SURFACE  
14          CRITERIA.—The Administrator may develop a single set  
15          of One Engine Inoperative surface criteria that is specific  
16          to an airport. The Administrator shall consult with the  
17          airport operator and flight operators that use such airport,  
18          on the development of such surface criteria.

19          (e) DEVELOPMENT OF POLICIES TO PROTECT OEI  
20          SURFACES.—Not later than 6 months after the date of  
21          enactment of this Act, the Administrator shall brief the  
22          appropriate committees of Congress regarding the status  
23          of the efforts of the FAA to protect One Engine Inoper-  
24          ative surfaces from encroachment at United States certifi-  
25          cated and federally obligated airports, including the cur-

1 rent status of efforts to incorporate such protections into  
2 FAA Obstruction Evaluation/Airport Airspace Analysis  
3 processes.

4 (f) **AUTHORITY TO CONSULT WITH OTHER AGEN-**  
5 **CIES.**—The Administrator may consult with other Fed-  
6 eral, State, or local agencies as necessary to carry out the  
7 requirements of this section.

8 (g) **APPLICABILITY.**—This section shall only apply to  
9 an airport in a county adjacent to 2 States with con-  
10 verging intersecting cross runway operations within 12  
11 nautical miles of an Air Force base.

12 **SEC. 745. ELECTRIC AIRCRAFT INFRASTRUCTURE PILOT**  
13 **PROGRAM.**

14 (a) **IN GENERAL.**—The Secretary may establish a  
15 pilot program under which airport sponsors may use funds  
16 made available under chapter 471 or section 48103 of title  
17 49, United States Code, for use at up to 10 airports to  
18 carry out—

19 (1) activities associated with the acquisition, by  
20 purchase or lease, operation, and installation of  
21 equipment to support the operations of electric air-  
22 craft, including interoperable electric vehicle charg-  
23 ing equipment; and

24 (2) the construction or modification of infra-  
25 structure to facilitate the delivery of power or serv-

1       ices necessary for the use of electric aircraft, includ-  
2       ing—

3                   (A) on airport utility upgrades; and

4                   (B) associated design costs.

5       (b) ELIGIBILITY.—A public-use airport is eligible for  
6 participation in the pilot program under this section if the  
7 Secretary finds that funds made available under sub-  
8 section (a) would support—

9           (1) electric aircraft operators at such airport, or  
10       using such airport; or

11           (2) electric aircraft operators planning to oper-  
12       ate at such airport with an associated agreement in  
13       place.

14       (c) SUNSET.—The pilot program established under  
15 subsection (a) shall terminate on October 1, 2028.

16 **SEC. 746. CURB MANAGEMENT PRACTICES.**

17       Nothing in this Act shall be construed to prevent air-  
18 ports from—

19           (1) engaging in curb management practices, in-  
20       cluding determining and assigning curb designations  
21       and regulations;

22           (2) installing and maintaining upon any of the  
23       roadways or parts of roadways as many curb zones  
24       as necessary to aid in the regulation, control, and in-  
25       spection of passenger loading and unloading; or

1           (3) enforcing curb zones using sensor, camera,  
2           automated license plate recognition, and software  
3           technologies and issuing citations by mail to the reg-  
4           istered owner of the vehicle.

5 **SEC. 747. NOTICE OF FUNDING OPPORTUNITY.**

6           Notwithstanding part 200 of title 2, Code of Federal  
7           Regulations, or any other provision of law, funds made  
8           available as part of the Airport Improvement Program  
9           under subchapter I of chapter 471 or chapter 475 of title  
10          49, United States Code, shall not be subject to any public  
11          notice of funding opportunity requirement.

12 **SEC. 748. RUNWAY SAFETY PROJECTS.**

13          In awarding grants under section 47115 of title 49,  
14          United States Code, for runway safety projects, the Ad-  
15          ministrators shall, to the maximum extent practicable—

16                (1) reduce unnecessary or undesirable project  
17                segmentation; and

18                (2) complete the entire project in an expeditious  
19                manner.

20 **SEC. 749. AIRPORT DIAGRAM TERMINOLOGY.**

21          (a) IN GENERAL.—The Administrator shall update  
22          Airport Diagram Order JO 7910.4 and any related advi-  
23          sory circulars, policy, and guidance to ensure the clear and  
24          consistent use of terms to delineate the types of parking  
25          available to general aviation pilots.



1 (b) COLLABORATION.—In carrying out subsection  
2 (a), the Administrator shall collaborate with industry  
3 stakeholders, commercial service airports, and general  
4 aviation airports in—

5 (1) facilitating basic standardization of general  
6 aviation parking terms;

7 (2) accounting for the majority of uses of gen-  
8 eral aviation parking terms; and

9 (3) providing clarity for chart users.

10 (c) IAC SPECIFICATIONS.—The Administrator shall  
11 encourage the Interagency Air Committee to incorporate  
12 the terms developed pursuant to subsection (a) in publica-  
13 tions produced by the Committee.

14 **SEC. 750. GAO STUDY ON FEE TRANSPARENCY BY FIXED**  
15 **BASED OPERATORS.**

16 (a) IN GENERAL.—The Comptroller General shall  
17 conduct a study reviewing the efforts of fixed based opera-  
18 tors to meet their commitments to improve the online  
19 transparency of prices and fees for all aircraft and enhanc-  
20 ing the customer experience for general and business avia-  
21 tion users.

22 (b) CONTENTS.—In conducting the study described  
23 in subsection (a), the Comptroller General, at a minimum,  
24 should evaluate the fixed based operator industry commit-

1 ment to “Know Before You Go” best business practices  
2 including—

3 (1) fixed based operators provisions for all gen-  
4 eral aviation and business aircraft types regarding a  
5 description of available services and a listing of ap-  
6 plicable retail fuel prices, fees, and charges;

7 (2) the accessibility of fees and charges de-  
8 scribed in paragraph (1) to aircraft operators on-line  
9 and in a user-friendly manner and with sufficient  
10 clarity that a pilot operating a particular aircraft  
11 type can determine what will be charged;

12 (3) efforts by fixed based operators to invite  
13 and encourage customers to contact them so that  
14 operators can ask questions, know any options, and  
15 make informed decisions; and

16 (4) any practices imposed by an airport oper-  
17 ator that prevent fixed based operators from fully  
18 disclosing fees and charges.

19 (c) REPORT REQUIRED.—Not later than 18 months  
20 after the date of enactment of this Act, the Comptroller  
21 General shall submit to the appropriate committees of  
22 Congress a report containing the results of the review re-  
23 quired under this section.

1 **SEC. 751. MINORITY AND DISADVANTAGED BUSINESS PAR-**  
2 **TICIPATION.**

3 Section 157(b)(2) of the FAA Reauthorization Act of  
4 2018 (49 U.S.C. 47113 note) is amended by adding at  
5 the end the following:

6 “(D) PUBLISHING DATA.—The Secretary  
7 of Transportation shall report on a publicly ac-  
8 cessible website the uniform report of DBE  
9 awards/commitments and payments specified in  
10 part 26 of title 49, Code of Federal Regula-  
11 tions, and the uniform report of ACDBE Par-  
12 ticipation for non-car rental and car rental con-  
13 cessions, for each airport sponsor beginning  
14 with fiscal year 2025.”.

15 **SEC. 752. PROHIBITION ON CERTAIN RUNWAY LENGTH RE-**  
16 **QUIREMENTS.**

17 Notwithstanding any other provision of law, the Sec-  
18 retary may not require an airport to shorten the length  
19 or width of the runway, apron, or taxiway of the airport  
20 as a condition for the receipt of federal financial assistance  
21 if the airport directly supports a base of the United States  
22 Air Force or the Air National Guard at the airport, re-  
23 gardless of the stationing of military aircraft.

24 **SEC. 753. REPORT ON INDO-PACIFIC AIRPORTS.**

25 The Administrator, in consultation with the Secretary  
26 of State, shall submit to Congress a report on airports

1 of strategic importance in the Indo-Pacific region that in-  
2 cludes each of the following:

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

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

10 (3) An evaluation of the connectivity and acces-  
11 sibility of airports and air routes, including their im-  
12 portance in supporting domestic and international  
13 travel, trade, and tourism.

14 (4) An analysis of infrastructure and techno-  
15 logical requirements necessary to maintain and en-  
16 hance the strategic importance of identified airports  
17 and air routes.

18 (5) An identification of potential vulnerabilities,  
19 risks, and challenges faced by airports and air  
20 routes of strategic importance, including cybersecu-  
21 rity threats and physical infrastructure  
22 vulnerabilities.

23 (6) Any recommendations for improving the se-  
24 curity, resilience, and efficiency of the identified air-

1 ports and air routes, including potential infrastruc-  
2 ture investments and policy changes.

3 **SEC. 754. GAO STUDY ON IMPLEMENTATION OF GRANTS AT**  
4 **CERTAIN AIRPORTS.**

5 The Comptroller General shall conduct a study on the  
6 implementation of grants provided to airports located in  
7 the Republic of the Marshall Islands, Federated States of  
8 Micronesia, and Republic of Palau under section 47115(i)  
9 of title 49, United States Code and submit to the appro-  
10 priate committees of Congress a report on the results of  
11 such study.

12 **SEC. 755. GAO STUDY ON TRANSIT ACCESS.**

13 (a) IN GENERAL.—Not later than 18 months after  
14 the date of enactment of this Act, the Comptroller General  
15 shall conduct a study on transit access to airports and  
16 submit to the appropriate committees of Congress a report  
17 on the results of such study.

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

23 **SEC. 756. BANNING MUNICIPAL AIRPORT.**

24 (a) IN GENERAL.—The United States, acting  
25 through the Administrator, shall release the City of Ban-

1 ning, California, from all restrictions, conditions, and limi-  
2 tations on the use, encumbrance, conveyance, and closure  
3 of the Banning Municipal Airport, as described in the  
4 most recent airport layout plan approved by the FAA, to  
5 the extent such restrictions, conditions, and limitations are  
6 enforceable by the Administrator.

7 (b) CONDITIONS.—The release under subsection (a)  
8 shall not be executed before the City of Banning, Cali-  
9 fornia, or its designee, transfers to the United States Gov-  
10 ernment the following:

11 (1) A reimbursement for 1983 grant the City of  
12 Banning, California received from the FAA for the  
13 purchase of 20 acres of land, at an amount equal to  
14 the fair market value for the highest and best use  
15 of the Banning Municipal Airport property deter-  
16 mined in good faith by 2 independent and qualified  
17 real estate appraisers and an independent review ap-  
18 praiser on or after the date of the enactment of this  
19 Act.

20 (2) An amount equal to the unamortized por-  
21 tion of any Federal development grants other than  
22 land paid to the City of Banning for use at the Ban-  
23 ning Municipal Airport, which may be paid with, and  
24 shall be an allowable use of, airport revenue notwith-

1 standing section 47107 or 47133 of title 49, United  
2 States Code.

3 (3) For no consideration, all airport and avia-  
4 tion-related equipment of the Banning Municipal  
5 Airport owned by the City of Banning and deter-  
6 mined by the FAA or the Department of Transpor-  
7 tation of the State of California to be salvageable for  
8 use at other airports.

9 (c) RULE OF CONSTRUCTION.—Nothing in this sec-  
10 tion shall be construed to limit the applicability of—

11 (1) the requirements and processes under sec-  
12 tion 46319 of title 49, United States Code;

13 (2) the requirements under the National Envi-  
14 ronmental Policy Act of 1969 (42 U.S.C. 4321 et  
15 seq.);

16 (3) the requirements and processes under part  
17 157 of title 14, Code of Federal Regulations; or

18 (4) the public notice requirements under section  
19 47107(h)(2) of title 49, United States Code.

20 **SEC. 757. DISPUTED CHANGES OF SPONSORSHIP AT FEDER-**  
21 **ALLY OBLIGATED, PUBLICLY OWNED AIR-**  
22 **PORT.**

23 (a) APPROVAL AUTHORITY.—

24 (1) IN GENERAL.—Subject to paragraph (2), in  
25 the case of a disputed change of airport sponsorship,

1 the Administrator shall have the sole legal authority  
2 to approve any change in the sponsorship of, or  
3 operational responsibility for, the airport from the  
4 airport sponsor of record to another public or pri-  
5 vate entity.

6 (2) EXCLUSION.—This section shall not apply  
7 to a change of sponsorship or ownership of a pri-  
8 vately-owned airport, a transfer under the Airport  
9 Investment Partnership Program, a change when  
10 the Federal Government exercises a right of re-  
11 verter, or a change that is not disputed.

12 (b) CONDITIONS FOR APPROVAL.—

13 (1) IN GENERAL.—Subject to paragraphs (2)  
14 and (3), the Administrator shall not approve any  
15 disputed change of airport sponsorship unless the  
16 Administrator receives—

17 (A) written documentation from the air-  
18 port sponsor of record consenting to the change  
19 in sponsorship or operation;

20 (B) notice of a final, non-reviewable judi-  
21 cial decision requiring such change; or

22 (C) notice of a legally-binding agreement  
23 between the parties involved.

24 (2) PENDING JUDICIAL REVIEW.—The Adminis-  
25 trator may not evaluate or approve a disputed



1 change of airport sponsorship where a legal dispute  
2 is pending before a court of competent jurisdiction.

3 (3) TECHNICAL ASSISTANCE.—

4 (A) IN GENERAL.—Any State or local leg-  
5 islative body or public agency considering  
6 whether to take an action (including by drafting  
7 legislation) that would impact the ownership,  
8 sponsorship, governance, or operations of a fed-  
9 erally obligated, publicly owned airport may re-  
10 quest from the Administrator, at any point in  
11 the deliberative process—

12 (i) technical assistance regarding the  
13 interrelationship between Federal and  
14 State or local requirements applicable to  
15 any such action; and

16 (ii) review and comment on such ac-  
17 tion.

18 (B) FAILURE TO SEEK TECHNICAL ASSIST-  
19 ANCE.—The Administrator may deny a change  
20 in the ownership, sponsorship, or governance of,  
21 or operational responsibility for, a federally ob-  
22 ligated, publicly owned airport if a State or  
23 local legislative body or public agency does not  
24 seek technical assistance under subparagraph  
25 (A) with respect to such change.

1           (c) FINAL DECISION AUTHORITY.—In addition to the  
2 conditions outlined in subsection (b), the Administrator  
3 shall independently determine whether the proposed spon-  
4 sor or operator is able to satisfy Federal requirements for  
5 airport sponsorship or operation and shall ensure, by re-  
6 quiring whatever terms and conditions the Administrator  
7 determines necessary, that any change in the ownership,  
8 sponsorship, or governance of, or operational responsibility  
9 for, a federally obligated, publicly owned airport is con-  
10 sistent with existing Federal law, regulations, existing  
11 grant assurances, and Federal land conveyance obliga-  
12 tions.

13           (d) DEFINITION OF DISPUTED CHANGE OF AIRPORT  
14 SPONSORSHIP.—In this section, the term “disputed  
15 change of airport sponsorship” means any action that  
16 seeks to change the ownership, sponsorship, or governance  
17 of, or operational responsibility for, a federally obligated,  
18 publicly owned airport, including any such change directed  
19 by judicial action or State or local legislative action, where  
20 the airport sponsor of record initially does not consent to  
21 such change.

22 **SEC. 758. PROCUREMENT REGULATIONS APPLICABLE TO**  
23 **FAA MULTIMODAL PROJECTS.**

24           (a) IN GENERAL.—Any multimodal airport develop-  
25 ment project that uses grant funding from funds made

1 available to the Administrator to carry out subchapter I  
2 of chapter 471 of title 49, United States Code, or airport  
3 infrastructure projects under the Infrastructure Invest-  
4 ment and Jobs Act (Public Law 117–58) shall abide by  
5 the procurement regulations applicable to—

6 (1) the FAA; and

7 (2) subject to subsection (b), the component of  
8 the project relating to transit, highway, or rail, re-  
9 spectively.

10 (b) **MULTIPLE COMPONENT PROJECTS.**—In the case  
11 of a multimodal airport development project described in  
12 subsection (a) that involves more than 1 component de-  
13 scribed in paragraph (2) of such subsection, such project  
14 shall only be required to apply the procurement regula-  
15 tions applicable to the component where the greatest  
16 amount of Federal financial assistance will be expended.

17 **SEC. 759. BUCKEYE 940 RELEASE OF DEED RESTRICTIONS.**

18 (a) **PURPOSE.**—The purpose of this section is to au-  
19 thorize the Secretary to issue a Deed of Release from all  
20 terms, conditions, reservations, restrictions, and obliga-  
21 tions contained in the Quitclaim Deed and to permit the  
22 State of Arizona to deposit all proceeds of the disposition  
23 of Buckeye 940 in the appropriate fund for the benefit  
24 of the beneficiaries of the Arizona State Land Trust.

1 (b) RELEASE OF ANY AND ALL INTEREST IN BUCK-  
2 EYE 940.—

3 (1) IN GENERAL.—Notwithstanding any other  
4 provision of law, the United States, acting through  
5 the Secretary, shall issue to the State of Arizona a  
6 Deed of Release to release all terms, conditions, res-  
7 ervations, restrictions, and obligations contained in  
8 the Quitclaim Deed, including any and all rever-  
9 sionary interest of the United States in Buckeye  
10 940.

11 (2) TERMS AND CONDITIONS.—The Deed of  
12 Release described in paragraph (1) shall be subject  
13 to such additional terms and conditions, consistent  
14 with such paragraph, as the Secretary considers ap-  
15 propriate to protect the interests of the United  
16 States.

17 (3) NO RESTRICTION ON USE OF PROCEEDS.—  
18 Notwithstanding any other provision of law, the  
19 State of Arizona may dispose of Buckeye 940 and  
20 any proceeds thereof, including proceeds already col-  
21 lected by the State and held in a suspense account,  
22 without regard to any restriction imposed by the  
23 Quitclaim Deed or by section 155.7 of title 14, Code  
24 of Federal Regulations.

1           (4) MINERAL RESERVATION.—The Deed of Re-  
2           lease described in paragraph (1) shall include the re-  
3           lease of all interests of the United States to the min-  
4           eral rights on Buckeye 940 included in the Quit-  
5           claim Deed.

6           (c) DEFINITIONS.—In this section:

7           (1) BUCKEYE 940.—The term “Buckeye 940”  
8           means all of section 12, T.1 N., R.3 W. and all of  
9           adjoining fractional section 7, T.1 N., R.2 W., Gila  
10          and Salt River Meridian, Arizona, which property  
11          was the subject of the Quitclaim Deed between the  
12          United States and the State of Arizona, dated July  
13          11, 1949, and which is currently owned by the State  
14          of Arizona and held in trust for the beneficiaries of  
15          the Arizona State Land Trust.

16          (2) QUITCLAIM DEED.—The term “Quitclaim  
17          Deed” means the Quitclaim Deed between the  
18          United States and the State of Arizona, dated July  
19          11, 1949.

20   **SEC. 760. WASHINGTON, DC METROPOLITAN AREA SPECIAL**  
21                           **FLIGHT RULES AREA.**

22          (a) SUBMISSION OF STUDY TO CONGRESS.—Not  
23          later than 1 year after the date of enactment of this Act,  
24          the Administrator, in consultation with the Secretary of  
25          Homeland Security and the Secretary of Defense, shall

1 submit to the Committee on Commerce, Science, and  
2 Transportation and the Committee on Homeland Security  
3 and Governmental Affairs of the Senate and the Com-  
4 mittee on Transportation and Infrastructure and the  
5 Committee on Homeland Security of the House of Rep-  
6 resentatives a study on the Special Flight Rules Area and  
7 the Flight Restricted Zone under subpart V of part 93  
8 of title 14, Code of Federal Regulations.

9 (b) CONTENTS OF STUDY.—In carrying out the study  
10 under subsection (a), the Administrator shall assess spe-  
11 cific proposed changes to the Special Flight Rules Area  
12 and the Flight Restricted Zone that will decrease oper-  
13 ational impacts and improve general aviation access to air-  
14 ports in the National Capital Region that are currently  
15 impacted by the Special Flight Rules Area and the Flight  
16 Restricted Zone.

17 (c) BRIEFING.—Not later than 180 days after the  
18 date of enactment of this Act, the Administrator shall pro-  
19 vide to the committees of Congress described in subsection  
20 (a) a briefing on the feasibility (including any associated  
21 costs) of—

22 (1) installing equipment that allows a pilot to  
23 communicate with air traffic control using a very  
24 high frequency radio for the purposes of receiving an  
25 instrument flight rules clearance, activating a DC

1 FRZ flight plan, or activating a DC SFRA flight  
2 plan (as applicable) at—

3 (A) non-towered airports in the Flight Re-  
4 stricted Zone; and

5 (B) airports in the Special Flight Rules  
6 Area that do not have the communications  
7 equipment described in this paragraph;

8 (2) allowing a pilot approved by the Transpor-  
9 tation Security Administration in accordance with  
10 section 1562.3 of title 49, Code of Federal Regula-  
11 tions, to electronically file a DC FRZ flight plan or  
12 instrument flight rules flight plan that departs from,  
13 or arrives at, an airport in the Flight Restricted  
14 Zone; and

15 (3) allowing a pilot to electronically file a stand-  
16 ard very high frequency radio flight plan that de-  
17 parts from, or arrives at, an airport in the Special  
18 Flight Rules Area or Flight Restricted Zone.

19 (d) DEFINITIONS.—In this section:

20 (1) DC FRZ FLIGHT PLAN; DC SFRA FLIGHT  
21 PLAN.—The terms “DC FRZ flight plan” and “DC  
22 SFRA flight plan” have the meanings given such  
23 terms in section 93.335 of title 14, Code of Federal  
24 Regulations.

1           (2) STANDARD VFR FLIGHT PLAN.—The term  
2           “standard VFR flight plan” means a VFR flight  
3           plan (as such term is described in section 91.153 of  
4           title 14, Code of Federal Regulations) that includes  
5           search and rescue services.

6   **SEC. 761. STUDY ON AIR CARGO OPERATIONS IN PUERTO**  
7                           **RICO.**

8           (a) IN GENERAL.—No later than 1 year after the  
9           date of enactment of this Act, the Comptroller General  
10          shall conduct a study on air cargo operations in Puerto  
11          Rico.

12          (b) CONTENTS.—In conducting the study required  
13          under subsection (a), the Comptroller General shall ad-  
14          dress the following:

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

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

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

23               (4) Airport infrastructure improvements that  
24               may be needed in the 3 international airports lo-



1 cated in Puerto Rico to support increased air cargo  
2 operations.

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

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

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

14 **SEC. 762. PROGRESS REPORTS ON THE NATIONAL TRANSI-**  
15 **TION PLAN RELATED TO A FLUORINE-FREE**  
16 **FIREFIGHTING FOAM.**

17 (a) IN GENERAL.—Not later than 180 days after the  
18 date of enactment of this Act, and every 180 days there-  
19 after until the progress report termination date described  
20 in subsection (c), the Administrator, in consultation with  
21 the Administrator of the Environmental Protection Agen-  
22 cy and the Secretary of Defense, shall submit to the ap-  
23 propriate committees of Congress a progress report on the  
24 development and implementation of a national transition  
25 plan related to a fluorine-free firefighting foam that meets

1 the performance standards referenced in chapter 6 of the  
2 advisory circular of the FAA titled “Aircraft Fire Extin-  
3 guishing Agents”, issued on July 8, 2004 (Advisory Cir-  
4 cular 150/5210–6D) and is acceptable under section  
5 139.319(l) of title 14, Code of Federal Regulations, for  
6 use at part 139 airports.

7 (b) REQUIRED INFORMATION.—Each progress report  
8 under subsection (a) shall include the following:

9 (1) An assessment of the progress made by the  
10 FAA with respect to providing part 139 airports  
11 with—

12 (A) guidance from the Environmental Pro-  
13 tection Agency on acceptable environmental lim-  
14 its relating to fluorine-free firefighting foam;

15 (B) guidance from the Department of De-  
16 fense on the transition of the Department of  
17 Defense to a fluorine-free firefighting foam;

18 (C) best practices for the decontamination  
19 of existing aircraft rescue and firefighting vehi-  
20 cles, systems, and other equipment used to de-  
21 ploy firefighting foam at part 139 airports; and

22 (D) timelines for the release of policy and  
23 guidance relating to the development of imple-  
24 mentation plans for part 139 airports to obtain

1 approved military specification products and  
2 firefighting personnel training.

3 (2) A comprehensive list of the amount of aque-  
4 ous film-forming firefighting foam at each part 139  
5 airport as of the date of the submission of the  
6 progress report, including the amount of such fire-  
7 fighting foam held in firefighting equipment and the  
8 number of gallons regularly kept in reserve at each  
9 such airport.

10 (3) An assessment of the progress made by the  
11 FAA with respect to providing airports that are not  
12 part 139 airports and local authorities with respon-  
13 sibility for inspection and oversight with guidance  
14 described in subparagraphs (A) and (B) of para-  
15 graph (1) as such guidance relates to the use of flu-  
16 orine-free firefighting foam at such airports.

17 (4) Any other information that the Adminis-  
18 trator determines is appropriate.

19 (c) PROGRESS REPORT TERMINATION DATE.—The  
20 progress report termination date described in this sub-  
21 section is the date on which the Administrator notifies the  
22 appropriate committees of Congress that development and  
23 implementation of the national transition plan described  
24 in subsection (a) is complete.

1 (d) PART 139 AIRPORT DEFINED.—In this section,  
2 the term “part 139 airport” means an airport certified  
3 under part 139 of title 14, Code of Federal Regulations.

4 **SEC. 763. REPORT ON AIRPORT NOTIFICATIONS.**

5 Not later than 2 years after the date of enactment  
6 of this Act, the Administrator shall submit to the appro-  
7 priate committees of Congress a report on the activities  
8 of the FAA with respect to—

9 (1) collecting more accurate data in notices of  
10 construction, alteration, activation, and deactivation  
11 of airports as required under part 157 of title 14,  
12 Code of Federal Regulations; and

13 (2) making the database under part 157 of title  
14 14, Code of Federal Regulations, more accurate and  
15 useful for aircraft operators, particularly for heli-  
16 copter and rotary wing type aircraft operators.

17 **SEC. 764. STUDY ON COMPETITION AND AIRPORT ACCESS.**

18 Not later than 180 days after the date of enactment  
19 of this Act, the Secretary shall brief the appropriate com-  
20 mittees of Congress on—

21 (1) specific actions the Secretary and the Ad-  
22 ministrator, using existing legal authority, can take  
23 to expand access for lower cost passenger air car-  
24 riers to capacity constrained airports in the United  
25 States, including New York John F. Kennedy Inter-

1 national Airport, LaGuardia Airport, and Newark  
2 Liberty International Airport; and

3 (2) any additional legal authority the Secretary  
4 and the Administrator require in order to make ad-  
5 ditional slots at New York John F. Kennedy Inter-  
6 national Airport and LaGuardia Airport and runway  
7 timings at Newark Liberty International Airport  
8 available to lower cost passenger air carriers.

9 **SEC. 765. REGIONAL AIRPORT CAPACITY STUDY.**

10 (a) IN GENERAL.—Not later than 1 year after the  
11 date of enactment of this Act, the Administrator shall ini-  
12 tiate a study on the following:

13 (1) Existing FAA policy and guidance that gov-  
14 ern the siting of new airports or the transition of  
15 general aviation airports to commercial service.

16 (2) Ways that existing regulations and policies  
17 could be streamlined to facilitate the development of  
18 new airport capacity, particularly in high-demand air  
19 travel regions looking to invest in new airport capac-  
20 ity.

21 (3) Whether Federal funding sources (existing  
22 as of the date of enactment of this Act) that are au-  
23 thorized by the Secretary could be used for such  
24 purposes.

1           (4) Whether such Federal funding sources meet  
2           the needs of the national airspace system for adding  
3           new airport capacity outside of the commercial serv-  
4           ice airports in operation as of the date of enactment  
5           of this Act.

6           (5) If such Federal funding sources are deter-  
7           mined by the Administrator to be insufficient for the  
8           purposes described in this subsection, an estimate of  
9           the funding gap.

10          (b) REPORT.—Not later than 30 months after the  
11          date of enactment of this Act, the Administrator shall sub-  
12          mit to the appropriate committees of Congress a report  
13          on the results of the study conducted under subsection (a),  
14          together with recommendations for such legislative or ad-  
15          ministrative action as the Administrator determines ap-  
16          propriate.

17          (c) GUIDANCE.—Not later than 3 years after the date  
18          of enactment of this Act, the Administrator shall, if appro-  
19          priate, revise FAA guidance to incorporate the findings  
20          of the study conducted under subsection (a) to assist air-  
21          ports and State and local departments of transportation  
22          in increasing airport capacity to meet regional air travel  
23          demand.

1 **SEC. 766. STUDY ON AUTONOMOUS AND ELECTRIC-POW-**  
2 **ERED TRACK SYSTEMS.**

3 (a) STUDY.—The Administrator may conduct a study  
4 to determine the feasibility and economic viability of au-  
5 tonomous or electric-powered track systems that—

6 (1) are located underneath the pavement at an  
7 airport; and

8 (2) allow a transport category aircraft to taxi  
9 without the use of the main engines of the aircraft.

10 (b) BRIEFING.—If the Administrator conducts a  
11 study under subsection (a), the Administrator shall pro-  
12 vide a briefing to the appropriate committees of Congress  
13 on the results of such study.

14 **SEC. 767. PFAS-RELATED RESOURCES FOR AIRPORTS.**

15 (a) PFAS REPLACEMENT PROGRAM FOR AIR-  
16 PORTS.—Not later than 90 days after the date of enact-  
17 ment of this Act, the Secretary, in consultation with the  
18 Administrator of the Environmental Protection Agency,  
19 shall establish a program to reimburse sponsors of eligible  
20 airports for the reasonable and appropriate costs incurred  
21 after September 12, 2023, and associated with any of the  
22 following:

23 (1) The one-time initial acquisition by the spon-  
24 sor of an eligible airport of an approved fluorine-free  
25 firefighting agent under Military Specification MIL-

1 PRE-32725, dated January 12, 2023, in a quantity  
2 of—

3 (A) the capacity of all required aircraft  
4 rescue and firefighting equipment listed in the  
5 most recent FAA-approved Airport Certification  
6 Manual, regardless of how the equipment was  
7 initially acquired; and

8 (B) twice the quantity carried onboard  
9 each required truck available in the fire station  
10 for the eligible airport.

11 (2) The disposal of perfluoroalkyl or  
12 polyfluoroalkyl products, including fluorinated aque-  
13 ous film-forming agents, to the extent such disposal  
14 is necessary to facilitate the transition to such ap-  
15 proved fluorine-free firefighting agent, including  
16 aqueous film-forming agents currently in firefighting  
17 equipment and vehicles and any wastewater gen-  
18 erated during the cleaning of firefighting equipment  
19 and vehicles.

20 (3) The cleaning or disposal of existing equip-  
21 ment or components thereof, to the extent such  
22 cleaning or disposal is necessary to facilitate the  
23 transition to such approved fluorine-free firefighting  
24 agent.



1           (4) The acquisition of any equipment, or com-  
2           ponents thereof, necessary to facilitate the transition  
3           to such approved fluorine-free firefighting agent.

4           (5) The replacement of any aircraft rescue and  
5           firefighting equipment determined necessary to be  
6           replaced by the Secretary.

7           (b) DISTRIBUTION OF FUNDS.—

8           (1) GRANTS TO REPLACE AIRCRAFT RESCUE  
9           AND FIREFIGHTING VEHICLES.—

10           (A) IN GENERAL.—Of the amounts made  
11           available to carry out the PFAS replacement  
12           program, the Secretary shall reserve up to  
13           \$30,000,000 to make grants to each eligible  
14           airport that is designated under part 139 as an  
15           Index A airport and does not have existing ca-  
16           pabilities to produce fluorine-free firefighting  
17           foam for the replacement of aircraft rescue and  
18           firefighting vehicles.

19           (B) AMOUNT.—The maximum amount of a  
20           grant made under subparagraph (A) may not  
21           exceed \$2,000,000.

22           (2) REMAINING AMOUNTS.—

23           (A) DETERMINATION OF NEED.—With re-  
24           spect to the amount of firefighting foam con-  
25           centrate required for foam production commen-

1 surate with applicable aircraft rescue and fire-  
2 fighting equipment required in accordance with  
3 the most recent FAA-approved Airport Certifi-  
4 cation Manual, the Secretary shall determine—

5 (i) for each eligible airport, the total  
6 amount of such concentrate required for all  
7 of the federally required aircraft rescue  
8 and firefighting vehicles that meet index  
9 requirements under part 139, in gallons;  
10 and

11 (ii) for all eligible airports, the total  
12 amount of firefighting foam concentrate, in  
13 gallons.

14 (B) DETERMINATION OF GRANT  
15 AMOUNTS.—The Secretary shall make a grant  
16 to the sponsor of each eligible airport in an  
17 amount equal to the product of—

18 (i) the amount of funds made avail-  
19 able to carry out this section that remain  
20 available after the Secretary reserves the  
21 amount described in paragraph (1); and

22 (ii) the ratio of the amount deter-  
23 mined under subparagraph (A)(i) for such  
24 eligible airport to the amount determined  
25 under subparagraph (A)(ii).

1 (c) PROGRAM REQUIREMENTS.—

2 (1) IN GENERAL.—The Secretary shall deter-  
3 mine the eligibility of costs payable under the PFAS  
4 replacement program by taking into account all en-  
5 gineering, technical, and environmental protocols  
6 and generally accepted industry standards that are  
7 developed or established for approved fluorine-free  
8 firefighting foams.

9 (2) COMPLIANCE WITH APPLICABLE LAW.—To  
10 be eligible for reimbursement under the program es-  
11 tablished under subsection (a), the sponsor of an eli-  
12 gible airport shall carry out all actions related to the  
13 acquisition, disposal, and transition to approved flu-  
14 orine-free firefighting foams, including the cleaning  
15 and disposal of equipment, in full compliance with  
16 all applicable Federal laws in effect at the time of  
17 obligation of a grant under this section.

18 (3) FEDERAL SHARE.—The Federal share of al-  
19 lowable costs under the PFAS replacement program  
20 shall be 100 percent.

21 (d) AUTHORIZATION OF APPROPRIATIONS.—

22 (1) IN GENERAL.—There is authorized to be  
23 appropriated not more than \$350,000,000 to carry  
24 out the PFAS replacement program.



1           “(d) LIMITATION ON CERTAIN ROLLING STOCK PRO-  
2 CUREMENTS.—

3           “(1) IN GENERAL.—Financial assistance made  
4 available under the provisions described in sub-  
5 section (a) shall not be used in awarding a contract  
6 or subcontract to an entity on or after the date of  
7 enactment of this subsection for the procurement of  
8 rolling stock for use in an airport-related project if  
9 the manufacturer of the rolling stock—

10           “(A) is incorporated in or has manufac-  
11 turing facilities in the United States; and

12           “(B) is owned or controlled by, is a sub-  
13 sidiary of, or is otherwise related legally or fi-  
14 nancially to a corporation based in a country  
15 that—

16           “(i) is identified as a nonmarket econ-  
17 omy country (as defined in section 771(18)  
18 of the Tariff Act of 1930 (19 U.S.C.  
19 1677(18))) as of the date of enactment of  
20 this subsection;

21           “(ii) was identified by the United  
22 States Trade Representative in the most  
23 recent report required by section 182 of  
24 the Trade Act of 1974 (19 U.S.C. 2242)  
25 as a foreign country included on the pri-

1 ority watch list defined in subsection (g)(3)  
2 of that section; and

3 “(iii) is subject to monitoring by the  
4 Trade Representative under section 306 of  
5 the Trade Act of 1974 (19 U.S.C. 2416).

6 “(2) EXCEPTION.—

7 “(A) IN GENERAL.—For purposes of para-  
8 graph (1), the term ‘otherwise related legally or  
9 financially’ does not include—

10 “(i) a minority relationship or invest-  
11 ment; or

12 “(ii) relationship with or investment  
13 in a subsidiary, joint venture, or other en-  
14 tity based in a country described in para-  
15 graph (1)(B) that does not export rolling  
16 stock or components of rolling stock for  
17 use in the United States.

18 “(B) CORPORATION BASED IN PEOPLE’S  
19 REPUBLIC OF CHINA.—Notwithstanding sub-  
20 paragraph (A)(i), for purposes of paragraph  
21 (1), the term ‘otherwise related legally or finan-  
22 cially’ includes a minority relationship or invest-  
23 ment if the relationship or investment involves  
24 a corporation based in the People’s Republic of  
25 China.

1           “(3) INTERNATIONAL AGREEMENTS.—This sub-  
2           section shall be applied in a manner consistent with  
3           the obligations of the United States under inter-  
4           national agreements.

5           “(4) WAIVER.—

6                   “(A) IN GENERAL.—The Secretary may  
7           waive the limitation described in paragraph (1)  
8           using the criteria described in subsection (b).

9                   “(B) NOTIFICATION.—Not later than 10  
10          days after issuing a waiver under subparagraph  
11          (A), the Secretary shall notify the Committee  
12          on Transportation and Infrastructure of the  
13          House of Representatives and the Committee  
14          on Commerce, Science, and Transportation of  
15          the Senate.”.

16          (b) CONFORMING AMENDMENTS.—

17                   (1) RESTRICTING CONTRACT AWARDS BECAUSE  
18          OF DISCRIMINATION AGAINST UNITED STATES  
19          GOODS OR SERVICES.—Section 50102 of title 49,  
20          United States Code, is amended by striking “(except  
21          section 47127)”.

22                   (2) RESTRICTION ON AIRPORT PROJECTS USING  
23          PRODUCTS OR SERVICES OF FOREIGN COUNTRIES  
24          DENYING FAIR MARKET OPPORTUNITIES.—Section

1 50104(b) of title 49, United States Code, is amend-  
2 ed by striking “(except section 47127)”.

3 (3) FRAUDULENT USE OF MADE IN AMERICA  
4 LABEL.—Section 50105 of title 49, United States  
5 Code, is amended by striking “(except section  
6 47127)”.

7 **SEC. 769. MAINTAINING SAFE FIRE AND RESCUE STAFFING**  
8 **LEVELS.**

9 (a) UPDATE TO REGULATION.—The Administrator  
10 shall update the regulations contained in section 139.319  
11 of title 14, Code of Federal Regulations, to ensure that  
12 paragraph (4) of such section provides that at least 1 indi-  
13 vidual maintains certification at the emergency medical  
14 technician basic level, or higher, at a small, medium, or  
15 large hub airport.

16 (b) STAFFING REVIEW.—Not later than 2 years after  
17 the date of enactment of this Act, the Administrator shall  
18 conduct a review of airport environments and related regu-  
19 lations to evaluate sufficient staffing levels necessary for  
20 firefighting, rescue, and emergency medical services and  
21 response at airports certified under part 139 of title 14,  
22 Code of Federal Regulations.

23 (c) REPORT.—Not later than 1 year after completing  
24 the review under subsection (b), the Administrator shall



1 submit to the appropriate committees of Congress a report  
2 containing the results of the review.

3 **SEC. 770. GRANT ASSURANCES.**

4 (a) GENERAL WRITTEN ASSURANCES.—Section  
5 47107(a) of title 49, United States Code, is amended—

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

8 (2) in paragraph (21) by striking the period at  
9 the end and inserting “; and”; and

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

11 “(22) the airport owner or operator may not re-  
12 strict or prohibit the sale or self-fueling of any 100-  
13 octane low lead aviation gasoline for purchase or use  
14 by operators of general aviation aircraft if such avia-  
15 tion gasoline was available at such airport at any  
16 time during calendar year 2022, until the earlier  
17 of—

18 “(A) December 31, 2030; or

19 “(B) the date on which the airport or any  
20 retail fuel seller at such airport makes available  
21 an unleaded aviation gasoline that—

22 “(i) has been authorized for use by  
23 the Administrator of the Federal Aviation  
24 Administration as a replacement for 100-  
25 octane low lead aviation gasoline for use in

1 nearly all piston-engine aircraft and engine  
2 models; and

3 “(ii) meets either an industry con-  
4 sensus standard or other standard that fa-  
5 cilitates the safe use, production, and dis-  
6 tribution of such unleaded aviation gaso-  
7 line, as determined appropriate by the Ad-  
8 ministrator.”.

9 (b) CIVIL PENALTIES FOR GRANT ASSURANCES VIO-  
10 LATIONS.—Section 46301(a) of title 49, United States  
11 Code, is further amended—

12 (1) in paragraph (1)(A) by inserting “section  
13 47107(a)(22) (including any assurance made under  
14 such section),” after “chapter 451,”; and

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

16 “(8) FAILURE TO CONTINUE OFFERING AVIATION  
17 FUEL.—Notwithstanding paragraph (1), the maximum  
18 civil penalty for a violation of section 47107(a)(22) (in-  
19 cluding any assurance made under such section) com-  
20 mitted by a person, including if the person is an individual  
21 or a small business concern, shall be \$5,000 for each day  
22 that the person is in violation of that section.”.

23 **SEC. 771. AVIATION FUEL IN ALASKA.**

24 (a) IN GENERAL.—

1           (1) PROHIBITION ON RESTRICTION OF FUEL  
2           USAGE OR AVAILABILITY.—The Administrator of the  
3           Federal Aviation Administration and the Adminis-  
4           trator of the Environmental Protection Agency shall  
5           not restrict the continued use or availability of 100-  
6           octane low lead aviation gasoline in the State of  
7           Alaska until the earlier of—

8                       (A) December 31, 2032; or

9                       (B) 6 months after the date on which the  
10           Administrator of the Federal Aviation Adminis-  
11           tration finds that an unleaded aviation fuel is  
12           widely commercially available at airports  
13           throughout the State of Alaska that—

14                      (i) has been authorized for use by the  
15           Administrator of the Federal Aviation Ad-  
16           ministration as a replacement for 100-oc-  
17           tane low lead aviation gasoline; and

18                      (ii) meets either an industry con-  
19           sensus standard or other standard that fa-  
20           cilitates and ensures the safe use, produc-  
21           tion, and distribution of such unleaded  
22           aviation fuel.

23           (2) SAVINGS CLAUSE.—Nothing in this section  
24           shall limit the authority of the Administrator of the  
25           Federal Aviation Administration or the Adminis-

1       trator of the Environmental Protection Agency to  
2       address the endangerment to public health and wel-  
3       fare posed by lead emissions—

4               (A) in the United States outside of the  
5       State of Alaska; or

6               (B) within the State of Alaska after the  
7       date specified in paragraph (1).

8       (b) GAO REPORT ON TRANSITIONING TO UNLEADED  
9       AVIATION FUEL IN THE STATE OF ALASKA.—

10           (1) EVALUATION.—The Comptroller General of  
11       the United States shall conduct an evaluation of the  
12       following:

13               (A) The aircraft, routes, and supply chains  
14       in the State of Alaska utilizing leaded aviation  
15       gasoline, including identification of remote and  
16       rural communities that rely upon leaded avia-  
17       tion gasoline.

18               (B) The estimated costs and benefits of  
19       transitioning aircraft and the supply chain in  
20       the State of Alaska to aviation fuel that meets  
21       the requirements described in clauses (i) and  
22       (ii) of section 47107(a)(22)(B) of title 49,  
23       United States Code, as added by section 770,  
24       including direct costs of new aircraft and equip-  
25       ment and indirect costs, including transpor-

1           tation from refineries to markets, foreign im-  
2           ports, and changes in leaded aviation gasoline  
3           prices as a result of reduced supply.

4           (C) The programs of the Environmental  
5           Protection Agency, the Federal Aviation Admin-  
6           istration, and other government agencies that  
7           can be utilized to assist individuals, commu-  
8           nities, industries, and the State of Alaska with  
9           the costs described in subparagraph (B).

10          (D) A reasonable time frame to permit any  
11          limitation on 100-octane low-lead aviation gaso-  
12          line in the State of Alaska.

13          (E) Other logistical considerations associ-  
14          ated with the transition described in subpara-  
15          graph (B).

16          (2) REPORT.—Not later than 3 years after the  
17          date of enactment of this section, the Comptroller  
18          General shall submit a report containing the results  
19          of the evaluation conducted under paragraph (1)  
20          to—

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

23                 (B) the Committee on Environment and  
24                 Public Works of the Senate;

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

4 (D) the Committee on Energy and Com-  
5 merce of the House of Representatives.

6 **SEC. 772. APPLICATION OF AMENDMENTS.**

7 The amendments to the Airport Improvement Pro-  
8 gram apportionment and discretionary formulas under  
9 chapter 471 of title 49, United States Code, made by this  
10 Act (except as they relate to the extension of provisions  
11 or authorities expiring on May 10, 2024, or May 11,  
12 2024) shall not apply in a fiscal year beginning before the  
13 date of enactment of this Act.

14 **SEC. 773. PROHIBITION ON USE OF AMOUNTS TO PROCESS**  
15 **OR ADMINISTER ANY APPLICATION FOR THE**  
16 **JOINT USE OF HOMESTEAD AIR RESERVE**  
17 **BASE WITH CIVIL AVIATION.**

18 No amounts appropriated or otherwise made avail-  
19 able to the Federal Aviation Administration for fiscal  
20 years 2024 through 2028 may be used to process or ad-  
21 minister any application for the joint use of Homestead  
22 Air Reserve Base, Homestead, Florida, by the Air Force  
23 and civil aircraft.

1 **SEC. 774. UNIVERSAL CHANGING STATION.**

2 (a) GRANT ASSURANCES.—Section 47107 of title 49,  
3 United States Code, as amended by section 743(b)(2), is  
4 further amended by adding at the end the following:

5 “(y) UNIVERSAL CHANGING STATION.—

6 “(1) IN GENERAL.—In fiscal year 2030 and  
7 each fiscal year thereafter, the Secretary of Trans-  
8 portation may approve an application under this  
9 subchapter for an airport development project grant  
10 only if the Secretary receives written assurances that  
11 the airport owner or operator will install or maintain  
12 (in compliance with the requirements of section  
13 35.133 of title 28, Code of Federal Regulations), as  
14 applicable—

15 “(A) at least 1 private, single-use room  
16 with a universal changing station that—

17 “(i) meets the standards established  
18 under paragraph (2)(A); and

19 “(ii) is accessible to all individuals for  
20 purposes of use by an individual with a  
21 disability in each passenger terminal build-  
22 ing of the airport; and

23 “(B) signage at or near the entrance to  
24 the changing station indicating the location of  
25 the changing station.

1           “(2) STANDARDS REQUIRED.—Not later than 2  
2           years after the date of enactment of this subsection,  
3           the United States Access Board shall—

4                   “(A) establish—

5                           “(i) comprehensive accessible design  
6                           standards for universal changing tables;  
7                           and

8                           “(ii) standards on the privacy, accessi-  
9                           bility, and sanitation equipment of the  
10                          room in which such table is located, re-  
11                          quired to be installed, or maintained under  
12                          this subsection; and

13                   “(B) in establishing the standards under  
14                   subparagraph (A), consult with entities with ap-  
15                   propriate expertise relating to the use of uni-  
16                   versal changing stations used by individuals  
17                   with disabilities.

18           “(3) APPLICABILITY.—

19                   “(A) AIRPORT SIZE.—The requirement in  
20                   paragraph (1) shall only apply to applications  
21                   submitted by the airport sponsor of a medium  
22                   or large hub airport.

23                   “(B) SPECIAL RULE.—The requirement in  
24                   paragraph (1) shall not apply with respect to a  
25                   project grant application for a period of time,



1           determined by the Secretary, if the Secretary  
2           determines that construction or maintenance  
3           activities make it impracticable or unsafe for  
4           the universal changing station to be located in  
5           the sterile area of the building.

6           “(4) EXCEPTION.—Upon application by an air-  
7           port sponsor, the Secretary may determine that a  
8           universal changing station in existence before the  
9           date of enactment of the FAA Reauthorization Act  
10          of 2024, complies with the requirements of para-  
11          graph (1) (including the standards established under  
12          paragraph (2)(A)), notwithstanding the absence of 1  
13          or more of the standards or characteristics required  
14          under such paragraph.

15          “(5) DEFINITION.—In this section:

16                 “(A) DISABILITY.—The term ‘disability’  
17                 has the meaning given that term in section 3 of  
18                 the Americans with Disabilities Act of 1990 (42  
19                 U.S.C. 12102).

20                 “(B) STERILE AREA.—The term ‘sterile  
21                 area’ has the same meaning given that term in  
22                 section 1540.5 of title 49, Code of Federal Reg-  
23                 ulations.

24                 “(C) UNIVERSAL CHANGING STATION.—  
25                 The term ‘universal changing station’ means a

1 universal or adult changing station that meets  
2 the standards established by the United States  
3 Access Board under paragraph (2)(A).

4 “(D) UNITED STATES ACCESS BOARD.—  
5 The term ‘United States Access Board’ means  
6 the Architectural and Transportation Barriers  
7 Compliance Board established under section  
8 502(a)(1) of the Rehabilitation Act of 1973 (29  
9 U.S.C. 792(a)(1)).”.

10 (b) TERMINAL DEVELOPMENT COSTS.—Section  
11 47119(a) of title 49, United States Code, is amended by  
12 adding at the end the following:

13 “(4) UNIVERSAL CHANGING STATIONS.—In ad-  
14 dition to the projects described in paragraph (1), the  
15 Secretary may approve a project for terminal devel-  
16 opment for the construction or installation of a uni-  
17 versal changing station (as defined in section  
18 47107(y)) at a commercial service airport.”.

19 **SEC. 774A. AIRPORT HUMAN TRAFFICKING PREVENTION**  
20 **GRANTS.**

21 (a) IN GENERAL.—The Secretary shall establish a  
22 grant program to provide grants to airports described in  
23 subsection (b)(1) to address human trafficking awareness,  
24 education, and prevention efforts, including by—

1           (1) coordinating human trafficking prevention  
2 efforts across multimodal transportation operations  
3 within a community; and

4           (2) accomplishing the best practices and rec-  
5 ommendations provided by the Department of  
6 Transportation Advisory Committee on Human  
7 Trafficking.

8 (b) DISTRIBUTION.—

9           (1) IN GENERAL.—The Secretary shall dis-  
10 tribute amounts made available for grants under this  
11 section to—

12           (A) the 75 airports in the United States  
13 with the highest number of passenger  
14 enplanements annually, based on the most re-  
15 cent data available; and

16           (B) as the Secretary determines to be ap-  
17 propriate, an airport not described in subpara-  
18 graph (A) that serves an area with a high prev-  
19 alence of human trafficking, on application of  
20 the airport.

21           (2) PRIORITY; CONSIDERATIONS.—In distrib-  
22 uting amounts made available for grants under this  
23 section, the Secretary shall—

24           (A) give priority in grant amounts to air-  
25 ports referred to in paragraph (1) that serve re-

1           gions with a higher prevalence of human traf-  
2           ficking; and

3                   (B) take into consideration the effect the  
4           amounts would have on surrounding areas.

5           (3) CONSULTATION.—In distributing amounts  
6           made available for grants under this section, the  
7           Secretary shall consult with the Department of  
8           Transportation Advisory Committee on Human  
9           Trafficking in determining the amounts to be dis-  
10          tributed to each grant recipient to ensure the best  
11          use of the funds.

12          (c) AUTHORIZATION OF APPROPRIATIONS.—There is  
13          authorized to be appropriated to the Secretary to carry  
14          out this section \$10,000,000 for each of fiscal years 2025  
15          through 2028.

16 **SEC. 774B. STUDY ON IMPROVEMENTS FOR CERTAIN**  
17 **NONHUB AIRPORTS.**

18          (a) IN GENERAL.—Not later than 90 days after the  
19          date of enactment of this section, the Comptroller General  
20          shall conduct a study on the challenges faced by nonhub  
21          airports not designated as essential air service commu-  
22          nities and recommend ways to help secure and retain  
23          flight schedules using existing Federal programs, such as  
24          the Small Community Air Service Development program.

1 (b) REPORT.—Not later than 1 year after the date  
2 of enactment of this section, the Comptroller General shall  
3 submit to the appropriate committees of Congress a report  
4 on the results of the study conducted under subsection (a),  
5 including recommendations for such legislation and ad-  
6 ministrative action as the Comptroller General determines  
7 appropriate.

8 **Subtitle B—Passenger Facility**  
9 **Charges**

10 **SEC. 775. ADDITIONAL PERMITTED USES OF PASSENGER**  
11 **FACILITY CHARGE REVENUE.**

12 Section 40117(a)(3) of title 49, United States Code,  
13 is amended by adding at the end the following:

14 “(H) A project at a small hub airport for  
15 a noise barrier where the day–night average  
16 sound level from commercial, general aviation,  
17 or cargo operations is expected to exceed 55  
18 decibels as a result of new airport development.

19 “(I) A project for the replacement of exist-  
20 ing workspace elements (including any associ-  
21 ated in-kind facility or equipment within or im-  
22 mediately adjacent to a terminal development or  
23 renovation project at such airport) related to  
24 the relocation of a Federal agency on airport  
25 grounds due to such terminal development or

1 renovation project for which development costs  
2 are eligible costs under this section.”.

3 **SEC. 776. PASSENGER FACILITY CHARGE STREAMLINING.**

4 (a) IN GENERAL.—Section 40117 of title 49, United  
5 States Code, is amended—

6 (1) in subsection (b)—

7 (A) in paragraph (1)—

8 (i) by striking “The Secretary” and  
9 inserting “Except as provided under sub-  
10 section (l), the Secretary”; and

11 (ii) by striking “\$1, \$2, or \$3” and  
12 inserting “\$1, \$2, \$3, \$4, or \$4.50”;

13 (B) by striking paragraph (4);

14 (C) by redesignating paragraphs (5)  
15 through (7) as paragraphs (4) through (6), re-  
16 spectively;

17 (D) in paragraph (5), as so redesignated—

18 (i) by striking “paragraphs (1) and  
19 (4)” and inserting “paragraph (1)”; and

20 (ii) by striking “paragraph (1) or (4)”  
21 and inserting “paragraph (1)”; and

22 (E) in paragraph (6)(A), as so redesi-  
23 gnated—

1 (i) by striking “paragraphs (1), (4),  
2 and (6)” and inserting “paragraphs (1)  
3 and (5)”; and

4 (ii) by striking “paragraph (1) or (4)”  
5 and inserting “paragraph (1)”;  
6

(2) in subsection (e)(1)—

7 (A) in subparagraph (A) by inserting “or  
8 a passenger facility charge imposition is author-  
9 ized under subsection (l)” after “of this sec-  
10 tion”; and

11 (B) in subparagraph (B) by inserting “rea-  
12 sonable” after “subject to”; and

13 (3) in subsection (l)—

14 (A) in the subsection heading, by striking  
15 **“Pilot Program for Passenger Facility  
16 Charge Authorizations”** and inserting  
17 **“PASSENGER FACILITY CHARGE STREAM-  
18 LINING”**;

19 (B) by striking paragraph (1) and insert-  
20 ing the following:

21 **“(1) IN GENERAL.—**

22 **“(A) REGULATIONS.—**The Secretary shall  
23 prescribe regulations to streamline the process  
24 for authorizing eligible agencies for airports to  
25 impose passenger facility charges.

1           “(B) PASSENGER FACILITY CHARGE.—An  
2 eligible agency may impose a passenger facility  
3 charge of \$1, \$2, \$3, \$4, or \$4.50 in accord-  
4 ance with the provisions of this subsection in-  
5 stead of using the procedures otherwise pro-  
6 vided in this section.”;

7           (C) by striking paragraph (4) and insert-  
8 ing the following:

9           “(4) ACKNOWLEDGMENT OF RECEIPT AND IN-  
10 DICATION OF OBJECTION.—

11           “(A) IN GENERAL.—The Secretary shall  
12 acknowledge receipt of the notice and indicate  
13 any objection to the imposition of a passenger  
14 facility charge under this subsection for any  
15 project identified in the notice within 60 days  
16 after receipt of the eligible agency’s notice.

17           “(B) PROHIBITED OBJECTION.—The Sec-  
18 retary may not object to an eligible airport-re-  
19 lated project that received Federal financial as-  
20 sistance for airport development, terminal devel-  
21 opment, airport planning, or for the purposes of  
22 noise compatibility, if the Federal financial as-  
23 sistance and passenger facility charge collection  
24 (including interest and other returns on the rev-



1           enue) do not exceed the total cost of the  
2           project.

3           “(C) ALLOWED OBJECTION.—The Sec-  
4           retary may only object to the imposition of a  
5           passenger facility charge under this subsection  
6           for a project that—

7                   “(i) establishes significant policy  
8                   precedent;

9                   “(ii) raises significant legal issues;

10                   “(iii) garners significant controversy,  
11                   as evidenced by significant opposition to  
12                   the proposed action by the applicant or  
13                   other airport authorities, airport users,  
14                   governmental agencies, elected officials, or  
15                   communities;

16                   “(iv) raises significant revenue diver-  
17                   sion, airport noise, or access issues, includ-  
18                   ing compliance with section 47111(e) or  
19                   subchapter II of chapter 475;

20                   “(v) includes multimodal components;

21                   or

22                   “(vi) serves no aeronautical purpose.”;

23           (D) by striking paragraph (6); and

24           (E) by redesignating paragraph (7) as  
25           paragraph (6).

1 (b) RULEMAKING.—Not later than 120 days after the  
2 date of enactment of this Act, the Administrator shall ini-  
3 tiate a rulemaking to implement the amendments made  
4 by subsection (a).

5 (c) INTERIM GUIDANCE.—The interim guidance es-  
6 tablished in the memorandum of the FAA titled “PFC 73-  
7 20. Streamlined Procedures for Passenger Facility Charge  
8 (PFC) Authorizations at Small-, Medium-, and Large-  
9 Hub Airports”, issued on January 22, 2020, including any  
10 modification to such guidance necessary to conform with  
11 the amendments made by subsection (a), shall remain in  
12 effect until the effective date of the final rule issued under  
13 subsection (b).

14 **Subtitle C—Noise And Environ-**  
15 **mental Programs And Stream-**  
16 **lining**

17 **SEC. 781. STREAMLINING CONSULTATION PROCESS.**

18 Section 47101(h) of title 49, United States Code, is  
19 amended by striking “shall” and inserting “may”.

20 **SEC. 782. REPEAL OF BURDENSOME EMISSIONS CREDIT RE-**  
21 **QUIREMENTS.**

22 Section 47139 of title 49, United States Code, is  
23 amended—

24 (1) in subsection (a)—

1 (A) in the matter preceding paragraph

2 (1)—

3 (i) by striking “airport sponsors re-  
4 ceive” and inserting “airport sponsors may  
5 receive”;

6 (ii) by striking “carrying out projects”  
7 and inserting “carrying out projects, in-  
8 cluding projects”; and

9 (iii) by striking “conditions” and in-  
10 sserting “considerations”; and

11 (B) in paragraph (2)—

12 (i) by striking “airport sponsor” and  
13 inserting “airport sponsor, including for an  
14 airport outside of a nonattainment area or  
15 maintenance area,”;

16 (ii) by striking “only”;

17 (iii) by striking “or as offsets” and in-  
18 sserting “, as offsets”; and

19 (iv) by striking the period at the end  
20 and inserting “, or as part of a State im-  
21 plementation plan.”;

22 (2) by striking subsection (b); and

23 (3) by redesignating subsection (c) as sub-  
24 section (b).

1 **SEC. 783. EXPEDITED ENVIRONMENTAL REVIEW AND ONE**  
2 **FEDERAL DECISION.**

3 Section 47171 of title 49, United States Code, is  
4 amended—

5 (1) in subsection (a)—

6 (A) in the matter preceding paragraph

7 (1)—

8 (i) by striking “develop and”; and

9 (ii) by striking “projects at congested  
10 airports” and all that follows through  
11 “aviation security projects” and inserting  
12 “projects, terminal development projects,  
13 general aviation airport construction or im-  
14 provement projects, and aviation safety  
15 projects”; and

16 (B) in paragraph (1) by striking “better”  
17 and inserting “streamlined”;

18 (2) by striking subsection (b) and inserting the  
19 following:

20 “(b) AVIATION PROJECTS SUBJECT TO A STREAM-  
21 LINED ENVIRONMENTAL REVIEW PROCESS.—

22 “(1) IN GENERAL.—Any airport capacity en-  
23 hancement project, terminal development project, or  
24 general aviation airport construction or improvement  
25 project shall be subject to the coordinated and expe-

1 dited environmental review process requirements set  
2 forth in this section.

3 “(2) PROJECT DESIGNATION CRITERIA.—

4 “(A) IN GENERAL.—The Secretary may  
5 designate an aviation safety project for priority  
6 environmental review.

7 “(B) REQUIREMENTS.—A designated  
8 project shall be subject to the coordinated and  
9 expedited environmental review process require-  
10 ments set forth in this section.

11 “(C) GUIDELINES.—

12 “(i) IN GENERAL.—The Secretary  
13 shall establish guidelines for the designa-  
14 tion of an aviation safety project or avia-  
15 tion security project for priority environ-  
16 mental review.

17 “(ii) CONSIDERATION.—Guidelines es-  
18 tablished under clause (i) shall provide for  
19 consideration of—

20 “(I) the importance or urgency of  
21 the project;

22 “(II) the potential for under-  
23 taking the environmental review under  
24 existing emergency procedures under

1 the National Environmental Policy  
2 Act of 1969 (42 U.S.C. 4321 et seq.);

3 “(III) the need for cooperation  
4 and concurrent reviews by other Fed-  
5 eral or State agencies; and

6 “(IV) the prospect for undue  
7 delay if the project is not designated  
8 for priority review.”;

9 (3) in subsection (c) by striking “an airport ca-  
10 pacity enhancement project at a congested airport or  
11 a project designated under subsection (b)(3)” and  
12 inserting “a project described or designated under  
13 subsection (b)”;

14 (4) in subsection (d) by striking “each airport  
15 capacity enhancement project at a congested airport  
16 or a project designated under subsection (b)(3)” and  
17 inserting “a project described or designated under  
18 subsection (b)”;

19 (5) in subsection (h) by striking “designated  
20 under subsection (b)(3)” and all that follows  
21 through “congested airports” and inserting “de-  
22 scribed in subsection (b)(1)”;

23 (6) in subsection (j)—

24 (A) by striking “For any” and inserting  
25 the following:

1 “(1) IN GENERAL.—For any”; and

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

3 “(2) DEADLINE.—The Secretary shall define  
4 the purpose and need of a project not later than 45  
5 days after—

6 “(A) the submission of the appropriately  
7 completed proposed purpose and need descrip-  
8 tion of the airport sponsor; and

9 “(B) any appropriately completed proposed  
10 revision to a development project that affects  
11 the purpose and need description previously  
12 prepared or accepted by the Federal Aviation  
13 Administration.

14 “(3) ASSISTANCE.—The Secretary shall provide  
15 all airport sponsors with technical assistance in  
16 drafting purpose and need statements and necessary  
17 supporting documentation for projects involving  
18 Federal approvals from more than 1 Federal agen-  
19 cy.”;

20 (7) in subsection (k)—

21 (A) by striking “an airport capacity en-  
22 hancement project at a congested airport or a  
23 project designated under subsection (b)(3)” and  
24 inserting “a project described or designated  
25 under subsection (b)”;

1 (B) by striking “project shall consider”  
2 and inserting the following: “project shall—  
3 “(1) consider”;

4 (C) by striking the period at the end and  
5 inserting “; and”; and

6 (D) by adding at the end the following:  
7 “(2) limit the comments of the agency to—

8 “(A) subject matter areas within the spe-  
9 cial expertise of the agency; and

10 “(B) changes necessary to ensure the  
11 agency is carrying out the obligations of that  
12 agency under the National Environmental Pol-  
13 icy Act of 1969 (42 U.S.C. 4321 et seq.) and  
14 other applicable law.”;

15 (8) in subsection (l) by striking the period at  
16 the end and inserting “and section 1503 of title 40,  
17 Code of Federal Regulations.”; and

18 (9) by striking subsection (m) and inserting the  
19 following:

20 “(m) COORDINATION AND SCHEDULE.—

21 “(1) COORDINATION PLAN.—

22 “(A) IN GENERAL.—Not later than 90  
23 days after the date of publication of a notice of  
24 intent to prepare an environmental impact  
25 statement or the initiation of an environmental



1 assessment, the Secretary of Transportation  
2 shall establish a plan for coordinating public  
3 and agency participation in and comment on  
4 the environmental review process for a project  
5 described or designated under subsection (b).  
6 The coordination plan may be incorporated into  
7 a memorandum of understanding.

8 “(B) CLOUD-BASED, INTERACTIVE DIGITAL  
9 PLATFORMS.—The Secretary is encouraged to  
10 utilize cloud-based, interactive digital platforms  
11 to meet community engagement and agency co-  
12 ordination requirements under subparagraph  
13 (A).

14 “(C) SCHEDULE.—

15 “(i) IN GENERAL.—The Secretary  
16 shall establish as part of such coordination  
17 plan, after consultation with and the con-  
18 currence of each participating agency for  
19 the project and with the State in which the  
20 project is located (and, if the State is not  
21 the project sponsor, with the project spon-  
22 sor), a schedule for—

23 “(I) interim milestones and dead-  
24 lines for agency activities necessary to

1 complete the environmental review;  
2 and

3 “(II) completion of the environ-  
4 mental review process for the project.

5 “(ii) FACTORS FOR CONSIDER-  
6 ATION.—In establishing the schedule under  
7 clause (i), the Secretary shall consider fac-  
8 tors such as—

9 “(I) the responsibilities of par-  
10 ticipating agencies under applicable  
11 laws;

12 “(II) resources available to the  
13 cooperating agencies;

14 “(III) overall size and complexity  
15 of the project;

16 “(IV) the overall time required  
17 by an agency to conduct an environ-  
18 mental review and make decisions  
19 under applicable Federal law relating  
20 to a project (including the issuance or  
21 denial of a permit or license) and the  
22 cost of the project; and

23 “(V) the sensitivity of the natural  
24 and historic resources that could be  
25 affected by the project.

1                   “(iii) MAXIMUM PROJECT SCHED-  
2                   ULE.—To the maximum extent practicable  
3                   and consistent with applicable Federal law,  
4                   the Secretary shall develop, in concurrence  
5                   with the project sponsor, a maximum  
6                   schedule for the project described or des-  
7                   ignated under subsection (b) that is not  
8                   more than 2 years for the completion of  
9                   the environmental review process for such  
10                  projects, as measured from, as applicable,  
11                  the date of publication of a notice of intent  
12                  to prepare an environmental impact state-  
13                  ment to the record of decision.

14                  “(iv) DISPUTE RESOLUTION.—

15                         “(I) IN GENERAL.—Any issue or  
16                         dispute that arises between the Sec-  
17                         retary and participating agencies (or  
18                         amongst participating agencies) dur-  
19                         ing the environmental review process  
20                         shall be addressed expeditiously to  
21                         avoid delay.

22                         “(II) RESPONSIBILITIES.—The  
23                         Secretary and participating agencies  
24                         shall—

740

1                   “(aa) implement the require-  
2                   ments of this section consistent  
3                   with any dispute resolution proc-  
4                   ess established in an applicable  
5                   law, regulation, or legally binding  
6                   agreement to the maximum ex-  
7                   tent permitted by law; and

8                   “(bb) seek to resolve issues  
9                   or disputes at the earliest pos-  
10                  sible time at the project level  
11                  through agency employees who  
12                  have day-to-day involvement in  
13                  the project.

14                  “(III) SECRETARY RESPONSIBIL-  
15                  ITIES.—

16                  “(aa) IN GENERAL.—The  
17                  Secretary shall make information  
18                  available to each cooperating and  
19                  participating agency and project  
20                  sponsor as early as practicable in  
21                  the environmental review regard-  
22                  ing the environmental, historic,  
23                  and socioeconomic resources lo-  
24                  cated within the project area and

741

1 the general locations of the alter-  
2 natives under consideration.

3 “(bb) SOURCES OF INFOR-  
4 MATION.—The information de-  
5 scribed in item (aa) may be  
6 based on existing data sources,  
7 including geographic information  
8 systems mapping.

9 “(IV) COOPERATING AND PAR-  
10 TICIPATING AGENCY RESPONSIBIL-  
11 ITIES.—Each cooperating and partici-  
12 pating agency shall—

13 “(aa) identify, as early as  
14 practicable, any issues of concern  
15 regarding any potential environ-  
16 mental impacts of the project, in-  
17 cluding any issues that could  
18 substantially delay or prevent an  
19 agency from completing any envi-  
20 ronmental review or authoriza-  
21 tion required for the project; and

22 “(bb) communicate any  
23 issues described in item (aa) to  
24 the project sponsor.

## 742

1                   “(V) ELEVATION FOR MISSED  
2 MILESTONE.—If a dispute between  
3 the Secretary and participating agen-  
4 cies (or amongst participating agen-  
5 cies) causes a milestone to be missed  
6 or extended, or the Secretary antici-  
7 pates that a permitting timetable  
8 milestone will be missed or will need  
9 to be extended, the dispute shall be  
10 elevated to an official designated by  
11 the relevant agency for resolution.  
12 The elevation of a dispute shall take  
13 place as soon as practicable after the  
14 Secretary becomes aware of the dis-  
15 pute or potential missed milestone.

16                   “(VI) EXCEPTION.—Disputes  
17 that do not impact the ability of an  
18 agency to meet a milestone may be  
19 elevated as appropriate.

20                   “(VII) FURTHER EVALUATION.—  
21 If a resolution has not been reached  
22 at the end of the 30-day period after  
23 a relevant milestone date or extension  
24 date after a dispute has been elevated  
25 to the designated official, the relevant

1 agencies shall elevate the dispute to  
2 senior agency leadership for resolu-  
3 tion.

4 “(D) CONSISTENCY WITH OTHER TIME PE-  
5 RIODS.—A schedule under subparagraph (C)  
6 shall be consistent with any other relevant time  
7 periods established under Federal law.

8 “(E) MODIFICATION.—

9 “(i) IN GENERAL.—Except as pro-  
10 vided in clause (ii), the Secretary may  
11 lengthen or shorten a schedule established  
12 under subparagraph (C) for good cause.  
13 The Secretary may consider a decision by  
14 the project sponsor to change, modify, ex-  
15 pand, or reduce the scope of a project as  
16 good cause for purposes of this clause.

17 “(ii) LIMITATIONS.—

18 “(I) LENGTHENED SCHEDULE.—  
19 The Secretary may lengthen a sched-  
20 ule under clause (i) for a cooperating  
21 Federal agency by not more than 1  
22 year after the latest deadline estab-  
23 lished for the project described or des-  
24 igned under subsection (b) by the  
25 Secretary.

1                   “(II) SHORTENED SCHEDULE.—

2                   The Secretary may not shorten a  
3                   schedule under clause (i) if doing so  
4                   would impair the ability of a cooper-  
5                   ating Federal agency to conduct nec-  
6                   essary analyses or otherwise carry out  
7                   relevant obligations of the Federal  
8                   agency for the project.

9                   “(F) FAILURE TO MEET DEADLINE.—If a  
10                  cooperating Federal agency fails to meet a  
11                  deadline established under subparagraph  
12                  (D)(ii)(I)—

13                  “(i) the cooperating Federal agency  
14                  shall, not later than 10 days after failing  
15                  to meet the deadline, submit to the Sec-  
16                  retary a report that describes the reasons  
17                  why the deadline was not met; and

18                  “(ii) the Secretary shall—

19                  “(I) submit to the Committee on  
20                  Transportation and Infrastructure of  
21                  the House of Representatives and the  
22                  Committee on Commerce, Science,  
23                  and Transportation of the Senate a  
24                  copy of the report under clause (i);  
25                  and



745

1                   “(II) make the report under  
2                   clause (i) publicly available on a  
3                   website of the Department of Trans-  
4                   portation.

5                   “(G) DISSEMINATION.—A copy of a sched-  
6                   ule under subparagraph (C), and of any modi-  
7                   fications to the schedule under subparagraph  
8                   (E), shall be—

9                   “(i) provided to all participating agen-  
10                  cies and to the State department of trans-  
11                  portation of the State in which the project  
12                  is located (and, if the State is not the  
13                  project sponsor, to the project sponsor);  
14                  and

15                  “(ii) made available to the public.

16                  “(2) COMMENT DEADLINES.—The Secretary  
17                  shall establish the following deadlines for comment  
18                  during the environmental review process for a  
19                  project:

20                  “(A) For comments by agencies and the  
21                  public on a draft environmental impact state-  
22                  ment, a period of not more than 60 days after  
23                  publication in the Federal Register of notice of  
24                  the date of public availability of such statement,  
25                  unless—

1                   “(i) a different deadline is established  
2                   by agreement of the lead agency, the  
3                   project sponsor, and all participating agen-  
4                   cies; or

5                   “(ii) the deadline is extended by the  
6                   lead agency for good cause.

7                   “(B) For all other comment periods estab-  
8                   lished by the lead agency for agency or public  
9                   comments in the environmental review process,  
10                  a period of not more than 45 days from avail-  
11                  ability of the materials on which comment is re-  
12                  quested, unless—

13                  “(i) a different deadline is established  
14                  by agreement of the Secretary, the project  
15                  sponsor, and all participating agencies; or

16                  “(ii) the deadline is extended by the  
17                  lead agency for good cause.

18                  “(3) DEADLINES FOR DECISIONS UNDER  
19                  OTHER LAWS.—In any case in which a decision  
20                  under any Federal law relating to a project de-  
21                  scribed or designated under subsection (b) (including  
22                  the issuance or denial of a permit or license) is re-  
23                  quired to be made by the later of the date that is  
24                  180 days after the date on which the Secretary  
25                  made all final decisions of the lead agency with re-

1 spect to the project or 180 days after the date on  
2 which an application was submitted for the permit  
3 or license, the Secretary shall submit to the Com-  
4 mittee on Transportation and Infrastructure of the  
5 House of Representatives and the Committee on  
6 Commerce, Science, and Transportation of the Sen-  
7 ate and publish on a website of the Department of  
8 Transportation—

9 “(A) as soon as practicable after the 180-  
10 day period, an initial notice of the failure of the  
11 Federal agency to make the decision; and

12 “(B) every 60 days thereafter until such  
13 date as all decisions of the Federal agency re-  
14 lating to the project have been made by the  
15 Federal agency, an additional notice that de-  
16 scribes the number of decisions of the Federal  
17 agency that remain outstanding as of the date  
18 of the additional notice.

19 “(4) INVOLVEMENT OF THE PUBLIC.—Nothing  
20 in this subsection shall reduce any time period pro-  
21 vided for public comment in the environmental re-  
22 view process under existing Federal law, including a  
23 regulation.

24 “(n) CONCURRENT REVIEWS AND SINGLE NEPA  
25 DOCUMENT.—

1           “(1) CONCURRENT REVIEWS.—Each partici-  
2           pating agency and cooperating agency under the ex-  
3           pedited and coordinated environmental review proc-  
4           ess established under this section shall—

5                   “(A) carry out the obligations of such  
6                   agency under other applicable law concurrently,  
7                   and in conjunction, with the review required  
8                   under the National Environmental Policy Act of  
9                   1969 (42 U.S.C. 4321 et seq.), unless doing so  
10                  would impair the ability of such agency to con-  
11                  duct needed analysis or otherwise carry out  
12                  such obligations; and

13                   “(B) formulate and implement administra-  
14                   tive, policy, and procedural mechanisms to en-  
15                   able the agency to ensure completion of the en-  
16                   vironmental review process in a timely, coordi-  
17                   nated, and environmentally responsible manner.

18           “(2) SINGLE NEPA DOCUMENT.—

19                   “(A) IN GENERAL.—To the maximum ex-  
20                   tent practicable and consistent with Federal  
21                   law, all Federal permits and reviews for a  
22                   project shall rely on a single environmental doc-  
23                   ument prepared under the National Environ-  
24                   mental Policy Act of 1969 (42 U.S.C. 4321 et  
25                   seq.) under the leadership of the Secretary.

1 “(B) USE OF DOCUMENT.—

2 “(i) IN GENERAL.—To the maximum  
3 extent practicable, the Secretary shall de-  
4 velop an environmental document sufficient  
5 to satisfy the requirements for any Federal  
6 approval or other Federal action required  
7 for the project, including permits issued by  
8 other Federal agencies.

9 “(ii) COOPERATION OF PARTICI-  
10 PATING AGENCIES.—In carrying out this  
11 subparagraph, other participating agencies  
12 shall cooperate with the lead agency and  
13 provide timely information.

14 “(C) TREATMENT AS PARTICIPATING AND  
15 COOPERATING AGENCIES.—A Federal agency  
16 required to make an approval or take an action  
17 for a project, as described in this paragraph,  
18 shall work with the Secretary to ensure that the  
19 agency making the approval or taking the ac-  
20 tion is treated as being both a participating and  
21 cooperating agency for the project.

22 “(D) EXCEPTIONS.—The Secretary may  
23 waive the application of subparagraph (A) with  
24 respect to a project if—

1                   “(i) the project sponsor requests that  
2                   agencies issue separate environmental doc-  
3                   uments;

4                   “(ii) the obligations of a cooperating  
5                   agency or participating agency under the  
6                   National Environmental Policy Act of  
7                   1969 (42 U.S.C. 4321 et seq.) have al-  
8                   ready been satisfied with respect to the  
9                   project; or

10                   “(iii) the Secretary determines that  
11                   reliance on a single environmental docu-  
12                   ment (as described in subparagraph (A))  
13                   would not facilitate timely completion of  
14                   the environmental review process for the  
15                   project.

16                   “(3) PARTICIPATING AGENCY RESPONSIBIL-  
17                   ITIES.—An agency participating in the expedited  
18                   and coordinated environmental review process under  
19                   this section shall—

20                   “(A) provide comments, responses, studies,  
21                   or methodologies on areas within the special ex-  
22                   pertise or jurisdiction of the agency; and

23                   “(B) use the process to address any envi-  
24                   ronmental issues of concern to the agency.

25                   “(o) ENVIRONMENTAL IMPACT STATEMENT.—

1           “(1) IN GENERAL.—In preparing a final envi-  
2           ronmental impact statement under the National En-  
3           vironmental Policy Act of 1969 (42 U.S.C. 4321 et  
4           seq.) for a project described or designated under  
5           subsection (b), if the Secretary modifies the state-  
6           ment in response to comments that are minor and  
7           are confined to factual corrections or explanations of  
8           why the comments do not warrant additional agency  
9           response, the Secretary may write on errata sheets  
10          attached to the statement instead of rewriting the  
11          draft statement, subject to the condition that the er-  
12          rata sheets—

13                 “(A) cite the sources, authorities, and rea-  
14                 sons that support the position of the agency;  
15                 and

16                 “(B) if appropriate, indicate the cir-  
17                 cumstances that would trigger agency re-  
18                 appraisal or further response.

19           “(2) SINGLE DOCUMENT.—To the maximum  
20           extent practicable, for a project subject to a coordi-  
21           nated review process under this section, the Sec-  
22           retary shall expeditiously develop a single document  
23           that consists of a final environmental impact state-  
24           ment and a record of decision, unless—

1           “(A) the final environmental impact state-  
2           ment or record of decision makes substantial  
3           changes to the project that are relevant to envi-  
4           ronmental or safety concerns; or

5           “(B) there is a significant new cir-  
6           cumstance or information relevant to environ-  
7           mental concerns that bears on the proposed ac-  
8           tion or the environmental impacts of the pro-  
9           posed action.

10          “(3) LENGTH OF ENVIRONMENTAL DOCU-  
11          MENT.—

12           “(A) IN GENERAL.—Except as provided in  
13           subparagraph (B), an environmental impact  
14           statement shall not exceed 150 pages, not in-  
15           cluding any citations or appendices.

16           “(B) EXTRAORDINARY COMPLEXITY.—An  
17           environmental impact statement for a proposed  
18           agency action of extraordinary complexity shall  
19           not exceed 300 pages, not including any cita-  
20           tions or appendices.

21          “(p) INTEGRATION OF PLANNING AND ENVIRON-  
22          MENTAL REVIEW.—

23           “(1) IN GENERAL.—Subject to paragraph (5)  
24           and to the maximum extent practicable and appro-  
25           priate, the following agencies may adopt or incor-



1       porate by reference, and use a planning product in  
2       proceedings relating to, any class of action in the en-  
3       vironmental review process of a project described or  
4       designated under subsection (b):

5               “(A) The lead agency for a project, with  
6       respect to an environmental impact statement,  
7       environmental assessment, categorical exclusion,  
8       or other document prepared under the National  
9       Environmental Policy Act of 1969 (42 U.S.C.  
10      4321 et seq.).

11              “(B) A cooperating agency with responsi-  
12      bility under Federal law with respect to the  
13      process for and completion of any environ-  
14      mental permit, approval, review, or study re-  
15      quired for a project under any Federal law  
16      other than the National Environmental Policy  
17      Act of 1969 (42 U.S.C. 4321 et seq.), if con-  
18      sistent with such Act.

19              “(2) IDENTIFICATION.—If a lead or cooperating  
20      agency makes a determination to adopt or incor-  
21      porate by reference and use a planning product  
22      under paragraph (1), such agency shall identify the  
23      agencies that participated in the development of the  
24      planning products.

1           “(3) ADOPTION OR INCORPORATION BY REF-  
2           ERENCE OF PLANNING PRODUCTS.—Such agency  
3           may—

4                   “(A) adopt or incorporate by reference an  
5           entire planning product under paragraph (1); or

6                   “(B) select portions of a planning project  
7           under paragraph (1) for adoption or incorpora-  
8           tion by reference.

9           “(4) TIMING.—The adoption or incorporation  
10          by reference of a planning product under paragraph  
11          (1) may—

12                   “(A) be made at the time the lead and co-  
13          operating agencies decide the appropriate scope  
14          of environmental review for the project; or

15                   “(B) occur later in the environmental re-  
16          view process, as appropriate.

17           “(5) CONDITIONS.—Such agency in the envi-  
18          ronmental review process may adopt or incorporate  
19          by reference a planning product under this section  
20          if such agency determines, with the concurrence of  
21          the lead agency, if appropriate, and, if the planning  
22          product is necessary for a cooperating agency to  
23          issue a permit, review, or approval for the project,  
24          with the concurrence of the cooperating agency, if

1       appropriate, that the following conditions have been  
2       met:

3               “(A) The planning product was developed  
4               through a planning process conducted pursuant  
5               to applicable Federal law.

6               “(B) The planning product was developed  
7               in consultation with appropriate Federal and  
8               State resource agencies and Indian Tribes.

9               “(C) The planning process included broad  
10              multidisciplinary consideration of systems-level  
11              or corridor-wide transportation needs and po-  
12              tential effects, including effects on the human  
13              and natural environment.

14              “(D) The planning process included public  
15              notice that the planning products produced in  
16              the planning process may be adopted during  
17              any subsequent environmental review process in  
18              accordance with this section.

19              “(E) During the environmental review  
20              process, the such agency has—

21                      “(i) made the planning documents  
22                      available for public review and comment by  
23                      members of the general public and Fed-  
24                      eral, State, local, and Tribal governments

1           that may have an interest in the proposed  
2           project;

3           “(ii) provided notice of the intention  
4           of the such agency to adopt or incorporate  
5           by reference the planning product; and

6           “(iii) considered any resulting com-  
7           ments.

8           “(F) There is no significant new informa-  
9           tion or new circumstance that has a reasonable  
10          likelihood of affecting the continued validity or  
11          appropriateness of the planning product or por-  
12          tions thereof.

13          “(G) The planning product has a rational  
14          basis and is based on reliable and reasonably  
15          current data and reasonable and scientifically  
16          acceptable methodologies.

17          “(H) The planning product is documented  
18          in sufficient detail to support the decision or  
19          the results of the analysis and to meet require-  
20          ments for use of the information in the environ-  
21          mental review process.

22          “(I) The planning product is appropriate  
23          for adoption or incorporation by reference and  
24          use in the environmental review process for the  
25          project and is incorporated in accordance with,

1 and is sufficient to meet the requirements of,  
2 the National Environmental Policy Act of 1969  
3 (42 U.S.C. 4321 et seq.) and section 1502.21  
4 of title 40, Code of Federal Regulations.

5 “(6) EFFECT OF ADOPTION OR INCORPORATION  
6 BY REFERENCE.—Any planning product or portions  
7 thereof adopted or incorporated by reference by such  
8 agency in accordance with this subsection may be—

9 “(A) incorporated directly into an environ-  
10 mental review process document or other envi-  
11 ronmental document; and

12 “(B) relied on and used by other Federal  
13 agencies in carrying out reviews of the project.

14 “(q) REPORT ON NEPA DATA.—

15 “(1) IN GENERAL.—The Secretary shall carry  
16 out a process to track, and annually submit to the  
17 Committee on Transportation and Infrastructure of  
18 the House of Representatives, the Committee on  
19 Commerce, Science, and Transportation of the Sen-  
20 ate, the Committee on Natural Resources of the  
21 House of Representatives, and the Committee on  
22 Environment and Public Works of the Senate a re-  
23 port on projects described in subsection (b)(1) that  
24 contains the information described in paragraph (3).

1           “(2) TIME TO COMPLETE.—For purposes of  
2 paragraph (3), the NEPA process—

3           “(A) for an environmental impact state-  
4 ment—

5           “(i) begins on the date on which a no-  
6 tice of intent is published in the Federal  
7 Register; and

8           “(ii) ends on the date on which the  
9 Secretary issues a record of decision, in-  
10 cluding, if necessary, a revised record of  
11 decision; and

12           “(B) for an environmental assessment—

13           “(i) begins on the date on which the  
14 Secretary makes a determination to pre-  
15 pare an environmental assessment; and

16           “(ii) ends on the date on which the  
17 Secretary issues a finding of no significant  
18 impact or determines that preparation of  
19 an environmental impact statement is nec-  
20 essary.

21           “(3) INFORMATION DESCRIBED.—The informa-  
22 tion referred to in paragraph (1) is, with respect to  
23 the Federal Aviation Administration—

1           “(A) the number of proposed actions for  
2           which a categorical exclusion was applied by the  
3           Secretary during the reporting period;

4           “(B) the number of proposed actions for  
5           which a documented categorical exclusion was  
6           applied by the Secretary during the reporting  
7           period;

8           “(C) the number of proposed actions pend-  
9           ing on the date on which the report is sub-  
10          mitted for which the issuance of a documented  
11          categorical exclusion by the Secretary is pend-  
12          ing;

13          “(D) the number of proposed actions for  
14          which an environmental assessment was issued  
15          by the Secretary during the reporting period;

16          “(E) the length of time the Administration  
17          took to complete each environmental assessment  
18          described in subparagraph (D);

19          “(F) the number of proposed actions pend-  
20          ing on the date on which the report is sub-  
21          mitted for which an environmental assessment  
22          is being drafted by the Secretary;

23          “(G) the number of proposed actions for  
24          which a final environmental impact statement

1 was completed by the Secretary during the re-  
2 porting period;

3 “(H) the length of time that the Secretary  
4 took to complete each environmental impact  
5 statement described in subparagraph (G);

6 “(I) the number of proposed actions pend-  
7 ing on the date on which the report is sub-  
8 mitted for which an environmental impact  
9 statement is being drafted; and

10 “(J) for the proposed actions reported  
11 under subparagraphs (F) and (I), the percent-  
12 age of such proposed actions for which—

13 “(i) project funding has been identi-  
14 fied; and

15 “(ii) all other Federal, State, and  
16 local activities that are required to allow  
17 the proposed action to proceed are com-  
18 pleted.

19 “(4) DEFINITIONS.—In this section:

20 “(A) ENVIRONMENTAL ASSESSMENT.—The  
21 term ‘environmental assessment’ has the mean-  
22 ing given such term in section 1508.1 of title  
23 40, Code of Federal Regulations (or a successor  
24 regulation).



1           “(B) ENVIRONMENTAL IMPACT STATE-  
2           MENT.—The term ‘environmental impact state-  
3           ment’ means a detailed statement required  
4           under section 102(2)(C) of the National Envi-  
5           ronmental Policy Act of 1969 (42 U.S.C.  
6           4332(2)(C)).

7           “(C) NEPA PROCESS.—The term ‘NEPA  
8           process’ means the entirety of the development  
9           and documentation of the analysis required  
10          under the National Environmental Policy Act of  
11          1969 (42 U.S.C. 4321 et seq.), including the  
12          assessment and analysis of any impacts, alter-  
13          natives, and mitigation of a proposed action,  
14          and any interagency participation and public in-  
15          volvement required to be carried out before the  
16          Secretary undertakes a proposed action.

17          “(D) PROPOSED ACTION.—The term ‘pro-  
18          posed action’ means an action (within the  
19          meaning of the National Environmental Policy  
20          Act of 1969 (42 U.S.C. 4321 et seq.)) under  
21          this title that the Secretary proposes to carry  
22          out.

23          “(E) REPORTING PERIOD.—The term ‘re-  
24          porting period’ means the fiscal year prior to

1           the fiscal year in which a report is issued under  
2           subsection (a).”.

3 **SEC. 784. SUBCHAPTER III DEFINITIONS.**

4           Section 47175 of title 49, United States Code, is  
5 amended—

6           (1) in paragraph (3)(A) by striking “and” at  
7           the end and inserting “or”;

8           (2) in paragraph (4)—

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

11                 (B) in subparagraph (B)—

12                     (i) by striking “(B)”;

13                     (ii) by redesignating clauses (i) and  
14                     (ii) as subparagraphs (B) and (C), respec-  
15                     tively;

16           (3) by striking paragraph (5);

17           (4) by redesignating paragraphs (3), (1), (4),  
18           (2), (6), and (8) as paragraphs (1), (2), (3), (4),  
19           (5), and (6), respectively; and

20           (5) by adding at the end the following:

21                 “(8) **TERMINAL DEVELOPMENT.**—The term  
22           ‘terminal development’ has the meaning given such  
23           term in section 47102.”.

1 **SEC. 785. PILOT PROGRAM EXTENSION.**

2 Section 190 of the FAA Reauthorization Act of 2018  
3 (49 U.S.C. 47104 note) is amended—

4 (1) in subsection (a) by inserting “in each fiscal  
5 year” after “6 projects”; and

6 (2) in subsection (i) by striking “5 years” and  
7 all that follows through the period at the end and  
8 inserting “on October 1, 2028.”.

9 **SEC. 786. PART 150 NOISE STANDARDS UPDATE.**

10 (a) **IN GENERAL.**—Not later than 1 year after the  
11 date of enactment of this Act, the Administrator shall re-  
12 view and revise, as appropriate, part 150 of title 14, Code  
13 of Federal Regulations, to reflect all relevant laws and reg-  
14 ulations, including part 161 of title 14, Code of Federal  
15 Regulations.

16 (b) **OUTREACH.**—As part of the review conducted  
17 under subsection (a), the Administrator shall clarify exist-  
18 ing and future noise policies and standards and seek feed-  
19 back from airports, airport users, and individuals living  
20 in the vicinity of airports and in airport adjacent commu-  
21 nities before implementing any changes to any noise poli-  
22 cies or standards.

23 (c) **BRIEFING.**—Not later than 90 days after the date  
24 of enactment of this Act, and every 6 months thereafter,  
25 the Administrator shall brief the appropriate committees

1 of Congress regarding the review conducted under sub-  
2 section (a).

3 (d) SUNSET.—The requirement under subsection (c)  
4 shall terminate on the earlier of—

5 (1) October 1, 2028; or

6 (2) the date on which 1 briefing is provided  
7 under subsection (c) after the changes in subsection  
8 (a) are implemented.

9 **SEC. 787. REDUCING COMMUNITY AIRCRAFT NOISE EXPO-**  
10 **SURE.**

11 In implementing or substantially revising a flight pro-  
12 cedure, the Administrator shall consider the following ac-  
13 tions (to the extent that such actions do not negatively  
14 affect aviation safety or efficiency) to reduce undesirable  
15 aircraft noise:

16 (1) Implement flight procedures that can miti-  
17 gate the impact of aircraft noise, based on a con-  
18 sensus community recommendation.

19 (2) Work with airport sponsors and potentially  
20 impacted neighboring communities in establishing or  
21 modifying aircraft arrival and departure routes.

22 (3) In collaboration with local governments, dis-  
23 courage local encroachment of residential or other  
24 buildings near airports that could create future air-

1 craft noise complaints or impact airport operations  
2 or aviation safety.

3 **SEC. 788. CATEGORICAL EXCLUSIONS.**

4 (a) CATEGORICAL EXCLUSION FOR PROJECTS OF  
5 LIMITED FEDERAL ASSISTANCE.—An action by the Ad-  
6 ministrator to approve, permit, finance, or otherwise au-  
7 thorize any airport project that is undertaken by the spon-  
8 sor, owner, or operator of a public-use airport shall be pre-  
9 sumed to be covered by a categorical exclusion under FAA  
10 Order 1050.1F (or any successor document), if such  
11 project—

12 (1) receives less than \$6,000,000 (as adjusted  
13 annually by the Administrator to reflect any in-  
14 creases in the Consumer Price Index prepared by  
15 the Department of Labor) of Federal funds or funds  
16 from charges collected under section 40117 of title  
17 49, United States Code; or

18 (2) has a total estimated cost of not more than  
19 \$35,000,000 (as adjusted annually by the Adminis-  
20 trator to reflect any increases in the Consumer Price  
21 Index prepared by the Department of Labor) and  
22 Federal funds comprising less than 15 percent of the  
23 total estimated project cost.

24 (b) CATEGORICAL EXCLUSION IN EMERGENCIES.—  
25 An action by the Administrator to approve, permit, fi-

1 nance, or otherwise authorize an airport project that is  
2 undertaken by the sponsor, owner, or operator of a public-  
3 use airport shall be presumed to be covered by a categor-  
4 ical exclusion under FAA Order 1050.1F (or any suc-  
5 cessor document), if such project is—

6           (1) for the repair or reconstruction of any air-  
7 port facility, runway, taxiway, or similar structure  
8 that is in operation or under construction when  
9 damaged by an emergency declared by the Governor  
10 of the State with concurrence of the Administrator  
11 or for a disaster or emergency declared by the Presi-  
12 dent pursuant to the Robert T. Stafford Disaster  
13 Relief and Emergency Assistance Act (42 U.S.C.  
14 5121 et seq.);

15           (2) in the same location with the same capacity,  
16 dimensions, and design as the original airport facil-  
17 ity, runway, taxiway, or similar structure as before  
18 the declaration described in this section; and

19           (3) commenced within a 2-year period begin-  
20 ning on the date of a declaration described in this  
21 section.

22           (c) EXTRAORDINARY CIRCUMSTANCES.—The pre-  
23 sumption that an action is covered by a categorical exclu-  
24 sion under subsections (a) and (b) shall not apply if the

1 Administrator determines that extraordinary cir-  
2 cumstances exist with respect to such action.

3 (d) RULE OF CONSTRUCTION.—Nothing in this sec-  
4 tion shall be construed to impact any aviation safety au-  
5 thority of the Administrator.

6 (e) DEFINITIONS.—In this section:

7 (1) CATEGORICAL EXCLUSION.—The term “cat-  
8 egorical exclusion” has the meaning given such term  
9 in section 1508.1(d) of title 40, Code of Federal  
10 Regulations.

11 (2) PUBLIC-USE AIRPORT; SPONSOR.—The  
12 terms “public-use airport” and “sponsor” have the  
13 meanings given such terms in section 47102 of title  
14 49, United States Code.

15 **SEC. 789. UPDATING PRESUMED TO CONFORM LIMITS.**

16 Not later than 24 months after the date of enactment  
17 of this Act, the Administrator shall take such actions as  
18 are necessary to update the FAA’s list of actions that are  
19 presumed to conform to a State implementation plan pur-  
20 suant to section 93.153(f) of title 40, Code of Federal  
21 Regulations, to include projects relating to the construc-  
22 tion of aircraft hangars.

1 **SEC. 790. RECOMMENDATIONS ON REDUCING ROTORCRAFT**  
2 **NOISE IN DISTRICT OF COLUMBIA.**

3 (a) STUDY.—The Comptroller General shall conduct  
4 a study on reducing rotorcraft noise in the District of Co-  
5 lumbia.

6 (b) CONTENTS.—In carrying out the study under  
7 subsection (a), the Comptroller General shall consider—

8 (1) the extent to which military operators con-  
9 sider operating over unpopulated areas outside of  
10 the District of Columbia for training missions;

11 (2) the extent to which vehicles or aircraft other  
12 than conventional rotorcraft (such as unmanned air-  
13 craft) could be used for emergency and law enforce-  
14 ment response; and

15 (3) the extent to which relevant operators and  
16 entities have assessed and addressed, as appropriate,  
17 the noise impacts of various factors of operating  
18 rotorcraft, including, at a minimum—

19 (A) altitude;

20 (B) the number of flights;

21 (C) flight paths;

22 (D) time of day of flights;

23 (E) types of aircraft;

24 (F) operating procedures; and

25 (G) pilot training.



1 (c) REPORT.—Not later than 1 year after the date  
2 of enactment of this Act, the Comptroller General shall  
3 brief the appropriate committees of Congress on prelimi-  
4 nary observations, with a report to follow at a date agreed  
5 upon at the time of the briefing, containing—

6 (1) the contents of the study conducted under  
7 subsection (a); and

8 (2) any recommendations for the reduction of  
9 rotorcraft noise in the District of Columbia.

10 (d) RELEVANT OPERATORS AND ENTITIES DE-  
11 FINED.—In this section, the term “relevant operators and  
12 entities” means—

13 (1) the Chief of Police of the Metropolitan Po-  
14 lice Department of the District of Columbia;

15 (2) any medical rotorcraft operator that rou-  
16 tinely flies a rotorcraft over the District of Colum-  
17 bia; and

18 (3) any other operator that routinely flies a  
19 rotorcraft over the District of Columbia.

20 **SEC. 791. UFP STUDY.**

21 (a) IN GENERAL.—Not later than 180 days after the  
22 date of enactment of this Act, the Administrator shall seek  
23 to enter into an agreement with the National Academies  
24 under which the National Research Council shall carry out

1 a study examining airborne ultrafine particles and the ef-  
2 fect of such particles on airport-adjacent communities.

3 (b) SCOPE OF STUDY.—In carrying out the study  
4 under subsection (a), the National Research Council  
5 shall—

6 (1) summarize the relevant literature and stud-  
7 ies done on airborne UFPs worldwide;

8 (2) focus on large hub airports;

9 (3) examine airborne UFPs and the potential  
10 effect of such UFPs on airport-adjacent commu-  
11 nities, including—

12 (A) characteristics of UFPs present in the  
13 air;

14 (B) spatial and temporal distributions of  
15 UFP concentrations;

16 (C) primary sources of UFPs;

17 (D) the contribution of aircraft and airport  
18 operations to the distribution of UFP con-  
19 centrations compared to other sources;

20 (E) potential health effects associated with  
21 elevated UFP exposures, including outcomes re-  
22 lated to cardiovascular disease, respiratory in-  
23 fection and disease, degradation of  
24 neurocognitive functions, and other health ef-  
25 fects; and

1 (F) potential UFP exposures, especially to  
2 susceptible groups;

3 (4) consider the concentration of UFPs result-  
4 ing from various aviation fuel sources including avia-  
5 tion gasoline, sustainable aviation fuel, and hydro-  
6 gen, to the extent practicable;

7 (5) identify measures intended to reduce the re-  
8 lease of UFPs; and

9 (6) identify information gaps related to under-  
10 standing potential relationships between UFP expo-  
11 sures and health effects, contributions of aviation-re-  
12 lated emissions to UFP exposures, and the effective-  
13 ness of mitigation measures.

14 (c) COORDINATION.—The Administrator may coordi-  
15 nate with the heads of such other agencies that the Ad-  
16 ministrator considers appropriate to provide data and  
17 other assistance necessary for the study.

18 (d) REPORT.—Not later than 180 days after the Na-  
19 tional Research Council submits of the results of the study  
20 to the Administrator, the Administrator shall submit to  
21 the appropriate committees of Congress a report con-  
22 taining the results of the study carried out under sub-  
23 section (a), including any recommendations based on such  
24 study.

1 (e) DEFINITION OF ULTRAFINE PARTICLE.—In this  
2 section, the terms “ultrafine particle” and “UFP” mean  
3 particles with diameters less than or equal to 100 nano-  
4 meters.

5 **SEC. 792. AIRCRAFT NOISE ADVISORY COMMITTEE.**

6 (a) ESTABLISHMENT.—Not later than 180 days after  
7 the date of enactment of this Act, the Administrator shall  
8 establish an Aircraft Noise Advisory Committee (in this  
9 section referred to as the “Advisory Committee”) to advise  
10 the Administrator on issues facing the aviation community  
11 that are related to aircraft noise exposure and existing  
12 FAA noise policies and regulations.

13 (b) MEMBERSHIP.—The Administrator shall appoint  
14 the members of the Advisory Committee, which shall be  
15 comprised of—

16 (1) at least 1 representative of each of—

17 (A) engine manufacturers;

18 (B) air carriers;

19 (C) airport owners or operators;

20 (D) aircraft manufacturers;

21 (E) advanced air mobility manufacturers

22 or operators; and

23 (F) institutions of higher education; and

24 (2) representatives of airport-adjacent commu-

25 nities from geographically diverse regions.

1 (c) DUTIES.—The duties of the Advisory Committee  
2 shall include—

3 (1) the evaluation of existing research on air-  
4 craft noise impacts and annoyance;

5 (2) the assessment of alternative noise metrics  
6 that could be used to supplement or replace the ex-  
7 isting Day Night Level standard, in consultation  
8 with the National Academies;

9 (3) the evaluation of the current 65-decibel ex-  
10 posure threshold, including the impact to land use  
11 compatibility around airports if such threshold was  
12 lowered;

13 (4) the evaluation of current noise mitigation  
14 strategies and the community engagement efforts by  
15 the FAA with respect to changes in airspace utiliza-  
16 tion, such as the integration of new entrants and  
17 usage of performance-based navigation; and

18 (5) other duties determined appropriate by the  
19 Administrator.

20 (d) REPORTS.—

21 (1) IN GENERAL.—Not later than 1 year after  
22 the date of establishment of the Advisory Com-  
23 mittee, the Advisory Committee shall submit to the  
24 Administrator a report on any recommended  
25 changes to current aviation noise policies.

1           (2) REPORT TO CONGRESS.—Not later than  
2           180 days after the date the Administrator receives  
3           the report under paragraph (1), the Administrator  
4           shall submit to the appropriate committees of Con-  
5           gress a report containing the recommendations made  
6           by the Advisory Committee.

7           (e) CONGRESSIONAL BRIEFING.—Not later than 30  
8           days after submission of the report under paragraph (2),  
9           the Administrator shall brief the appropriate committees  
10          of Congress on how the Administrator plans to implement  
11          recommendations contained in the report and, for each  
12          recommendation that the Administrator does not plan to  
13          implement, the reason of the Administrator for not imple-  
14          menting the recommendation.

15          (f) CONSULTATION.—The Advisory Committee shall  
16          consult with other relevant Federal agencies, including the  
17          National Aeronautics and Space Administration, in car-  
18          rying out the duties described in section (c).

19          **SEC. 793. COMMUNITY COLLABORATION PROGRAM.**

20          (a) ESTABLISHMENT.—The Administrator shall con-  
21          tinue existing community engagement activities under the  
22          designation of a Community Collaboration Program (in  
23          this section referred to as the “Program”).

24          (b) RESPONSIBILITIES.—

1           (1) IN GENERAL.—In carrying out the Pro-  
2           gram, the Administrator shall facilitate and har-  
3           monize, as appropriate, policies and procedures car-  
4           ried out by various offices of the FAA pertaining to  
5           community engagement relating to—

6                   (A) airport planning and development;

7                   (B) noise and environmental policy;

8                   (C) NextGen implementation;

9                   (D) air traffic route changes;

10                  (E) integration of new and emerging en-  
11                  trants; and

12                  (F) other topics with respect to which com-  
13                  munity engagement is critical to program suc-  
14                  cess.

15           (2) SPECIFIED RESPONSIBILITIES.—In carrying  
16           out the Program, the Administrator shall be respon-  
17           sible for—

18                   (A) updating the internal guidance of the  
19                   FAA for community engagement based on—

20                           (i) best practices of other Federal  
21                           agencies and external organizations with  
22                           expertise in community engagement;

23                           (ii) interviews with impacted resi-  
24                           dents; and

1 (iii) recommendations solicited from  
2 individuals and local government officials  
3 in communities adversely impacted by air-  
4 craft noise;

5 (B) coordinating with the Air Traffic Or-  
6 ganization on community engagement efforts  
7 related to air traffic procedure changes to en-  
8 sure that impacted communities are consulted  
9 in a meaningful way;

10 (C) coordination with Regional Ombuds-  
11 men of the FAA;

12 (D) oversight, streamlining, and increasing  
13 the responsiveness of the noise complaint proc-  
14 ess of the FAA by—

15 (i) centralizing noise complaint data  
16 and improving data collection methodolo-  
17 gies;

18 (ii) ensuring such Regional Ombuds-  
19 men are consulted in local air traffic proce-  
20 dure development decisions; and

21 (iii) collecting feedback from such Re-  
22 gional Ombudsmen to inform national pol-  
23 icymaking efforts;

24 (E) timely implementation of the rec-  
25 ommendations, as appropriate, made by the



1 Comptroller General to the Secretary contained  
2 in the report titled “Aircraft Noise: FAA Could  
3 Improve Outreach Through Enhanced Noise  
4 Metrics, Communication, and Support to Com-  
5 munities”, issued in September 2021 (GAO-  
6 21-103933) to improve the outreach of the  
7 FAA to local communities impacted by aircraft  
8 noise, including—

9 (i) any recommendations to—

10 (I) identify appropriate supple-  
11 mental metrics for assessing noise im-  
12 pacts and circumstances for their use  
13 to aid in the internal assessment of  
14 the FAA of noise impacts related to  
15 proposed flight path changes;

16 (II) update guidance to incor-  
17 porate additional tools to more clearly  
18 convey expected impacts, such as  
19 other noise metrics and visualization  
20 tools; and

21 (III) improve guidance to air-  
22 ports and communities on effectively  
23 engaging with the FAA; and

24 (ii) any other recommendations in-  
25 cluded in the report that would assist the

1            FAA in improving outreach to commu-  
2            nities affected by aircraft noise;

3            (F) ensuring engagement with local com-  
4            munity groups as appropriate in conducting the  
5            other responsibilities described in this section;  
6            and

7            (G) other responsibilities as considered ap-  
8            propriate by the Administrator.

9            (c) BRIEFING.—Not later than 2 years after the Ad-  
10          ministrator implements the recommendations described in  
11          subsection (b)(2)(E), the Administrator shall brief the ap-  
12          propriate committees of Congress describing—

13            (1) the implementation of each such rec-  
14            ommendation;

15            (2) how any recommended actions are assisting  
16            the Administrator in improving outreach to commu-  
17            nities affected by aircraft noise and other commu-  
18            nity engagement concerns; and

19            (3) any challenges or barriers that limit or pre-  
20            vent the ability of the Administrator to take such ac-  
21            tions.

22            (d) RULE OF CONSTRUCTION.—Nothing in this sec-  
23          tion shall be construed to require the Administrator to  
24          alter the organizational structure of the FAA nor change  
25          the reporting structure of any employee.

1 **SEC. 794. INFORMATION SHARING REQUIREMENT.**

2 (a) IN GENERAL.—Not later than 2 years after the  
3 date of enactment of this Act, the Secretary, acting  
4 through the Administrator, shall establish a mechanism  
5 to make helicopter noise complaint data accessible to the  
6 FAA, to helicopter operators operating in the Washington,  
7 DC area, and to the public on a website of the FAA, based  
8 on the recommendation of the Government Accountability  
9 Office in the report titled “Aircraft Noise: Better Informa-  
10 tion Sharing Could Improve Responses to Washington,  
11 D.C. Area Helicopter Noise Concerns”, published on Jan-  
12 uary 7, 2021 (GAO–21–200).

13 (b) COOPERATION.—Any helicopter operator oper-  
14 ating in the Washington, DC area shall, to the extent  
15 practicable, provide helicopter noise complaint data to the  
16 FAA through the mechanism established under subsection  
17 (a).

18 (c) DEFINITIONS.—In this section:

19 (1) HELICOPTER NOISE COMPLAINT DATA.—

20 The term “helicopter noise complaint data”—

21 (A) means general data relating to a com-  
22 plaint made by an individual about helicopter  
23 noise in the Washington, DC area and may in-  
24 clude—

25 (i) the location and description of the  
26 event that is the subject of the complaint;

1 (ii) the start and end time of such  
2 event;

3 (iii) a description of the aircraft that  
4 is the subject of the complaint; and

5 (iv) the airport name associated with  
6 such event; and

7 (B) does not include the personally identi-  
8 fiable information of the individual who sub-  
9 mitted the complaint.

10 (2) WASHINGTON, DC AREA.—The term “Wash-  
11 ington, DC area” means the area inside of a 30-mile  
12 radius surrounding Ronald Reagan Washington Na-  
13 tional Airport.

14 **SEC. 795. MECHANISMS TO REDUCE HELICOPTER NOISE.**

15 (a) IN GENERAL.—Not later than 3 years after the  
16 date of enactment of this Act, the Comptroller General  
17 shall initiate a study to examine ways in which a State,  
18 territorial, or local government may mitigate the negative  
19 impacts of commercial helicopter noise.

20 (b) CONSIDERATIONS.—In conducting the study  
21 under subsection (a), the Comptroller General shall con-  
22 sider—

23 (1) the varying degree of commercial helicopter  
24 operations in different communities; and

1           (2) actions that State and local governments  
2           have taken, and authorities such governments have  
3           used, to reduce the impact of commercial helicopter  
4           noise and the success of such actions.

5           (c) REPORT.—Not later than 2 years after the date  
6           of enactment of this Act, the Comptroller General shall  
7           provide to the appropriate committees of Congress a re-  
8           port on the findings of the study conducted under sub-  
9           section (a).

## 10   **TITLE VIII—GENERAL AVIATION**

### 11   **SEC. 801. REEXAMINATION OF PILOTS OR CERTIFICATE** 12                           **HOLDERS.**

13           The Pilot’s Bill of Rights (Public Law 112–153) is  
14           amended by adding at the end the following:

#### 15   **“SEC. 5. REEXAMINATION OF AN AIRMAN CERTIFICATE.**

16           “(a) IN GENERAL.—The Administrator shall provide  
17           timely, written notification to an individual subject to a  
18           reexamination of an airman certificate issued under chap-  
19           ter 447 of title 49, United States Code.

20           “(b) INFORMATION REQUIRED.—In providing notifi-  
21           cation under subsection (a), the Administrator shall in-  
22           form the individual—

23                   “(1) of the nature of the reexamination and the  
24                   specific activity on which the reexamination is neces-  
25                   sitated;

1           “(2) that the reexamination shall occur within  
2           1 year from the date of the notice provided by the  
3           Administrator, however, if the reexamination is not  
4           conducted within 30 days, the Administrator may re-  
5           strict passenger carrying operations;

6           “(3) that if such reexamination is not con-  
7           ducted after 1 year from date of notice, the airman  
8           certificate of the individual may be suspended or re-  
9           voked; and

10           “(4) when, as determined by the Administrator,  
11           an oral or written response to the notification from  
12           the Administrator is not required.

13           “(c) EXCEPTION.—Nothing in this section prohibits  
14           the Administrator from reexamining a certificate holder  
15           if the Administrator has reasonable grounds—

16           “(1) to establish that an airman may not be  
17           qualified to exercise the privileges of a certificate or  
18           rating based upon an act or omission committed by  
19           the airman while exercising such privileges or per-  
20           forming ancillary duties associated with the exercise  
21           of such privileges; or

22           “(2) to demonstrate that the airman obtained  
23           such a certificate or rating through fraudulent  
24           means or through an examination that was inad-  
25           equately to establish the qualifications of an airman.

1           “(d) STANDARD OF REVIEW.—An order issued by the  
2 Administrator to amend, modify, suspend, or revoke an  
3 airman certificate after reexamination of the airman is  
4 subject to the standard of review provided for under sec-  
5 tion 2 of this Act.”.

6 **SEC. 802. GAO REVIEW OF PILOT’S BILL OF RIGHTS.**

7           (a) IN GENERAL.—Not later than 2 years after the  
8 date of enactment of this Act, the Comptroller General  
9 shall submit to the appropriate committees of Congress  
10 a study of the implementation of the Pilot’s Bill of Rights.

11           (b) CONTENTS.—In conducting the study under sub-  
12 section (a), the Comptroller General shall review—

13                 (1) the implementation and application of the  
14 Pilot’s Bill of Rights;

15                 (2) the application of the Federal Rules of Civil  
16 Procedure and the Federal Rules of Evidence to cov-  
17 ered proceedings by the National Transportation  
18 Safety Board, as required by section 2 of the Pilot’s  
19 Bill of Rights;

20                 (3) the appeal process and the typical length of  
21 time associated with a final determination in a cov-  
22 ered proceeding; and

23                 (4) any impacts of the implementation of the  
24 Pilot’s Bill of Rights.

25           (c) DEFINITIONS.—In this section:

1           (1) COVERED PROCEEDING.—The term “cov-  
2       ered proceeding” means a proceeding conducted  
3       under subpart C, D, or F of part 821 of title 49,  
4       Code of Federal Regulations, relating to denial,  
5       amendment, modification, suspension, or revocation  
6       of an airman certificate.

7           (2) PILOT’S BILL OF RIGHTS.—The term “Pi-  
8       lot’s Bill of Rights” means the Pilot’s Bill of Rights  
9       (Public Law 112–153).

10 **SEC. 803. DATA PRIVACY.**

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

14 **“§ 44114. Privacy**

15       “(a) IN GENERAL.—Notwithstanding any other pro-  
16 vision of law, including section 552(b)(3) of title 5, the  
17 Administrator of the Federal Aviation Administration  
18 shall establish and update as necessary a process by which,  
19 upon request of a private aircraft owner or operator, the  
20 Administrator withholds the registration number and  
21 other similar identifiable data or information, except for  
22 physical markings required by law, of the aircraft of the  
23 owner or operator from any broad dissemination or display  
24 (except in furnished data or information made available  
25 to or from a Government agency pursuant to a govern-



1 ment contract, subcontract, or agreement, including for  
2 traffic management purposes) for the noncommercial  
3 flights of the owner or operator.

4       “(b) WITHHOLDING PERSONALLY IDENTIFIABLE IN-  
5 FORMATION ON THE AIRCRAFT REGISTRY.—Not later  
6 than 2 years after the enactment of this Act and notwith-  
7 standing any other provision of law, including section  
8 552(b)(3) of title 5, the Administrator shall establish a  
9 procedure by which, upon request of a private aircraft  
10 owner or operator, the Administrator shall withhold from  
11 broad dissemination or display by the FAA (except in fur-  
12 nished data or information made available to or from a  
13 Government agency pursuant to a government contract,  
14 subcontract, or agreement, including for traffic manage-  
15 ment purposes) the personally identifiable information of  
16 such individual, including on a publicly available website  
17 of the FAA.

18       “(c) ICAO AIRCRAFT IDENTIFICATION CODE.—

19               “(1) IN GENERAL.—The Administrator shall es-  
20 tablish a program for aircraft owners and operators  
21 to apply for a new ICAO aircraft identification code.

22               “(2) LIMITATIONS.—In carrying out the pro-  
23 gram described in paragraph (1), the Administrator  
24 shall require—

1           “(A) each applicant to attest to a safety or  
2 security need in applying for a new ICAO air-  
3 craft identification code; and

4           “(B) each approved applicant who obtains  
5 a new ICAO aircraft identification code to com-  
6 ply with all applicable aspects of, or related to,  
7 part 45 of title 14, Code of Federal Regula-  
8 tions, including updating an aircraft’s registra-  
9 tion number and N-Number to reflect such air-  
10 craft’s new ICAO aircraft identification code.

11       “(d) DEFINITIONS.—In this section:

12           “(1) ADS-B.—The term ‘ADS-B’ means auto-  
13 matic dependent surveillance-broadcast.

14           “(2) ICAO.—The term ‘ICAO’ means the  
15 International Civil Aviation Organization.

16           “(3) PERSONALLY IDENTIFIABLE INFORMA-  
17 TION.—The term ‘personally identifiable informa-  
18 tion’ means—

19           “(A) the mailing address or registration  
20 address of an individual;

21           “(B) an electronic address (including an  
22 email address) of an individual; or

23           “(C) the telephone number of an indi-  
24 vidual.

1                   “(D) the names of the aircraft owner or  
2                   operator, if the owner or operator is an indi-  
3                   vidual.”.

4           (b) CLERICAL AMENDMENT.—The analysis for chap-  
5   ter 441 of title 49, United States Code, is amended by  
6   adding at the end the following:

“44114. Privacy.”.

7           (c) CONFORMING AMENDMENT.—Section 566 of the  
8   FAA Reauthorization Act of 2018 (49 U.S.C. 44103 note)  
9   and the item relating to such section in the table of con-  
10   tents under section 1(b) of such Act are repealed.

11   **SEC. 804. ACCOUNTABILITY FOR AIRCRAFT REGISTRATION**  
12                   **NUMBERS.**

13           (a) IN GENERAL.—Not later than 180 days after the  
14   date of enactment of this Act, the Administrator shall ini-  
15   tiate a review of the process for reserving aircraft registra-  
16   tion numbers to ensure that such process offers an equal  
17   opportunity for members of the general public to obtain  
18   specific aircraft registration numbers.

19           (b) ASSESSMENT.—In conducting the review under  
20   subsection (a), the Administrator shall assess the fol-  
21   lowing:

22                   (1) Whether the use of readily available soft-  
23                   ware to prevent computer or web-based auto-fill sys-  
24                   tems from reserving aircraft registration numbers in

1 bulk would improve participation in the reservation  
2 process by the general public.

3 (2) Whether a limit should be imposed on the  
4 number of consecutive years a person may reserve  
5 an aircraft registration number.

6 (c) BRIEFING.—Not later than 18 months after the  
7 date of enactment of this Act, the Administrator shall  
8 brief the appropriate committees of Congress on the re-  
9 view conducted under subsection (a), including any rec-  
10 ommendations of the Administrator to improve equal par-  
11 ticipation in the process for reserving aircraft registration  
12 numbers by the general public.

13 **SEC. 805. TIMELY RESOLUTION OF INVESTIGATIONS.**

14 (a) IN GENERAL.—Not later than 2 years after the  
15 date of issuance of a letter of investigation to any person,  
16 as required by section 2(b) of the Pilot’s Bill of Rights  
17 (49 U.S.C. 44703 note), the Administrator shall—

18 (1) make a determination regarding such inves-  
19 tigation and pursue subsequent action; or

20 (2) close such investigation.

21 (b) EXTENSION.—

22 (1) IN GENERAL.—If, upon review of the facts  
23 and status of an investigation described in sub-  
24 section (a), the Administrator determines that the  
25 time provided to make a final determination or close

1 such investigation is insufficient, the Administrator  
2 shall approve an extension of such investigation for  
3 2 years.

4 (2) ADDITIONAL EXTENSIONS.—The Adminis-  
5 trator may approve consecutive extensions under  
6 paragraph (1).

7 (c) DELEGATION.—The Administrator may not dele-  
8 gate the authority to approve an extension described in  
9 subsection (b) to anyone other than the leadership of the  
10 Administration as described in section 106(b) of title 49,  
11 United States Code.

12 **SEC. 806. ALL MAKES AND MODELS AUTHORIZATION.**

13 (a) IN GENERAL.—

14 (1) UNLIMITED LETTER OF AUTHORIZATION.—  
15 Not later than 1 year after the date of enactment  
16 of this Act, the Administrator shall take such action  
17 as may be necessary to allow for the issuance of let-  
18 ters of authorizations to airmen with the authoriza-  
19 tion for—

20 (A) all types and makes of experimental  
21 high-performance single engine piston powered  
22 aircraft; and

23 (B) all types and makes of experimental  
24 high-performance multiengine piston powered  
25 aircraft.

1           (2) REQUIREMENTS.—An individual who holds  
2           a letter of authorization and applies for an author-  
3           ization described in paragraph (1)(A) or (1)(B)—

4                   (A) shall be given an all-makes and models  
5           authorization of—

6                           (i) experimental single-engine piston  
7                   powered authorized aircraft; or

8                           (ii) experimental multiengine piston  
9                   powered authorized aircraft;

10                   (B) shall hold the appropriate category  
11           and class rating for the authorized aircraft;

12                   (C) shall hold 3 experimental aircraft au-  
13           thorizations in aircraft of the same category  
14           and class rating for the authorization sought;  
15           and

16                   (D) may become qualified in additional ex-  
17           perimental aircraft by completing aircraft-spe-  
18           cific ground and flight training.

19           (b) RULE OF CONSTRUCTION.—Nothing in this sec-  
20           tion may be construed to disallow an individual from being  
21           given both an authorization described in paragraph (1)(A)  
22           and an authorization described in paragraph (1)(B).

23           (c) FAILURE TO COMPLY.—

24                   (1) IN GENERAL.—If the Administrator fails to  
25           implement subsection (a) within the time period pre-

1 scribed in such subsection, the Administrator shall  
2 brief the appropriate committees of Congress on the  
3 status of the implementation of such subsection on  
4 a monthly basis until the implementation is com-  
5 plete.

6 (2) NO DELEGATION.—The Administrator may  
7 not delegate the briefing described in paragraph (1).

8 **SEC. 807. RESPONSE TO LETTER OF INVESTIGATION.**

9 Section 2(b) of the Pilot’s Bill of Rights (49 U.S.C.  
10 44703 note) is amended by adding at the end the fol-  
11 lowing:

12 “(6) RESPONSE TO LETTER OF INVESTIGA-  
13 TION.—

14 “(A) IN GENERAL.—If an individual de-  
15 cides to respond to a Letter of Investigation de-  
16 scribed in paragraph (2)(B), such individual  
17 may respond not later than 30 days after re-  
18 ceipt of such Letter, including providing written  
19 comments on the incident to the investigating  
20 office.

21 “(B) CONSTRUCTION.—Nothing in this  
22 paragraph shall be construed to diminish the  
23 authority of the Administrator (as of the day  
24 before the date of enactment of the FAA Reau-

1           thorization Act of 2024) to take emergency ac-  
2           tion relating to an airman certificate.”.

3 **SEC. 808. ADS-B OUT EQUIPAGE STUDY; VEHICLE-TO-VEHI-**  
4                                   **CLE LINK PROGRAM.**

5           (a) STUDY AND BRIEFING ON ADS-B OUT EQUI-  
6 PAGE.—

7           (1) STUDY.—Not later than 90 days after the  
8           date of enactment of this Act, the Administrator  
9           shall initiate a study to determine—

10                           (A) the number of aircraft registered in  
11                           the United States, and any other aerial vehicles  
12                           operating in the airspace of the United States,  
13                           that are not equipped with Automatic Depend-  
14                           ent Surveillance–Broadcast out equipment (in  
15                           this section referred to as “ADS–B out”);

16                           (B) the requirements for, and impact of,  
17                           expanding the dual-link architecture that is  
18                           used below an altitude of flight level 180;

19                           (C) the costs and benefits of equipage of  
20                           ADS–B out;

21                           (D) the costs and benefits of any accom-  
22                           modation made for aircraft with inoperable  
23                           ADS–B out;



1           (E) reasons why aircraft owners choose not  
2           to equip or use an aircraft with ADS-B out;  
3           and

4           (F) ways to further incentivize aircraft  
5           owners to equip and use aircraft with ADS-B  
6           out.

7           (2) BRIEFING.—Not later than 1 year after the  
8           date of enactment of this Act, the Administrator  
9           shall brief the appropriate committees of Congress  
10          on the results of the study conducted under para-  
11          graph (1).

12          (b) VEHICLE-TO-VEHICLE LINK PROGRAM.—Not  
13          later than 270 days after the date of enactment of this  
14          Act, the Administrator, in coordination with the Adminis-  
15          trator of the National Aeronautics and Space Administra-  
16          tion and the Chair of the Federal Communications Com-  
17          mission, shall establish an interagency coordination pro-  
18          gram to advance vehicle-to-vehicle link initiatives that—

19                (1) enable the real-time digital exchange of key  
20                information between nearby aircraft; and

21                (2) are not reliant on ground infrastructure or  
22                air-to-ground communication links.

1 **SEC. 809. ENSURING SAFE LANDINGS DURING OFF-AIR-**  
2 **PORT OPERATIONS.**

3 The Administrator shall not apply section 91.119 of  
4 title 14, Code of Federal Regulations, in any manner that  
5 requires a pilot to continue a landing that is unsafe.

6 **SEC. 810. DEVELOPMENT OF LOW-COST VOLUNTARY ADS-B.**

7 (a) **IN GENERAL.**—Not later than 2 years after the  
8 date of enactment of this Act, the Administrator shall pre-  
9 pare a report on the development of a suitable position  
10 reporting system for voluntary use in covered airspace to  
11 facilitate traffic awareness.

12 (b) **TECHNICAL ADVICE.**—In preparing the report  
13 under subsection (a), the Administrator shall solicit tech-  
14 nical advice from representatives from—

15 (1) industry groups, including pilots, aircraft  
16 owners, avionics manufacturers; and

17 (2) any others determined necessary by the Ad-  
18 ministrator.

19 (c) **REQUIREMENTS.**—In preparing the report under  
20 subsection (a), the Administrator shall—

21 (1) research and catalog domestic and inter-  
22 national equipment, standards, and systems analo-  
23 gous to ADS-B available as of the date on which the  
24 report is completed;

1           (2) address strengths and weaknesses of such  
2           equipment, standards, and systems, including with  
3           respect to cost;

4           (3) to enable the development and voluntary use  
5           of portable, installed, low-cost position reporting sys-  
6           tems for use in covered airspace—

7                   (A) provide recommendations on any regu-  
8                   latory and procedural changes to be taken by  
9                   the Administrator or other Federal entities; and

10                   (B) describe any equipment, standards,  
11                   and systems that may need to be developed with  
12                   respect to such reporting systems;

13           (4) determine market size, development costs,  
14           and barriers that may need to be overcome for the  
15           development of technology that enables such position  
16           reporting systems in covered airspace; and

17           (5) include a communication strategy that—

18                   (A) targets potential users of such position  
19                   reporting systems as soon as such technology is  
20                   available for commercial use; and

21                   (B) promotes the benefits of the voluntary  
22                   use in covered airspace of position reporting  
23                   systems to enhance traffic awareness.

24           (d) REPORT TO CONGRESS.—Not later than 30 days  
25           after the date on which the report prepared under sub-

1 section (a) is finalized, the Administrator shall submit to  
2 the appropriate committees of Congress the report pre-  
3 pared under subsection (a).

4 (e) DEFINITIONS.—In this section:

5 (1) COVERED AIRSPACE.—The term “covered  
6 airspace” means airspace for which the use of ADS-  
7 B out equipment on an aircraft is not required  
8 under section 91.225 of title 14, Code of Federal  
9 Regulations,

10 (2) ADS-B.—The term “ADS-B” means Auto-  
11 matic Dependent Surveillance–Broadcast.

12 **SEC. 811. AIRSHOW SAFETY TEAM.**

13 (a) IN GENERAL.—Not later than 180 days after the  
14 date of enactment of this Act, the Administrator may, as  
15 determined necessary by the Administration, coordinate  
16 with the General Aviation Joint Safety Committee to es-  
17 tablish an Airshow Safety Team focused on airshow and  
18 aerial event safety.

19 (b) OBJECTIVE.—The objective of the Airshow Safety  
20 Team described in subsection (a) shall be to—

21 (1) serve as a mechanism for Federal Govern-  
22 ment and industry cooperation, communication, and  
23 coordination on airshow and aerial event safety; and

1           (2) reduce airshow and aerial event accidents  
2           and incidents through non-regulatory, proactive safe-  
3           ty strategies.

4           (c) ACTIVITIES.—In carrying out the objectives pur-  
5           suant to subsection (b), the Airshow Safety Team shall,  
6           at a minimum—

7           (1) perform an analysis of airshow and aerial  
8           event accidents and incidents in conjunction with the  
9           Safety Analysis Team;

10          (2) publish and update every 2 years after ini-  
11          tial publication an Airshow Safety Plan that incor-  
12          porates consensus based and data driven mitigation  
13          measures and non-regulatory safety strategies to im-  
14          prove and promote safety of the public, performers,  
15          and airport personnel; and

16          (3) engage the airshow and aerial event commu-  
17          nity to—

18                 (A) communicate non-regulatory, proactive  
19                 safety strategies identified by the Airshow Safe-  
20                 ty Plan to mitigate incidents; and

21                 (B) discuss best practices to uphold and  
22                 maintain safety at events.

23          (d) MEMBERSHIP.—The Administrator may request  
24          the Airshow Safety Team be comprised of at least 10 indi-  
25          viduals, each of whom shall have knowledge or a back-

1 ground in the planning, execution, operation, or manage-  
2 ment of an airshow or aerial event.

3 (e) MEETINGS.—The Airshow Safety Team shall  
4 meet at least twice a year at the direction of the co-chairs  
5 of the General Aviation Joint Safety Committee.

6 (f) CONSTRUCTION.—Nothing in this section shall be  
7 construed to require an amendment to the charter of the  
8 General Aviation Joint Safety Committee.

9 **SEC. 812. AIRCRAFT REGISTRATION VALIDITY DURING RE-**  
10 **NEWAL.**

11 (a) IN GENERAL.—Section 44103 of title 49, United  
12 States Code, is amended by adding at the end the fol-  
13 lowing:

14 “(e) VALIDITY OF AIRCRAFT REGISTRATION DURING  
15 RENEWAL.—

16 “(1) IN GENERAL.—An aircraft may be oper-  
17 ated on or after the expiration date found on the  
18 certificate of registration issued for such aircraft  
19 under this section as if it were not expired if the op-  
20 erator of such aircraft has aboard the aircraft—

21 “(A) documentation validating that—

22 “(i) an aircraft registration renewal  
23 application form (AC Form 8050–1B, or a  
24 succeeding form) has been submitted to

1 the Administrator for such aircraft but not  
2 yet approved or denied; and

3 “(ii) such aircraft is compliant with  
4 maintenance, inspections, and any other  
5 requirements for the aircraft’s airworthi-  
6 ness certificate issued under section  
7 44704(d); and

8 “(B) the most recent aircraft registration.

9 “(2) PROOF OF PENDING RENEWAL APPLICA-  
10 TION.—The Administrator shall provide an applicant  
11 for renewal of registration under this section with  
12 documentation described in paragraph (1)(A). Such  
13 documentation shall—

14 “(A) be made electronically available to the  
15 applicant immediately upon submitting an air-  
16 craft registration renewal application to the  
17 Civil Aviation Registry for an aircraft;

18 “(B) notify the applicant of the operational  
19 allowance described in paragraph (1);

20 “(C) deem an aircraft’s airworthiness cer-  
21 tificate issued under section 44704(d) as valid  
22 provided that the applicant confirms acknowl-  
23 edgment of the requirements of paragraph  
24 (1)(A)(ii);

1           “(D) confirm the applicant acknowledged  
2           the limitations described in paragraph (3)(A)  
3           and (3)(B); and

4           “(E) include identifying information per-  
5           taining to such aircraft and to the registered  
6           owner.

7           “(3) RULE OF CONSTRUCTION.—Nothing in  
8           this subsection shall be construed to permit any per-  
9           son to operate an aircraft—

10           “(A) with an expired registration, except  
11           as specifically provided for under this sub-  
12           section; or

13           “(B) if the Administrator has denied an  
14           application to renew the registration of such  
15           aircraft.”.

16           (b) RULEMAKING; GUIDANCE.—Not later than 36  
17           months after the date of enactment of this Act, the Ad-  
18           ministrator shall issue a final rule, if necessary, and up-  
19           date all applicable guidance and policies to reflect the  
20           amendment made by this section.

21           **SEC. 813. TEMPORARY AIRMAN CERTIFICATES.**

22           Section 44703 of title 49, United States Code, is  
23           amended by adding at the end the following:

24           “(1) TEMPORARY AIRMAN CERTIFICATE.—An indi-  
25           vidual may obtain a temporary airman certificate from the



1 Administrator after requesting a permanent replacement  
2 airman certificate issued under this section. A temporary  
3 airman certificate shall be—

4 “(1) made available—

5 “(A) electronically to the individual imme-  
6 diately upon submitting an online application  
7 for a replacement certificate to the Adminis-  
8 trator; or

9 “(B) physically to the individual at a flight  
10 standards district office—

11 “(i) if the individual submits an online  
12 application for a replacement certificate; or

13 “(ii) if the individual applies for a  
14 permanent replacement certificate other  
15 than by online application and such appli-  
16 cation has been received by the Federal  
17 Aviation Administration; and

18 “(2) destroyed upon receipt of the permanent  
19 replacement airman certificate from the Adminis-  
20 trator.”.

21 **SEC. 814. LETTER OF DEVIATION AUTHORITY.**

22 (a) IN GENERAL.—A flight instructor, registered  
23 owner, lessor, or lessee of a covered aircraft shall not be  
24 required to obtain a letter of deviation authority from the

1 Administrator to allow, conduct, or receive flight training,  
2 checking, and testing in such aircraft if—

3 (1) the flight instructor is not providing both  
4 the training and the aircraft;

5 (2) no person advertises or broadly offers the  
6 aircraft as available for flight training, checking, or  
7 testing; and

8 (3) no person receives compensation for use of  
9 the aircraft for a specific flight during which flight  
10 training, checking, or testing was received, other  
11 than expenses for owning, operating, and maintain-  
12 ing the aircraft.

13 (b) COVERED AIRCRAFT DEFINED.—In this section,  
14 the term “covered aircraft” means—

15 (1) an experimental category aircraft;

16 (2) a limited category aircraft; and

17 (3) a primary category aircraft.

18 **SEC. 815. BASICMED FOR EXAMINERS ADMINISTERING**  
19 **TESTS OR PROFICIENCY CHECKS.**

20 (a) EQUIVALENT PILOT-IN-COMMAND MEDICAL RE-  
21 QUIREMENTS.—Notwithstanding section 61.23(a)(3)(iv)  
22 of title 14, Code of Federal Regulations, an examiner may  
23 administer a practical test or proficiency check if such ex-  
24 aminer meets the medical qualification requirements  
25 under part 68 of title 14, Code of Federal Regulations,

1 if the operation being conducted is in a covered aircraft,  
2 as such term is defined in section 2307(j) of the FAA Ex-  
3 tension, Safety, and Security Act of 2016 (49 U.S.C.  
4 44703 note).

5 (b) RULEMAKING.—Not later than 3 years after the  
6 date of enactment of this Act, the Administrator shall  
7 issue a final rule to update part 61 of title 14, Code of  
8 Federal Regulations, to implement the requirements under  
9 subsection (a), in addition to any related requirements the  
10 Administrator finds are in the interest of aviation safety.

11 **SEC. 816. DESIGNEE LOCATOR TOOL IMPROVEMENTS.**

12 Not later than 3 years after the date of enactment  
13 of this Act, the Administrator shall ensure that the des-  
14 ignee locator search function of the public website of the  
15 Designee Management System of the Administration has  
16 the functionality to—

17 (1) filter a search for an Aviation Medical Ex-  
18 aminer (as described in section 183.21 of title 14,  
19 Code of Federal Regulations) by sex, if such infor-  
20 mation is available;

21 (2) display credentials and aircraft qualifica-  
22 tions of a designated pilot examiner (as described in  
23 section 183.23 of such title); and

24 (3) display the scheduling availability of a des-  
25 ignated pilot examiner (as described in section

1 183.23 of such title) to administer a test or pro-  
2 ficiency check to an airman.

3 **SEC. 817. DEADLINE TO ELIMINATE AIRCRAFT REGISTRA-**  
4 **TION BACKLOG.**

5 Not later than 180 days after the date of enactment  
6 of this Act, the Administrator shall take such actions as  
7 may be necessary to reduce and maintain the aircraft reg-  
8 istration and recordation backlog at the Civil Aviation  
9 Registry so that, on average, applications are processed  
10 not later than 10 business days after receipt.

11 **SEC. 818. PART 135 AIR CARRIER CERTIFICATE BACKLOG.**

12 (a) IN GENERAL.—The Administrator shall take such  
13 actions as may be necessary to achieve the goal of reduc-  
14 ing the backlog of air carrier certificate applications under  
15 part 135 of title 14, Code of Federal Regulations, to—

16 (1) not later than 1 year after the date of en-  
17 actment of this Act, maintain an average application  
18 acceptance or rejection time of less than 60 days;  
19 and

20 (2) not later than 2 years after the date of en-  
21 actment of this Act, maintain an average application  
22 acceptance or rejection time of less than 30 days.

23 (b) MEASURES.—In meeting the goal under sub-  
24 section (a), the Administrator may—

1           (1) assign, as appropriate, additional personnel  
2           or support staff, including on a temporary basis, to  
3           review, adjudicate, and approve applications;

4           (2) improve and expand promotion of existing  
5           applicant resources which could improve the quality  
6           of applications submitted to decrease the need for  
7           Administration applicant coordination and commu-  
8           nications; and

9           (3) take into consideration any third-party enti-  
10          ty that assisted in the preparation of an application  
11          for an air carrier certificate under part 135 of title  
12          14, Code of Federal Regulations.

13          (c) CONGRESSIONAL BRIEFING.—Beginning 6  
14          months after the date of enactment of this Act, and not  
15          less than every 6 months thereafter until the Adminis-  
16          trator complies with the requirements under subsection  
17          (a)(2), the Administrator shall provide a briefing to appro-  
18          priate committees of Congress on the status of the backlog  
19          of air carrier certificate applications under part 135 of  
20          title 14, Code of Federal Regulations, any measures the  
21          Administrator has put in place under subsection (b).

22          **SEC. 819. ENHANCING PROCESSES FOR AUTHORIZING AIR-**  
23   **CRAFT FOR SERVICE IN COMMUTER AND ON-**  
24   **DEMAND OPERATIONS.**

25          (a) ESTABLISHMENT OF WORKING GROUP.—

1           (1) IN GENERAL.—Not later than 180 days  
2 after the date of enactment of this Act, the Adminis-  
3 trator shall establish a part 135 aircraft conformity  
4 working group (in this section referred to as the  
5 “Working Group”).

6           (2) REQUIREMENTS.—The Working Group  
7 shall study methods and make recommendations to  
8 clarify requirements and standardize the process for  
9 conducting and completing aircraft conformity proc-  
10 esses in a timely manner for existing operators and  
11 air carriers operating aircraft under part 135 and  
12 entering such aircraft into service.

13          (b) MEMBERSHIP.—The Working Group shall be  
14 comprised of representatives of the FAA, existing opera-  
15 tors and air carriers operating aircraft under part 135,  
16 associations or trade groups representing such operators  
17 or air carriers, and, as appropriate, labor groups rep-  
18 resenting employees of air carriers operating under part  
19 135.

20          (c) DUTIES.—The Working Group shall consider all  
21 aspects of the FAA processes as of the date of enactment  
22 of this Act for ensuring aircraft conformity and make rec-  
23 ommendations to enhance such processes, including with  
24 respect to—

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

4           (2) streamlined protocols for operators and air  
5           carriers operating aircraft under part 135 to add an  
6           aircraft that was listed on another part 135 certifi-  
7           cate immediately prior to moving to a new air car-  
8           rier or operator; and

9           (3) changes to FAA policy and documentation  
10          necessary to implement the recommendations of the  
11          Working Group.

12          (d) CONGRESSIONAL BRIEFING.—Not later than 1  
13          year after the date on which the Administrator establishes  
14          the Working Group, the Administrator shall brief the ap-  
15          propriate committees of Congress on the progress made  
16          by the Working Group in carrying out the duties specified  
17          in subsection (c), recommendations of the Working Group,  
18          and the efforts of the Administrator to implement such  
19          recommendations.

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

23          **SEC. 820. FLIGHT INSTRUCTOR CERTIFICATES.**

24          Not later than 18 months after the date of enactment  
25          of this Act, the Administrator shall issue a final rule for

1 the rulemaking activity titled “Removal of the Expiration  
2 Date on a Flight Instructor Certificate”, published in Fall  
3 2022 in the Unified Agenda of Federal Regulatory and  
4 Deregulatory Actions (RIN 2120–AL25) to, at a min-  
5 imum, update part 61 of title 14, Code of Federal Regula-  
6 tions, to—

7 (1) remove the expiration date on a flight in-  
8 structor certificate; and

9 (2) replace the requirement that a flight in-  
10 structor renews their flight instructor certificate  
11 with appropriate recent experience requirements for  
12 the holder of a flight instructor certificate to exer-  
13 cise the privileges of such certificate.

14 **SEC. 821. CONSISTENCY OF POLICY APPLICATION IN**  
15 **FLIGHT STANDARDS AND AIRCRAFT CERTIFI-**  
16 **CATION.**

17 (a) IN GENERAL.—The inspector general of the De-  
18 partment of Transportation shall initiate audits, as de-  
19 scribed in subsection (d), of the Flight Standards and Air-  
20 craft Certification Services of the FAA, and the personnel  
21 of such offices, on the consistency of—

22 (1) the interpretation of policies, orders, guid-  
23 ance, and regulations; and

24 (2) the application of policies, orders, guidance,  
25 and regulations.



1 (b) COMPONENTS.—In completing the audits re-  
2 quired under this section, the inspector general shall inter-  
3 view stakeholders, including at a minimum, individuals or  
4 entities that—

5 (1) hold a certificate or authorization related to  
6 the issue being audited under subsection (d);

7 (2) are from different regions of the country  
8 with matters before different flight standards dis-  
9 trict offices or before different FAA Flight Stand-  
10 ards Service and Aircraft Certification Service of-  
11 fices;

12 (3) work with multiple flight standards district  
13 offices or aircraft certification offices of the Admin-  
14 istration; or

15 (4) hold a single or multiple relevant certifi-  
16 cates or authorizations.

17 (c) REPORTS.—The inspector general of the Depart-  
18 ment of Transportation shall submit to the appropriate  
19 committees of Congress, the Secretary, and the Adminis-  
20 trator a report for each audit required in this section, con-  
21 taining the results of the audit, including findings and  
22 necessary recommendations to the Administrator to im-  
23 prove the consistency of decision-making by Flight Stand-  
24 ards and Aircraft Certification Services offices of the Ad-  
25 ministration.

1 (d) AUDITS.—The inspector general shall complete  
2 an audit and issue the associated report required under  
3 subsection (c) not later than—

4 (1) 18 months after the date of enactment of  
5 this Act, with regard to supplemental type certifi-  
6 cates;

7 (2) 34 months after the date of enactment of  
8 this Act, with regard to repair stations certificated  
9 under part 145 of title 14, Code of Federal Regula-  
10 tions; and

11 (3) 50 months after the date of enactment of  
12 this Act, with regard to technical standards orders.

13 (e) IMPLEMENTATION.—In addressing any rec-  
14 ommendations from the inspector general contained in the  
15 reports required under subsection (c), the Administrator  
16 may—

17 (1) maintain an implementation plan; and

18 (2) broadly adopt any best practices to improve  
19 the consistency of interpretation and application of  
20 policies, orders, guidance, and regulations by other  
21 offices of the Administration and with regard to  
22 other activities of the Administration.

23 (f) BRIEFING.—Not later than 6 months after receiv-  
24 ing a report required under subsection (c), the Adminis-  
25 trator shall brief the appropriate committees of Congress

1 on the implementation plan required under subsection (d),  
2 the status of any recommendation received pursuant to  
3 this section, and any best practices that are being imple-  
4 mented more broadly.

5 **SEC. 822. APPLICATION OF POLICIES, ORDERS, AND GUID-**  
6 **ANCE.**

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

9 “(h) POLICIES, ORDERS, AND GUIDANCE.—

10 “(1) CONSISTENCY OF APPLICATION.—The Ad-  
11 ministrator shall ensure consistency in the applica-  
12 tion of policies, orders, and guidance of the Adminis-  
13 tration by—

14 “(A) audits of the application and inter-  
15 pretation of such material by Administration  
16 personnel from person to person and office to  
17 office;

18 “(B) updating policies, orders, and guid-  
19 ance to resolve inconsistencies and clarify dem-  
20 onstrated ambiguities, such as through repeated  
21 inconsistent interpretation; and

22 “(C) ensuring officials are properly docu-  
23 menting findings and decisions throughout a  
24 project to decrease the occurrence of duplicative

1 work and inconsistent findings by subsequent  
2 officials assigned to the same project.

3 “(2) ALTERATIONS.—The Administrator shall  
4 consult as appropriate with regulated entities who  
5 will be impacted by proposed changes to the content  
6 or application of policies, orders, and guidance be-  
7 fore making such changes.

8 “(3) AUTHORITIES AND REGULATIONS.—The  
9 Administrator shall issue policies, orders, and guid-  
10 ance documents that are related to a law or regula-  
11 tion or clarify the intent of or compliance with spe-  
12 cific laws and regulations.”.

13 **SEC. 823. EXPANSION OF THE REGULATORY CONSISTENCY**  
14 **COMMUNICATIONS BOARD.**

15 Section 224 of the FAA Reauthorization Act of 2018  
16 (49 U.S.C. 44701 note) is amended—

17 (1) in subsection (c)—

18 (A) in paragraph (2) by striking “; and”  
19 and inserting a semicolon;

20 (B) in paragraph (3) by striking the period  
21 and inserting a semicolon; and

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

23 “(4) the Office of Airports;

24 “(5) the Office of Security and Hazardous Ma-  
25 terials Safety;

1 “(6) the Office of Rulemaking and Regulatory  
2 Improvement; and

3 “(7) such other offices as the Administrator de-  
4 termines appropriate.”; and

5 (2) in subsection (d)(1)—

6 (A) in subparagraph (A) by striking  
7 “anonymous regulatory interpretation ques-  
8 tions” and inserting “regulatory interpretation  
9 questions, including anonymously,”;

10 (B) in subparagraph (C) by striking  
11 “anonymous regulatory interpretation ques-  
12 tions” and inserting “regulatory interpretation  
13 questions, including anonymously”; and

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

15 “(6) Submit recommendations, as needed, to  
16 the Assistant Administrator for Rulemaking and  
17 Regulatory Improvement for consideration.”.

18 **SEC. 824. MODERNIZATION OF SPECIAL AIRWORTHINESS**

19 **CERTIFICATION RULEMAKING DEADLINE.**

20 Not later than 24 months after the date of enactment  
21 of this Act, the Administrator shall issue a final rule for  
22 the rulemaking activity titled “Modernization of Special  
23 Airworthiness Certification”, published in Fall 2022 in the  
24 long-term actions of the Unified Agenda of Federal Regu-  
25 latory and Deregulatory Actions (RIN 2120–AL50).

1 **SEC. 825. EXCLUSION OF GYROPLANES FROM FUEL SYSTEM**  
2 **REQUIREMENTS.**

3 Section 44737 of title 49, United States Code, is  
4 amended—

5 (1) by striking “rotorcraft” and inserting “heli-  
6 copter” each place it appears;

7 (2) in the heading for paragraph (2) of sub-  
8 section (a) by striking “ROTORCRAFT” and inserting  
9 “HELICOPTER”; and

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

11 “(d) EXCEPTION.—A helicopter issued an experi-  
12 mental certificate under section 21.191 of title 14, Code  
13 of Federal Regulations (or any successor regulations), or  
14 operating under a Special Flight Permit issued under sec-  
15 tion 21.197 of title 14, Code of Federal Regulations (or  
16 any successor regulations), is excepted from the require-  
17 ments of this section.”.

18 **SEC. 826. PUBLIC AIRCRAFT FLIGHT TIME LOGGING ELIGI-**  
19 **BILITY.**

20 (a) FORESTRY AND FIRE PROTECTION FLIGHT TIME  
21 LOGGING.—

22 (1) IN GENERAL.—Notwithstanding any other  
23 provision of law, aircraft under the direct oper-  
24 ational control of forestry and fire protection agen-  
25 cies are eligible to log pilot flight times, if the flight  
26 time was acquired by the pilot while engaged on an

1 official forestry or fire protection flight, in the same  
2 manner as aircraft under the direct operational con-  
3 trol of a Federal, State, county, or municipal law en-  
4 forcement agency.

5 (2) **RETROACTIVE APPLICATION.**—Paragraph  
6 (1) shall be applied as if enacted on October 5,  
7 2018.

8 (b) **REGULATIONS.**—Not later than 180 days after  
9 the date of enactment of this Act, the Administrator shall  
10 make such regulatory changes as are necessary to conform  
11 to the requirements of this section.

12 **SEC. 827. EAGLE INITIATIVE.**

13 (a) **EAGLE INITIATIVE.**—

14 (1) **IN GENERAL.**—The Administrator shall con-  
15 tinue to partner with industry and other Federal  
16 Government stakeholders in carrying out the Eliminate  
17 Aviation Gasoline Lead Emissions Initiative (in  
18 this section referred to as the “EAGLE Initiative”)  
19 through the end of 2030.

20 (2) **FAA RESPONSIBILITIES.**—In collaborating  
21 with industry and other Government stakeholders to  
22 carry out the EAGLE Initiative, the Administrator  
23 shall take such actions as may be necessary under  
24 the authority of the Administrator to facilitate—

1           (A) the safe elimination of the use of lead-  
2           ed aviation gasoline by piston-engine aircraft by  
3           the end of 2030 without adversely affecting the  
4           safe and efficient operation of the piston-engine  
5           aircraft fleet;

6           (B) the approval of the use of unleaded al-  
7           ternatives to leaded aviation gasoline for use in  
8           all piston-engine aircraft types and piston-en-  
9           gine models;

10          (C) the implementation of the require-  
11          ments of section 47107(a)(22) of title 49,  
12          United States Code, as added by this Act, as  
13          such requirements relate to the continued avail-  
14          ability of aviation gasoline;

15          (D) efforts to make unleaded aviation gas-  
16          oline that is approved for use in piston-engine  
17          aircraft and engines widely available for pur-  
18          chase and use at airports in the National Plan  
19          of Integrated Airport Systems; and

20          (E) the development of a transition plan to  
21          safely enable the transition of the piston-engine  
22          general aviation aircraft fleet to unleaded avia-  
23          tion gasoline by 2030, to the extent practicable.



1           (3) ACTIVITIES.—In carrying out the respon-  
2           sibilities of the Administrator pursuant to paragraph  
3           (2), the Administrator shall, at a minimum—

4                   (A) maintain a fleet authorization process  
5                   for the efficient approval or authorization of eli-  
6                   gible piston-engine aircraft and engine models  
7                   to operate safely using qualified unleaded avia-  
8                   tion gasolines;

9                   (B) review, update, and prioritize, as soon  
10                  as practicable, certification processes and  
11                  projects, as necessary, for aircraft engines and  
12                  modifications to such engines to operate with  
13                  unleaded aviation gasoline;

14                  (C) seek to facilitate programs that accel-  
15                  erate the creation, evaluation, qualification, de-  
16                  ployment, and use of unleaded aviation gaso-  
17                  lines;

18                  (D) carry out, in partnership with the gen-  
19                  eral aviation community, an ongoing campaign  
20                  for training and educating aircraft owners and  
21                  operators on how to safely transition to un-  
22                  leaded aviation gasoline;

23                  (E) evaluate aircraft and aircraft engines  
24                  to ensure that such aircraft and aircraft en-  
25                  gines can safely operate with unleaded aviation

1 gasoline candidates during cold weather condi-  
2 tions; and

3 (F) facilitate the development of agency  
4 policies and processes, as appropriate, to sup-  
5 port the deployment of necessary infrastructure  
6 at airports to enable the distribution and stor-  
7 age of unleaded aviation gasolines.

8 (4) CONSULTATION AND COLLABORATION WITH  
9 RELEVANT STAKEHOLDERS.—In carrying out the  
10 EAGLE Initiative, the Administrator shall continue  
11 to consult and collaborate, as appropriate, with rel-  
12 evant stakeholders, including—

13 (A) general aviation aircraft engine, air-  
14 craft propulsion, and aircraft airframe manu-  
15 facturers;

16 (B) general aviation aircraft users, aircraft  
17 owners, aircraft pilots, and aircraft operators;

18 (C) airports and fixed-base operators;

19 (D) State, local, and Tribal aviation offi-  
20 cials;

21 (E) representatives of the petroleum indus-  
22 try, including developers, refiners, producers,  
23 and distributors of unleaded aviation gasolines;  
24 and

1 (F) air carriers and commercial operators  
2 operating under part 135 of title 14, Code of  
3 Federal Regulations.

4 (5) REPORT TO CONGRESS.—

5 (A) INITIAL REPORT.—Not later than 1  
6 year after the date of enactment of this Act, the  
7 Administrator shall submit to the appropriate  
8 committees of Congress a report that—

9 (i) contains an updated strategic plan  
10 for maintaining a fleet authorization proc-  
11 ess for the efficient approval and author-  
12 ization of eligible piston-engine aircraft  
13 and engine models to operate using un-  
14 leaded aviation gasolines in a manner that  
15 ensures safety;

16 (ii) describes the structure and in-  
17 volvement of all FAA offices that have re-  
18 sponsibilities described in paragraph (2);  
19 and

20 (iii) identifies policy initiatives, regu-  
21 latory initiatives, or legislative initiatives  
22 needed to improve and enhance the timely  
23 and safe transition to unleaded aviation  
24 gasoline for the piston-engine aircraft fleet.

1 (B) ANNUAL BRIEFING.—Not later than 1  
2 year after the date on which the Administrator  
3 submits the initial report under subparagraph  
4 (A), and annually thereafter through 2030, the  
5 Administrator shall brief the appropriate com-  
6 mittees of Congress on activities and progress  
7 of the EAGLE Initiative.

8 (C) SUNSET.—Subparagraph (B) shall  
9 cease to be effective after December 31, 2030.

10 (b) TRANSITION PLAN TO UNLEADED AVIATION  
11 GASOLINE.—

12 (1) IN GENERAL.—In developing the transition  
13 plan under subsection (a)(2)(E), the Administrator  
14 may, at a minimum, assess the following:

15 (A) Efforts undertaken by the EAGLE  
16 Initiative, including progress towards—

17 (i) safely eliminating the use of leaded  
18 aviation gasoline by piston-engine aircraft  
19 by the end of 2030 without adversely af-  
20 fecting the safe and efficient operation of  
21 the piston-engine aircraft fleet;

22 (ii) approving the use of unleaded al-  
23 ternatives to leaded aviation gasoline for  
24 use in all piston-engine aircraft types and  
25 piston-engine models; and

1                   (iii) facilitating efforts to make ap-  
2                   proved unleaded aviation gasoline that is  
3                   approved for use in piston-engine aircraft  
4                   and engines widely available at airports for  
5                   purchase and use in the National Plan of  
6                   Integrated Airport Systems.

7                   (B) The evaluation and development of  
8                   necessary airport infrastructure, including fuel  
9                   storage and dispensing facilities, to support the  
10                  distribution and storage of unleaded aviation  
11                  gasoline.

12                  (C) The establishment of best practices for  
13                  piston-engine aircraft owners and operators,  
14                  airport operators and personnel, aircraft main-  
15                  tenance technicians, and other appropriate per-  
16                  sonnel for protecting against exposure to lead  
17                  containment when—

18                         (i) conducting fueling operations;  
19                         (ii) disposing of inspected gasoline  
20                         samples;  
21                         (iii) performing aircraft maintenance;  
22                         and  
23                         (iv) conducting engine run-ups.

24                  (D) Efforts to address supply chain and  
25                  other logistical barriers inhibiting the timely

1 distribution of unleaded aviation gasoline to air-  
2 ports.

3 (E) Outreach efforts to educate and up-  
4 date piston-engine aircraft owners and opera-  
5 tors, airport operators, and other members of  
6 the general aviation community on the potential  
7 benefits, availability, and safety of unleaded  
8 aviation gasoline.

9 (2) PUBLICATION; GUIDANCE.—Upon comple-  
10 tion of developing such transition plan, the Adminis-  
11 trator shall—

12 (A) make the plan available to the public  
13 on an appropriate website of the FAA; and

14 (B) provide guidance supporting the imple-  
15 mentation of the transition plan.

16 (3) COLLABORATION WITH EAGLE INITIA-  
17 TIVE.—In supporting the development of such tran-  
18 sition plan and issuing associated guidance per-  
19 taining to the implementation of such transition  
20 plan, the Administrator shall consult and collaborate  
21 with individuals carrying out the EAGLE Initiative.

22 (4) UNLEADED AVIATION GASOLINE COMMU-  
23 NICATION MATERIALS.—The Administrator may col-  
24 laborate with individuals carrying out the EAGLE  
25 Initiative to jointly develop and continuously update

1 websites, brochures, and other communication mate-  
2 rials associated with such transition plan to clearly  
3 convey the availability of unleaded aviation gasoline  
4 at airports.

5 (5) BRIEFING TO CONGRESS.—Not later than  
6 60 days after the publication of such transition plan,  
7 the Administrator shall brief the appropriate com-  
8 mittees of Congress on such transition plan and any  
9 agency efforts or actions pertaining to the implemen-  
10 tation of such transition plan.

11 (6) SAVINGS CLAUSE.—Nothing in this section  
12 shall be construed to delay or alter the ongoing work  
13 of the EAGLE Initiative established by the Adminis-  
14 trator in 2022.

15 **SEC. 828. EXPANSION OF BASICMED.**

16 (a) IN GENERAL.—Section 2307 of the FAA Exten-  
17 sion, Safety, and Security Act of 2016 (49 U.S.C. 44703  
18 note) is amended—

19 (1) in subsection (a)—

20 (A) by striking paragraph (2) and insert-  
21 ing the following:

22 “(2) the individual holds a medical certificate  
23 issued by the Federal Aviation Administration or  
24 has held such a certificate at any time after July 14,  
25 2006;”;

1 (B) in paragraph (7) by inserting “cal-  
2 endar” before “months”; and

3 (C) in paragraph (8)(A) by striking “5”  
4 and inserting “6”;

5 (2) in subsection (b)(2)(A)(i) by inserting “(or  
6 any successor form)” after “(3–99)”;

7 (3) by striking subsection (h) and inserting the  
8 following:

9 “(h) REPORT REQUIRED.—Not later than 4 years  
10 after the date of enactment of the FAA Reauthorization  
11 Act of 2024, the Administrator, in coordination with the  
12 National Transportation Safety Board, shall submit to the  
13 Committee on Transportation and Infrastructure of the  
14 House of Representatives and the Committee on Com-  
15 merce, Science, and Transportation of the Senate a report  
16 that describes the effect of the regulations issued or re-  
17 vised under subsection (a) and includes statistics with re-  
18 spect to changes in small aircraft activity and safety inci-  
19 dents.”; and

20 (4) by striking subsection (j) and inserting the  
21 following:

22 “(j) COVERED AIRCRAFT DEFINED.—In this section,  
23 the term ‘covered aircraft’ means an aircraft that—

24 “(1) is authorized under Federal law to carry  
25 not more than 7 occupants;



1           “(2) has a maximum certificated takeoff weight  
2 of not more than 12,500 pounds; and

3           “(3) is not a transport category rotorcraft cer-  
4 tified to airworthiness standards under part 29 of  
5 title 14, Code of Federal Regulations.”.

6           (b) **RULEMAKING.**—The Administrator shall update  
7 regulations in parts 61 and 68 of title 14, Code of Federal  
8 Regulations, as necessary, to implement the amendments  
9 made by this section.

10          (c) **APPLICABILITY.**—Beginning on the date that is  
11 180 days after the date of enactment of this Act, the Ad-  
12 ministrator shall apply parts 61 and 68, Code of Federal  
13 Regulations, in a manner reflecting the amendments made  
14 by this section.

15 **SEC. 829. PROHIBITION ON USING ADS-B OUT DATA TO INI-**  
16 **TIATE AN INVESTIGATION.**

17          Section 46101 of title 49, United States Code, is  
18 amended by adding at the end the following:

19          “(c) **PROHIBITION ON USING ADS-B OUT DATA TO**  
20 **INITIATE AN INVESTIGATION.**—

21           “(1) **IN GENERAL.**—Notwithstanding any other  
22 provision of this section, the Administrator of the  
23 Federal Aviation Administration may not initiate an  
24 investigation (excluding a criminal investigation) of

1 a person based exclusively on automatic dependent  
2 surveillance–broadcast data.

3 “(2) RULE OF CONSTRUCTION.—Nothing in  
4 this subsection shall prohibit the use of automatic  
5 dependent surveillance–broadcast data in an inves-  
6 tigation that was initiated for any reason other than  
7 the review of automatic dependent surveillance–  
8 broadcast data, including if such investigation was  
9 initiated as a result of a report or complaint sub-  
10 mitted to the Administrator.”.

11 **SEC. 830. CHARITABLE FLIGHT FUEL REIMBURSEMENT EX-**  
12 **EMPTIONS.**

13 (a) IN GENERAL.—

14 (1) VALIDITY OF EXEMPTION.—Except as oth-  
15 erwise provided in this subsection, an exemption  
16 from section 61.113(e) of title 14, Code of Federal  
17 Regulations, that is granted by the Administrator  
18 for the purpose of allowing a volunteer pilot to ac-  
19 cept reimbursement from a volunteer pilot organiza-  
20 tion for the fuel costs and airport fees attributed to  
21 a flight operation to provide charitable transpor-  
22 tation pursuant to section 821 of the FAA Mod-  
23 ernization and Reform Act of 2012 (49 U.S.C.  
24 40101 note) shall be valid for 5 years.

1           (2) FAILING TO ADHERE.—If the Administrator  
2 finds an exemption holder under paragraph (1) or a  
3 volunteer pilot fails to adhere to the conditions and  
4 limitations of the exemption described under such  
5 paragraph, the Administrator may rescind or sus-  
6 pend the exemption.

7           (3) NO LONGER QUALIFYING.—If the Adminis-  
8 trator finds that such exemption holder no longer  
9 qualifies as a volunteer pilot organization, the Ad-  
10 ministrator shall rescind such exemption.

11           (4) FORGOING EXEMPTION.—If such exemption  
12 holder informs the Administrator that such holder  
13 no longer plans to exercise the authority granted by  
14 such exemption, the Administrator may rescind such  
15 exemption.

16 (b) ADDITIONAL REQUIREMENTS.—

17           (1) IN GENERAL.—A volunteer pilot organiza-  
18 tion may impose additional safety requirements on a  
19 volunteer pilot without—

20                   (A) being considered—

21                           (i) an air carrier (as such term is de-  
22 fined in section 40102 of title 49, United  
23 States Code); or

1                   (ii) a commercial operator (as such  
2                   term is defined in section 1.1 of title 14,  
3                   Code of Federal Regulations); or  
4                   (B) constituting common carriage.

5                   (2) SAVINGS CLAUSE.—Nothing in this sub-  
6                   section may be construed to limit or otherwise affect  
7                   the authority of the Administrator to regulate, as  
8                   appropriate, a flight operation associated with a vol-  
9                   unteer pilot organization that constitutes a commer-  
10                  cial operation or common carriage.

11                  (c) REISSUANCE OF EXISTING EXEMPTIONS.—In re-  
12                  issuing an expiring exemption described in subsection (a)  
13                  that was originally issued prior to the date of enactment  
14                  of this Act, the Administrator shall ensure that the re-  
15                  issued exemption—

16                   (1) accounts for the provisions of this section  
17                   and section 821 of the FAA Modernization and Re-  
18                   form Act of 2012 (49 U.S.C. 40101 note); and

19                   (2) is otherwise substantially similar to the pre-  
20                   viously issued exemption.

21                  (d) STATUTORY CONSTRUCTION.—Nothing in this  
22                  section shall be construed to—

23                   (1) affect the authority of the Administrator to  
24                   exempt a pilot (exercising the private pilot privi-  
25                   leges) from any restriction on receiving reimburse-

1       ment for the fuel costs and airport fees attributed  
2       to a flight operation to provide charitable transpor-  
3       tation; or

4           (2) impose or authorize the imposition of any  
5       additional requirements by the Administrator on a  
6       flight that is arranged by a volunteer pilot organiza-  
7       tion in which the volunteer pilot—

8           (A) is not reimbursed the fuel costs and  
9       airport fees attributed to a flight operation to  
10      provide charitable flights; or

11          (B) pays a pro rata share of expenses as  
12      described in section 61.113(c) of title 14, Code  
13      of Federal Regulations.

14      (e) DEFINITIONS.—In this section:

15          (1) VOLUNTEER PILOT.—The term “volunteer  
16      pilot” means a person who—

17           (A) acts as a pilot in command of a flight  
18      operation to provide charitable transportation  
19      pursuant to section 821 of the FAA Moderniza-  
20      tion and Reform Act of 2012 (49 U.S.C. 40101  
21      note); and

22           (B) holds a private pilot certificate, com-  
23      mercial pilot certificate, or an airline transpor-  
24      tation pilot certificate issued under part 61 of  
25      title 14, Code of Federal Regulations.

1           (2) VOLUNTEER PILOT ORGANIZATION.—The  
2           term “volunteer pilot organization” has the meaning  
3           given such term in section 821(c) of the FAA Mod-  
4           ernization and Reform Act of 2012 (49 U.S.C.  
5           40101 note).

6 **SEC. 831. GAO REPORT ON CHARITABLE FLIGHTS.**

7           (a) REPORT.—Not later than 4 years after the date  
8           of enactment of this Act, the Comptroller General shall  
9           initiate a review of the following:

10           (1) Applicable laws, regulations, policies, legal  
11           opinions, and guidance pertaining to charitable  
12           flights and the operations of such flights, including  
13           reimbursement of fuel costs.

14           (2) Petitions for exemption from the require-  
15           ments of section 61.113(c) of title 14, Code of Fed-  
16           eral Regulations, for the purpose of allowing a pilot  
17           to accept reimbursement for the fuel costs associated  
18           with a flight operation to provide charitable trans-  
19           portation pursuant to section 821 of the FAA Mod-  
20           ernization and Reform Act of 2012 (49 U.S.C.  
21           40101 note), including assessment of—

22           (A) the conditions and limitations a peti-  
23           tioner shall comply with if the exemption is  
24           granted and whether such conditions and limi-  
25           tations are—

1 (i) applied to petitioners in a con-  
2 sistent manner; and

3 (ii) commensurate with the types of  
4 flight operations exemption holders propose  
5 to conduct under any such exemptions;

6 (B) denied petitions for such an exemption  
7 and the reasons for the denial of such petitions;  
8 and

9 (C) the processing time of a petition for  
10 such an exemption.

11 (3) Charitable flights conducted without an ex-  
12 emption from section 61.113(c) of title 14, Code of  
13 Federal Regulations, including an analysis of the  
14 certificates, qualifications, and aeronautical experi-  
15 ence of the operators of such flights.

16 (b) CONSULTATION.—In carrying out the review initi-  
17 ated under subsection (a), the Comptroller General shall  
18 consult with charitable organizations, including volunteer  
19 pilot organizations, aircraft owners, and pilots who volun-  
20 teer to provide transportation for or on behalf of a chari-  
21 table organization, flight safety experts, and employees of  
22 the FAA.

23 (c) RECOMMENDATIONS.—As part of the review initi-  
24 ated under subsection (a), the Comptroller General shall  
25 make recommendations, as determined appropriate, to the

1 Administrator to improve the rules, policies, and guidance  
2 pertaining to charitable flight operations.

3 (d) REPORT.—Upon completion of the review initi-  
4 ated under subsection (a), the Comptroller General shall  
5 submit to the appropriate committees of Congress a report  
6 describing the findings of such review and recommenda-  
7 tions developed under subsection (c).

8 **SEC. 832. FLIGHT INSTRUCTION OR TESTING.**

9 (a) AUTHORIZED ADDITIONAL PILOTS.—An indi-  
10 vidual acting as an authorized additional pilot during  
11 Phase I flight testing of aircraft holding an experimental  
12 airworthiness certificate, in accordance with section  
13 21.191 of title 14, Code of Federal Regulations, and meet-  
14 ing the requirements set forth in FAA regulations and pol-  
15 icy in effect as of the date of enactment of this Act, shall  
16 not be deemed to be operating an aircraft carrying persons  
17 or property for compensation or hire.

18 (b) USE OF AIRCRAFT.—An individual who uses,  
19 causes to use, or authorizes to use aircraft for flights con-  
20 ducted under subsection (a) shall not be deemed to be op-  
21 erating an aircraft carrying persons or property for com-  
22 pensation or hire.

23 (c) REVISION OF RULES.—The Administrator shall,  
24 as necessary, issue, revise, or repeal the rules, regulations,



1 guidance, or procedures of the FAA to conform to the re-  
2 quirements of this section.

3 **SEC. 833. NATIONAL COORDINATION AND OVERSIGHT OF**  
4 **DESIGNATED PILOT EXAMINERS.**

5 (a) IN GENERAL.—The Administrator shall establish  
6 an office to provide oversight and facilitate national co-  
7 ordination of designated pilot examiners appointed under  
8 section 183.23 of title 14, Code of Federal Regulations.

9 (b) RESPONSIBILITIES.—The office described in sub-  
10 section (a) shall be responsible for the following:

11 (1) Oversight of designated pilot examiners ap-  
12 pointed under section 183.23 of title 14, Code of  
13 Federal Regulations.

14 (2) Coordinating with other offices, as appro-  
15 priate, to support the standardization of policy,  
16 guidance, and regulations across the FAA pertaining  
17 to the selection, training, duties, and deployment of  
18 designated pilot examiners appointed under section  
19 183.23 of title 14, Code of Federal Regulations, in-  
20 cluding evaluating the consistency by which such ex-  
21 aminers apply Administration policies, orders, and  
22 guidance.

23 (3) Evaluating the consistency by which such  
24 examiners apply FAA policies, orders, and guidance.

1           (4) Coordinating placement and deployment of  
2 such examiners across regions based on demand for  
3 examinations from the pilot community.

4           (5) Developing a code of conduct for such ex-  
5 aminers.

6           (6) Deploying a survey system to track the per-  
7 formance and merit of such examiners.

8           (7) Facilitating an industry partnership to cre-  
9 ate a formal mentorship program for such exam-  
10 iners.

11       (c) COORDINATION.—In carrying out the responsibil-  
12 ities listed in subsection (b), the Administrator shall en-  
13 sure the office—

14           (1) coordinates on an ongoing basis with flight  
15 standards district offices, designated pilot examiner  
16 managing specialists, and aviation industry stake-  
17 holders, including representatives of the general  
18 aviation community; and

19           (2) considers whether to implement the final  
20 recommendations report issued by the Designated  
21 Pilot Examiner Reforms Working Group and accept-  
22 ed by the Aviation Rulemaking Advisory Committee  
23 on June 17, 2021.

24       (d) REPORT.—

1           (1) IN GENERAL.—Not later than 180 days  
2 after the date of enactment of this Act, and bienni-  
3 ally thereafter through fiscal year 2028, the Admin-  
4 istrator shall submit to the appropriate committees  
5 of Congress a report that evaluates the use of des-  
6 igned pilot examiners appointed under section  
7 183.23 of title 14, Code of Federal Regulations (or  
8 any successor regulation), for testing, including both  
9 written and practical tests.

10           (2) CONTENTS.—The report under paragraph  
11 (1) shall include an analysis of—

12                   (A) the methodology and rationale by  
13 which designated pilot examiners are deployed;

14                   (B) with respect to the previous fiscal year,  
15 the average time an individual in each region  
16 must wait to schedule an appointment with a  
17 designated pilot examiner;

18                   (C) with respect to the previous fiscal year,  
19 the estimated total time individuals in each re-  
20 gion were forced to wait to schedule an appoint-  
21 ment with a designated pilot examiner;

22                   (D) the primary reasons and best ways to  
23 reduce wait times described in subparagraph  
24 (C);

1                   (E) the number of tests conducted by des-  
2                   ignated pilot examiners;

3                   (F) the number and percentage of avail-  
4                   able designated pilot examiners that perform  
5                   such tests; and

6                   (G) the average rate of retests, including  
7                   of both written and practical tests.

8 **SEC. 834. PART 135 PILOT SUPPLEMENTAL OXYGEN RE-**  
9 **QUIREMENT.**

10           (a) IN GENERAL.—Not later than 1 year after the  
11 date of enactment of this Act, the Administrator shall  
12 issue a notice of proposed rulemaking concerning whether  
13 to revise the requirements under paragraphs (3) and (4)  
14 of section 135.89(b) of title 14, Code of Federal Regula-  
15 tions, to apply only to aircraft operating at altitudes above  
16 flight level 410.

17           (b) CONSIDERATIONS.—In issuing the notice of pro-  
18 posed rulemaking, the Administrator shall consider appli-  
19 cable safety data and risks, including in relation to appli-  
20 cable incidents and accidents, as well as the investigations  
21 and recommendations of the National Transportation  
22 Safety Board.

1    **TITLE IX—NEW ENTRANTS AND**  
2            **AEROSPACE INNOVATION**  
3            **Subtitle A—Unmanned Aircraft**  
4                    **Systems**

5    **SEC. 901. DEFINITIONS.**

6            Except as otherwise provided, the definitions con-  
7    tained in section 44801 of title 49, United States Code,  
8    apply to this subtitle.

9    **SEC. 902. UNMANNED AIRCRAFT IN THE ARCTIC.**

10           (a) **IN GENERAL.**—Section 44804 of title 49, United  
11    States Code, is amended—

12                   (1) in the section heading by striking “**SMALL**  
13                   **UNMANNED**” and inserting “**UNMANNED**”; and

14                   (2) by striking “small” each place it appears.

15           (b) **CONFORMING AMENDMENT.**—The analysis for  
16    chapter 448 of such title is amended by striking the item  
17    relating to section 44804 and inserting the following:

“44804. Unmanned aircraft in the Arctic.”.

18    **SEC. 903. SMALL UAS SAFETY STANDARDS TECHNICAL COR-**  
19                    **RECTIONS.**

20            Section 44805 of title 49, United States Code, is  
21    amended—

22                   (1) in the section heading by striking “**SMALL**  
23                   **UNMANNED**” and inserting “**SMALL UNMANNED**”;

1 (2) in subsection (a)(2) by striking “operation  
2 of small” and inserting “operation of a small”;

3 (3) in subsection (f) by striking “subsection  
4 (h)” and inserting “subsection (f)”;

5 (4) in subsection (g)(3) by striking “subsection  
6 (h)” and inserting “subsection (f)”;

7 (5) in subsection (i)(1) by striking “subsection  
8 (h)” and inserting “subsection (f)”;

9 (6) by redesignating subsection (e) through (j)  
10 as subsections (c) through (h), respectively.

11 **SEC. 904. AIRPORT SAFETY AND AIRSPACE HAZARD MITI-**  
12 **GATION AND ENFORCEMENT.**

13 Section 44810 of title 49, United States Code, is  
14 amended—

15 (1) in subsection (c) by inserting “, and any  
16 other location the Administrator determines appro-  
17 priate” after “Data”; and

18 (2) in subsection (h) by striking “May 10,  
19 2024” and inserting “September 30, 2028”.

20 **SEC. 905. RADAR DATA PILOT PROGRAM.**

21 (a) SENSITIVE RADAR DATA FEED PILOT PRO-  
22 GRAM.—Not later than 270 days after the date of enact-  
23 ment of this Act, the Administrator, in coordination with  
24 the Secretary of Defense, and other heads of relevant Fed-  
25 eral agencies, shall establish a pilot program to make air-

1 space data feeds containing controlled unclassified infor-  
2 mation available to qualified users (as determined by the  
3 Administrator), consistent with subsection (b).

4 (b) AUTHORIZATION.—In carrying out subsection (a),  
5 the Administrator, in coordination with the Secretary of  
6 Defense and other heads of relevant Federal agencies,  
7 shall establish a process to authorize qualified users to re-  
8 ceive airspace data feeds containing controlled unclassified  
9 information related to air traffic within the national air-  
10 space system and use such information in an agreed upon  
11 manner to—

12 (1) provide and enable—

13 (A) air traffic management services; and

14 (B) unmanned aircraft system traffic man-  
15 agement services; or

16 (2) to test technologies that may enable or en-  
17 hance the provision of the services described in para-  
18 graph (1).

19 (c) CONSULTATION.—In establishing the process de-  
20 scribed in subsection (b), the Administrator shall consult  
21 with representatives of the unmanned aircraft systems in-  
22 dustry and related technical groups to identify an efficient,  
23 secure, and effective format and method for providing data  
24 described in this section.

1 (d) BRIEFING.—Not later than 90 days after estab-  
2 lishing the pilot program under subsection (a), and annu-  
3 ally thereafter through 2028, the Administrator shall brief  
4 the appropriate committees of Congress on the findings  
5 of the pilot program established under this section.

6 (e) SUNSET.—This section shall cease to be effective  
7 on October 1, 2028.

8 **SEC. 906. ELECTRONIC CONSPICUITY STUDY.**

9 (a) IN GENERAL.—The Comptroller General shall  
10 conduct a study of technologies and methods that may be  
11 used by operators of unmanned aircraft systems to detect  
12 and avoid manned aircraft that may lawfully operate below  
13 500 feet above ground level and that are—

14 (1) not equipped with a transponder or auto-  
15 matic dependent surveillance-broadcast out equip-  
16 ment; or

17 (2) otherwise not electronically conspicuous.

18 (b) CONSULTATION.—In conducting the study re-  
19 quired under subsection (a), the Comptroller General shall  
20 consult with—

21 (1) representatives of—

22 (A) unmanned aircraft systems manufac-  
23 turers and operators;

24 (B) general aviation operators;

25 (C) agricultural aircraft operators;



1 (D) helicopter operators; and

2 (E) State and local governments; and

3 (2) any other stakeholder the Comptroller Gen-  
4 eral determines appropriate.

5 (c) REPORT.—Not later than 1 year after the date  
6 of enactment of this Act, the Comptroller General shall  
7 submit to the appropriate committees of Congress a report  
8 describing the results of such study.

9 **SEC. 907. REMOTE IDENTIFICATION ALTERNATIVE MEANS**  
10 **OF COMPLIANCE.**

11 (a) EVALUATION.—The Administrator shall review  
12 and evaluate the final rule of the FAA titled “Remote  
13 Identification of Unmanned Aircraft”, issued on January  
14 15, 2021 (86 Fed. Reg. 4390), to determine whether un-  
15 manned aircraft manufacturers and operators can meet  
16 the intent of such final rule through alternative means of  
17 compliance, including through network-based remote  
18 identification.

19 (b) REPORT.—Not later than 1 year after the date  
20 of enactment of this Act, the Administrator shall submit  
21 to the appropriate committees of Congress a report on the  
22 results of the evaluation under subsection (a).

23 **SEC. 908. PART 107 WAIVER IMPROVEMENTS.**

24 (a) IN GENERAL.—The Administrator shall adopt a  
25 performance- and risk-based approach in reviewing re-

1    quests for certificates of waiver under section 107.200 of  
2    title 14, Code of Federal Regulations.

3           (b) STANDARDIZATION OF WAIVER APPLICATION.—

4               (1) IN GENERAL.—In carrying out subsection  
5           (a), the Administrator shall improve the process to  
6           submit requests for certificates of waiver described  
7           in subsection (a).

8               (2) FORMAT.—In carrying out paragraph (1),  
9           the Administrator may not require the use of open-  
10          ended descriptive prompts that are required to be  
11          filled out by an applicant, except to provide appli-  
12          cants the ability to provide the FAA with informa-  
13          tion for an unusual or irregular operation.

14              (3) DATA.—

15                   (A) IN GENERAL.—In carrying out para-  
16                  graph (1), the Administrator shall leverage data  
17                  gathered from previous requests for certificates  
18                  of waivers.

19                   (B) CONSIDERATIONS.—In carrying out  
20                  subparagraph (A), the Administrator shall safe-  
21                  ly use—

22                           (i) big data analytics; and

23                           (ii) machine learning.

24           (c) CONSIDERATION OF PROPERTY ACCESS.—

1           (1) IN GENERAL.—In determining whether to  
2           issue a certificate of waiver under section 107.200 of  
3           title 14, Code of Federal Regulations, the Adminis-  
4           trator shall—

5                   (A) consider whether the waiver applicant  
6           has control over access to all real property on  
7           the ground within the area of operation; and

8                   (B) recognize and account for the safety  
9           enhancements of such controlled access.

10           (2) RULE OF CONSTRUCTION.—Nothing in this  
11           subsection shall be construed to influence the extent  
12           to which the Administrator considers a lack of con-  
13           trol over access to all real property on the ground  
14           within an area of operation as affecting the safety  
15           of an operation intended to be conducted under such  
16           certificate of waiver.

17           (d) PUBLIC AVAILABILITY OF WAIVERS.—

18                   (1) IN GENERAL.—The Administrator shall  
19           publish all certificates of waiver issued under section  
20           107.200 of title 14, Code of Federal Regulations, on  
21           the website of the FAA, including, with respect to  
22           each issued certificate of waiver—

23                   (A) the terms, conditions, and limitations;  
24           and

1 (B) the class of airspace and any restric-  
2 tions related to operating near airports or heli-  
3 ports.

4 (2) PUBLICATION.—In carrying out paragraph  
5 (1), the Administrator shall ensure that published  
6 information is made available in a manner that pre-  
7 vents inappropriate disclosure of proprietary infor-  
8 mation.

9 (e) PRECEDENTIAL USE OF PREVIOUSLY APPROVED  
10 WAIVERS.—

11 (1) WAIVER APPROVAL PRECEDENT.—If the  
12 Administrator determines, using criteria for a par-  
13 ticular waiver, that an application for a certificate of  
14 waiver issued under section 107.200 of title 14,  
15 Code of Federal Regulations, is substantially similar  
16 (or is comprised of elements that are substantially  
17 similar) to an application for a certificate of waiver  
18 that the Administrator has previously approved, the  
19 Administrator may streamline, as appropriate, the  
20 approval of applications for such a particular waiver.

21 (2) RULE OF CONSTRUCTION.—Nothing in  
22 paragraph (1) shall be construed to preclude an ap-  
23 plicant for a certificate of waiver from applying to  
24 modify a condition or remove a limitation of such  
25 certificate.

1 (f) MODIFICATION OF WAIVERS.—

2 (1) IN GENERAL.—The Administrator shall es-  
3 tablish an expedited review process for a request to  
4 modify or renew certificates of waiver previously  
5 issued under section 107.200 of title 14, Code of  
6 Federal Regulations, as appropriate.

7 (2) USE OF REVIEW PROCESS.—The review  
8 process established under paragraph (1) shall be  
9 used to modify or renew certificates of waiver that  
10 cover operations that are substantially similar in all  
11 material facts to operations covered under a pre-  
12 viously issued certificate of waiver.

13 **SEC. 909. ENVIRONMENTAL REVIEW AND NOISE CERTIFI-**  
14 **CATION.**

15 (a) NATIONAL ENVIRONMENTAL POLICY ACT GUID-  
16 ANCE.—Not later than 180 days after the date of enact-  
17 ment of this Act, the Administrator shall publish un-  
18 manned aircraft system-specific environmental review  
19 guidance and implementation procedures and, thereafter,  
20 revise such guidance and procedures as appropriate to  
21 carry out the requirements of this section.

22 (b) PRIORITIZATION.—The guidance and procedures  
23 established by the Administrator under subsection (a)  
24 shall include processes that allow for the prioritization of  
25 project applications and activities that—

1           (1) offset or limit the impacts of non-zero emis-  
2           sion activities;

3           (2) offset or limit the release of environmental  
4           pollutants to soil or water; or

5           (3) demonstrate other factors that benefit  
6           human safety or the environment, as determined by  
7           the Administrator.

8           (c) PROGRAMMATIC LEVEL APPROACH TO NEPA  
9           REVIEW.—Not later than 180 days after the date of en-  
10          actment of this Act, the Administrator shall examine and  
11          integrate programmatic-level approaches to the require-  
12          ments of the National Environmental Policy Act of 1969  
13          (42 U.S.C. 4321 et seq.) by which the Administrator  
14          can—

15               (1) leverage an environmental review for un-  
16               manned aircraft operations within a defined geo-  
17               graphic region, including within and over commercial  
18               sites, industrial sites, or other sites closed or re-  
19               stricted to the public; and

20               (2) leverage an environmental assessment or en-  
21               vironmental impact statement for nationwide pro-  
22               grammatic approaches for large scale distributed un-  
23               manned aircraft operations.

24           (d) DEVELOPING 1 OR MORE CATEGORICAL EXCLU-  
25          SIONS.—

1           (1) IN GENERAL.—The Administrator shall en-  
2           gage in periodic consultations with the Council on  
3           Environmental Quality to identify actions that are  
4           appropriate for a new categorical exclusion and shall  
5           incorporate such actions in FAA Order 1050.1F (or  
6           successor order) as considered appropriate by the  
7           Administrator to more easily allow for safe commer-  
8           cial operations of unmanned aircraft.

9           (2) PRIOR OPERATIONS.—The Administrator  
10          shall review existing categorical exclusions for appli-  
11          cability to unmanned aircraft operations in accord-  
12          ance with the National Environmental Policy Act of  
13          1969 (42 U.S.C. 4321 et seq.) and subchapter A of  
14          chapter V of title 40, Code of Federal Regulations.

15          (e) BRIEFING.—Not later than 90 days after the date  
16          of enactment of this Act, the Administrator shall brief the  
17          appropriate committees of Congress on the plan of the Ad-  
18          ministrator to implement subsection (a).

19          (f) NONAPPLICATION OF NOISE CERTIFICATION RE-  
20          QUIREMENTS PENDING STANDARDS DEVELOPMENT.—

21               (1) IN GENERAL.—Notwithstanding the re-  
22               quirements of section 44715 of title 49, United  
23               States Code, the Administrator shall—

24                       (A) waive the determination of compliance  
25                       with part 36 of title 14, Code of Federal Regu-

1           lations, for an applicant seeking unmanned air-  
2           craft type and airworthiness certifications; and

3                   (B) not deny, withhold, or delay such cer-  
4           tifications due to the absence of a noise certifi-  
5           cation basis under such part, if the Adminis-  
6           trator has developed appropriate noise measure-  
7           ment procedures for unmanned aircraft and the  
8           Administrator has received from the applicant  
9           the noise measurement results based on such  
10          procedures.

11           (2) DURATION.—The nonapplication of the  
12          noise certification requirements under paragraph (1)  
13          shall continue until the Administrator finalizes the  
14          noise certification requirements for unmanned air-  
15          craft in part 36 of title 14, Code of Federal Regula-  
16          tions, or another part of title 14 of such Code, as  
17          required under paragraph (3).

18           (3) ASSOCIATED UAS CERTIFICATION STAND-  
19          ARDS.—

20                   (A) DEVELOPMENT OF CRITERIA.—Not  
21          later than 18 months after the date of enact-  
22          ment of this Act, the Administrator shall de-  
23          velop and establish substantive criteria and  
24          standard metrics to determine whether to ap-



1           prove an unmanned aircraft pursuant to part  
2           36 of title 14, Code of Federal Regulations.

3                   (B) SUBSTANTIVE CRITERIA AND STAND-  
4           ARD METRICS.—In establishing the substantive  
5           criteria and standard metrics under subpara-  
6           graph (A), the Administrator shall include cri-  
7           teria and metrics related to the noise impacts of  
8           an unmanned aircraft.

9                   (C) PUBLICATION.—The Administrator  
10          shall publish in the Federal Register and post  
11          on the website of the FAA the criteria and  
12          metrics established under subparagraph (A).

13          (g) CONCURRENT REVIEWS.—If the Administrator  
14          determines that the design, construction, maintenance and  
15          operational sustainability, airworthiness approval, or oper-  
16          ational approval of an unmanned aircraft require environ-  
17          mental assessments, including under the requirements of  
18          the National Environmental Policy Act of 1969 (42 U.S.C.  
19          4321 et seq.), the Administrator shall, to the maximum  
20          extent practicable, conduct such reviews and analyses con-  
21          currently.

22          (h) THIRD-PARTY SUPPORT.—In implementing sub-  
23          section (a), the Administrator shall allow for the engage-  
24          ment of approved specialized third parties, as appropriate,  
25          to support an applicant’s preparation of, or the Adminis-

1 tration’s preparation and review of, documentation relat-  
2 ing to the requirements of the National Environmental  
3 Policy Act of 1969 (42 U.S.C. 4321 et seq.) to ensure  
4 streamlined timelines for complex reviews.

5 (i) **RULE OF CONSTRUCTION.**—Nothing in this sec-  
6 tion shall be construed as prohibiting, restricting, or other-  
7 wise limiting the authority of the Administrator from im-  
8 plementing or complying with the requirements of the Na-  
9 tional Environmental Policy Act of 1969 (42 U.S.C. 4321  
10 et seq.) and any related requirements to ensure the protec-  
11 tion of the environment and aviation safety.

12 **SEC. 910. UNMANNED AIRCRAFT SYSTEM USE IN WILDFIRE**  
13 **RESPONSE.**

14 (a) **UNMANNED AIRCRAFT SYSTEMS IN WILDFIRE**  
15 **RESPONSE.**—

16 (1) **IN GENERAL.**—Not later than 18 months  
17 after the date of enactment of this Act, the Adminis-  
18 trator, in coordination with the Chief of the Forest  
19 Service, the Administrator of the National Aero-  
20 nautics and Space Administration, and any other  
21 Federal entity (or a contracted unmanned aircraft  
22 system operator of a Federal entity) the Adminis-  
23 trator considers appropriate, shall develop a plan for  
24 the use of unmanned aircraft systems by public enti-

1 ties in wildfire response efforts, including wildfire  
2 detection, mitigation, and suppression.

3 (2) PLAN CONTENTS.—The plan developed  
4 under paragraph (1) shall include recommendations  
5 to—

6 (A) identify and designate areas of public  
7 land with high potential for wildfires in which  
8 public entities may conduct unmanned aircraft  
9 system operations beyond visual line of sight as  
10 part of wildfire response efforts, including wild-  
11 fire detection, mitigation, and suppression;

12 (B) develop a process to facilitate the safe  
13 and efficient operation of unmanned aircraft  
14 systems beyond the visual line of sight in wild-  
15 fire response efforts in areas designated under  
16 subparagraph (A), including a waiver process  
17 under section 91.113 or section 107.31 of title  
18 14, Code of Federal Regulations, for public en-  
19 tities that use unmanned aircraft systems for  
20 aerial wildfire detection, mitigation, and sup-  
21 pression; and

22 (C) improve coordination between the rel-  
23 evant Federal agencies and public entities on  
24 the use of unmanned aircraft systems in wild-  
25 fire response efforts.

1           (3) PLAN SUBMISSION.—Upon completion of  
2           the plan under paragraph (1), the Administrator  
3           shall submit such plan to, and provide a briefing for,  
4           the appropriate committees of Congress and the  
5           Committee on Science, Space, and Technology of the  
6           House of Representatives.

7           (4) PUBLICATION.—Upon submission of the  
8           plan under paragraph (1), the Administrator shall  
9           publish such plan on a publicly available website of  
10          the FAA.

11          (b) APPLICABILITY.—The plan developed under this  
12          section shall cover only unmanned aircraft systems that  
13          are—

14                (1) operated by, or on behalf of, a public entity;

15                (2) operated in airspace covered by a wildfire-  
16                related temporary flight restriction under section  
17                91.137 of title 14, Code of Federal Regulations; and

18                (3) under the operational control of, or other-  
19                wise are being operationally coordinated by, an au-  
20                thorized aviation coordinator responsible for coordi-  
21                nating disaster response aircraft within the airspace  
22                covered by such temporary flight restriction.

23          (c) INTERAGENCY COORDINATION.—Not later than  
24          180 days after the date of enactment of this Act, the Ad-  
25          ministrators shall seek to enter into the necessary agree-

1 ments to provide a liaison of the Administration to the  
2 National Interagency Fire Center to facilitate the imple-  
3 mentation of the plan developed under this section and  
4 the use of manned and unmanned aircraft in wildfire re-  
5 sponse efforts, including wildfire detection, mitigation, and  
6 suppression.

7 (d) SAVINGS CLAUSE.—Nothing in this section shall  
8 be construed to confer upon the Administrator the au-  
9 thorities of the Administrator of the Federal Emergency  
10 Management Agency under section 611 of the Robert T.  
11 Stafford Disaster Relief and Emergency Assistance Act  
12 (42 U.S.C. 5196).

13 (e) DEFINITIONS.—In this section:

14 (1) PUBLIC ENTITY.—The term “public entity”  
15 means—

- 16 (A) a Federal agency;
- 17 (B) a State government;
- 18 (C) a local government;
- 19 (D) a Tribal Government; and
- 20 (E) a territorial government.

21 (2) PUBLIC LAND.—The term “public land”  
22 has the meaning given such term in section 205 of  
23 the Sikes Act (16 U.S.C. 670k).

1           (3) WILDFIRE.—The term “wildfire” has the  
2           meaning given that term in section 2 of the Emer-  
3           gency Wildfire Suppression Act (42 U.S.C. 1856m).

4 **SEC. 911. PILOT PROGRAM FOR UAS INSPECTIONS OF FAA**  
5 **INFRASTRUCTURE.**

6           (a) IN GENERAL.—Not later than 180 days after the  
7           date of enactment of this Act, the Secretary shall initiate  
8           a pilot program to supplement inspection and oversight  
9           activities of the Department of Transportation with un-  
10          manned aircraft systems to increase employee safety, en-  
11          hance data collection, increase the accuracy of inspections,  
12          reduce costs, and for other purposes the Secretary con-  
13          siders to be appropriate.

14          (b) GROUND-BASED AVIATION INFRASTRUCTURE.—  
15          In participating in the program under subsection (a), the  
16          Administrator shall evaluate the use of unmanned aircraft  
17          systems to inspect ground-based aviation infrastructure  
18          that may require visual inspection in hard-to-reach areas,  
19          including—

- 20               (1) navigational aids;
- 21               (2) air traffic control towers;
- 22               (3) radar facilities;
- 23               (4) communication facilities; and
- 24               (5) other air traffic control facilities.

1           (c) COORDINATION.—In carrying out subsection (b),  
2 the Administrator shall consult with the labor union cer-  
3 tified under section 7111 of title 5, United States Code,  
4 to represent personnel responsible for the inspection of the  
5 ground-based aviation infrastructure.

6           (d) BRIEFING.—Not later than 2 years after the date  
7 of enactment of this Act, and annually thereafter until the  
8 termination of the pilot program under this section, the  
9 Secretary shall provide to the appropriate committees of  
10 Congress a briefing on the status and results of the pilot  
11 program established under subsection (a), including—

12                 (1) cost savings;

13                 (2) a description of how unmanned aircraft sys-  
14 tems were used to supplement existing inspection,  
15 data collection, or oversight activities of Department  
16 employees, including the number of operations and  
17 types of activities performed;

18                 (3) efficiency or safety improvements, if any,  
19 associated with the use of unmanned aircraft sys-  
20 tems to supplement conventional inspection, data  
21 collection, or oversight activities;

22                 (4) the fleet of unmanned aircraft systems  
23 maintained by the Department for the program, or  
24 an overview of the services used as part of the pilot  
25 program; and

1           (5) recommendations for improving the use or  
2           efficacy of unmanned aircraft systems to supplement  
3           the Department's inspection, data collection, or over-  
4           sight activities.

5           (e) SUNSET AND INCORPORATION INTO STANDARD  
6 PRACTICE.—

7           (1) SUNSET.—The pilot program established  
8           under subsection (a) and the briefing requirement  
9           under subsection (d) shall terminate on the date  
10          that is 4 years after the date of enactment of this  
11          Act.

12          (2) INCORPORATION INTO STANDARD PRAC-  
13          TICE.—Upon termination of the pilot program under  
14          this section, the Secretary shall assess the results  
15          and determine whether to permanently incorporate  
16          the use of unmanned aircraft systems into the reg-  
17          ular inspection, data collection, and oversight activi-  
18          ties of the Department.

19          (3) REPORT TO CONGRESS.—Not later than 9  
20          months after the termination of the pilot program  
21          under paragraph (1), the Secretary shall submit to  
22          the appropriate committees of Congress a report on  
23          the final results of the pilot program and the actions  
24          taken by the Administrator under paragraph (2).



1 **SEC. 912. DRONE INFRASTRUCTURE INSPECTION GRANT**  
2 **PROGRAM.**

3 (a) **AUTHORITY.**—Not later than 270 days after the  
4 date of enactment of this Act, the Secretary shall establish  
5 an unmanned aircraft system infrastructure inspection  
6 grant program to provide grants to governmental entities  
7 to facilitate the use of small unmanned aircraft systems  
8 to support more efficient inspection, operation, construc-  
9 tion, maintenance, and repair of an element of critical in-  
10 frastructure to improve worker safety related to projects.

11 (b) **USE OF GRANT AMOUNTS.**—A governmental enti-  
12 ty may use a grant provided under this section to—

13 (1) purchase or lease small unmanned aircraft  
14 systems;

15 (2) support the operational capabilities of small  
16 unmanned aircraft systems used by the govern-  
17 mental entity;

18 (3) contract for services performed using a  
19 small unmanned aircraft system in circumstances in  
20 which the governmental entity does not have the re-  
21 sources or expertise to safely carry out or assist in  
22 carrying out the activities described under sub-  
23 section (a); and

24 (4) support the program management capability  
25 of the governmental entity to use or contract the use

1 of a small unmanned aircraft system, as described in  
2 paragraph (3).

3 (c) APPLICATION.—To be eligible to receive a grant  
4 under this section, a governmental entity shall submit to  
5 the Secretary an application at such time, in such form,  
6 and containing such information as the Secretary may re-  
7 quire, including an assurance that the governmental entity  
8 or any contractor of the governmental entity, will comply  
9 with relevant Federal regulations.

10 (d) SELECTION OF APPLICANTS.—In selecting an ap-  
11 plication for a grant under this section, the Secretary shall  
12 prioritize applications that propose to—

13 (1) carry out a project in a variety of commu-  
14 nities, including urban, suburban, rural, Tribal, or  
15 any other type of community; and

16 (2) address a safety risk in the inspection, oper-  
17 ation, construction, maintenance, or repair of an ele-  
18 ment of critical infrastructure.

19 (e) RULE OF CONSTRUCTION.—Nothing in this sec-  
20 tion shall be construed to interfere with an agreement be-  
21 tween a governmental entity and a labor union, including  
22 the requirements of section 5333(b) of title 49, United  
23 States Code.

24 (f) REPORT TO CONGRESS.—Not later than 2 years  
25 after the first grant is provided under this section, the

1 Secretary shall submit to the appropriate committees of  
2 Congress a report that evaluates the program carried out  
3 under this section that includes—

4 (1) a description of the number of grants pro-  
5 vided under this section;

6 (2) the amount of each grant provided under  
7 this section;

8 (3) the activities carried out with a grant pro-  
9 vided under this section; and

10 (4) the effectiveness of such activities in meet-  
11 ing the objectives described in subsection (a).

12 (g) FUNDING.—

13 (1) FEDERAL SHARE.—

14 (A) IN GENERAL.—Except as provided in  
15 subparagraph (B), the Federal share of the cost  
16 of a project carried out using a grant provided  
17 under this section shall not exceed 50 percent  
18 of the total project cost.

19 (B) WAIVER.—The Secretary may increase  
20 the Federal share under subparagraph (A) to  
21 up to 75 percent for a project carried out using  
22 a grant provided under this section by a govern-  
23 mental entity if such entity—

1 (i) submits a written application to  
2 the Secretary requesting an increase in the  
3 Federal share; and

4 (ii) demonstrates that the additional  
5 assistance is necessary to facilitate the ac-  
6 ceptance and full use of a grant under this  
7 section, such as alleviating economic hard-  
8 ship, meeting additional workforce needs,  
9 or any other uses that the Secretary deter-  
10 mines to be appropriate.

11 (2) AUTHORIZATION OF APPROPRIATIONS.—Out  
12 of amounts authorized to be appropriated under sec-  
13 tion 106(k) of title 49, United States Code, the fol-  
14 lowing amounts are authorized to carry out this sec-  
15 tion:

16 (A) \$12,000,000 for fiscal year 2025.

17 (B) \$12,000,000 for fiscal year 2026.

18 (C) \$12,000,000 for fiscal year 2027.

19 (D) \$12,000,000 for fiscal year 2028.

20 (h) DEFINITIONS.—In this section:

21 (1) CRITICAL INFRASTRUCTURE.—The term  
22 “critical infrastructure” has the meaning given such  
23 term in subsection (e) of the Critical Infrastructures  
24 Protection Act of 2001 (42 U.S.C. 5195c(e)).

1           (2) ELEMENT OF CRITICAL INFRASTRUC-  
2           TURE.—The term “element of critical infrastruc-  
3           ture” means a critical infrastructure facility or  
4           asset, including public bridges, tunnels, roads, high-  
5           ways, dams, electric grid, water infrastructure, com-  
6           munication systems, pipelines, or other related facili-  
7           ties or assets, as determined by the Secretary.

8           (3) GOVERNMENTAL ENTITY.—The term “gov-  
9           ernmental entity” means—

10                   (A) a State, the District of Columbia, the  
11                   Commonwealth of Puerto Rico, a territory of  
12                   the United States, or a political subdivision  
13                   thereof;

14                   (B) a unit of local government;

15                   (C) a Tribal government;

16                   (D) a metropolitan planning organization;

17                   or

18                   (E) a consortia of more than 1 of the enti-  
19                   ties described in subparagraphs (A) through  
20                   (D).

21           (4) PROJECT.—The term “project” means a  
22           project for the inspection, operation, construction,  
23           maintenance, or repair of an element of critical in-  
24           frastructure, including mitigating environmental  
25           hazards to such infrastructure.

1 **SEC. 913. DRONE EDUCATION AND WORKFORCE TRAINING**  
2 **GRANT PROGRAM.**

3 (a) **AUTHORITY.**—Not later than 180 days after the  
4 date of enactment of this Act, the Secretary of Transpor-  
5 tation shall establish a drone education and training grant  
6 program to make grants to educational institutions for  
7 workforce training for small unmanned aircraft systems.

8 (b) **USE OF GRANT AMOUNTS.**—Amounts from a  
9 grant under this section shall be used in furtherance of  
10 activities authorized under section 631 and 632 of the  
11 FAA Reauthorization Act of 2018 (49 U.S.C. 40101  
12 note).

13 (c) **ELIGIBILITY.**—To be eligible to receive a grant  
14 under this section, an educational institution shall submit  
15 an application to the Secretary at such time, in such form,  
16 and containing such information as the Secretary may re-  
17 quire.

18 (d) **AUTHORIZATION OF APPROPRIATIONS.**—Out of  
19 amounts authorized to be appropriated under section  
20 106(k) of title 49, United States Code, the Secretary shall  
21 make available to carry out this section \$5,000,000 for  
22 each of fiscal years 2025 through 2028.

23 (e) **EDUCATIONAL INSTITUTION DEFINED.**—In this  
24 section, the term “educational institution” means an insti-  
25 tution of higher education (as such term is defined in sec-  
26 tion 101 of the Higher Education Act of 1965 (20 U.S.C.

1 1001)) that participates in a program authorized under  
2 sections 631 and 632 of the FAA Reauthorization Act of  
3 2018 (49 U.S.C. 40101 note).

4 **SEC. 914. DRONE WORKFORCE TRAINING PROGRAM STUDY.**

5 (a) IN GENERAL.—Not later than 3 years after the  
6 date of enactment of this Act, the Comptroller General  
7 shall initiate a study of the effectiveness of the Unmanned  
8 Aircraft Systems Collegiate Training Initiative established  
9 under section 632 of the FAA Reauthorization Act 2018  
10 (49 U.S.C. 40101 note).

11 (b) REPORT.—Upon completion of the study under  
12 subsection (a), the Comptroller General shall submit to the  
13 appropriate committees of Congress a report describing—

14 (1) the findings of such study; and

15 (2) any recommendations to improve the Un-  
16 manned Aircraft Systems Collegiate Training Initia-  
17 tive.

18 **SEC. 915. TERMINATION OF ADVANCED AVIATION ADVI-**

19 **SORY COMMITTEE.**

20 The Secretary may not renew the charter of the Ad-  
21 vanced Aviation Advisory Committee (chartered by the  
22 Secretary on June 10, 2022).

1 **SEC. 916. UNMANNED AND AUTONOMOUS FLIGHT ADVI-**  
2 **SORY COMMITTEE.**

3 (a) IN GENERAL.—Not later than 1 year after the  
4 termination of the Advanced Aviation Advisory Committee  
5 pursuant to section 915, the Administrator shall establish  
6 an Unmanned and Autonomous Flight Advisory Com-  
7 mittee (in this section referred to as the “Advisory Com-  
8 mittee”).

9 (b) DUTIES.—The Advisory Committee shall provide  
10 the Administrator advice on policy- and technical-level  
11 issues related to unmanned and autonomous aviation oper-  
12 ations and activities, including, at a minimum, the fol-  
13 lowing:

14 (1) The safe integration of unmanned aircraft  
15 systems and autonomous flight operations into the  
16 national airspace system, including feedback on—

17 (A) the certification and operational stand-  
18 ards of highly automated aircraft, unmanned  
19 aircraft, and associated elements of such air-  
20 craft;

21 (B) coordination of procedures for oper-  
22 ations in controlled and uncontrolled airspace;  
23 and

24 (C) communication protocols.



1           (2) The use cases of unmanned aircraft sys-  
2           tems, including evaluating and assessing the poten-  
3           tial benefits of using unmanned aircraft systems.

4           (3) The development of processes and meth-  
5           odologies to address safety concerns related to the  
6           operation of unmanned aircraft systems, including  
7           risk assessments and mitigation strategies.

8           (4) Unmanned aircraft system training, edu-  
9           cation, and workforce development programs, includ-  
10          ing evaluating aeronautical knowledge gaps in the  
11          unmanned aircraft system workforce, assessing the  
12          workforce needs of unmanned aircraft system oper-  
13          ations, and establishing a strong pipeline to ensure  
14          a robust unmanned aircraft system workforce.

15          (5) The analysis of unmanned aircraft system  
16          data and trends.

17          (6) Unmanned aircraft system infrastructure,  
18          including the use of existing aviation infrastructure  
19          and the development of necessary infrastructure.

20          (c) MEMBERSHIP.—

21           (1) IN GENERAL.—The Advisory Committee  
22           shall be composed of not more than 12 members.

23           (2) REPRESENTATIVES.—The Advisory Com-  
24           mittee shall include at least 1 representative of each  
25           of the following:

1 (A) Commercial operators of unmanned  
2 aircraft systems.

3 (B) Unmanned aircraft system manufac-  
4 turers.

5 (C) Counter-UAS manufacturers.

6 (D) FAA-approved unmanned aircraft sys-  
7 tem service suppliers.

8 (E) Unmanned aircraft system test ranges  
9 under section 44803 of title 49, United States  
10 Code.

11 (F) An unmanned aircraft system physical  
12 infrastructure network provider.

13 (G) Community advocates.

14 (H) Certified labor organizations rep-  
15 resenting commercial airline pilots, air traffic  
16 control specialists employed by the Administra-  
17 tion, certified aircraft maintenance technicians,  
18 certified aircraft dispatchers, or aviation safety  
19 inspectors.

20 (I) Academia or a relevant research organi-  
21 zation.

22 (3) OBSERVERS.—The Administrator may in-  
23 vite appropriate representatives of other Federal  
24 agencies to observe or provide input on the work of  
25 the Advisory Committee, but shall not allow such

1 representatives to participate in any decision-making  
2 of the Advisory Committee.

3 (d) REPORTING.—

4 (1) IN GENERAL.—The Advisory Committee  
5 shall submit to the Administrator an annual report  
6 of the activities, findings, and recommendations of  
7 the Committee.

8 (2) CONGRESSIONAL REPORTING.—The Admin-  
9 istrator shall submit to the appropriate committees  
10 of Congress the reports required under paragraph  
11 (1).

12 (e) PROHIBITION.—The Administrator may not task  
13 the Advisory Committee established under this section  
14 with a review or the development of recommendations re-  
15 lating to operations conducted under part 121 of title 14,  
16 Code of Federal Regulations.

17 **SEC. 917. NEXTGEN ADVISORY COMMITTEE MEMBERSHIP**  
18 **EXPANSION.**

19 (a) IN GENERAL.—Not later than 90 days after the  
20 date of enactment of this Act, the Secretary shall take  
21 such actions as may be necessary to expand the member-  
22 ship of the NextGen Advisory Committee (chartered by  
23 the Secretary on June 15, 2022) to include 1 representa-  
24 tive from the unmanned aircraft system industry and 1  
25 representative from the powered-lift industry.

1 (b) QUALIFICATIONS.—The representatives required  
2 under subsection (a) shall have the following qualifica-  
3 tions, as applicable:

4 (1) Demonstrated expertise in the design, man-  
5 ufacturing, or operation of unmanned aircraft sys-  
6 tems and powered-lift aircraft.

7 (2) Demonstrated experience in the develop-  
8 ment or implementation of unmanned aircraft sys-  
9 tem and powered-lift aircraft policies and proce-  
10 dures.

11 (3) Demonstrated commitment to advancing the  
12 safe integration of unmanned aircraft systems and  
13 powered-lift aircraft into the national airspace sys-  
14 tem.

15 **SEC. 918. INTERAGENCY COORDINATION.**

16 (a) SENSE OF CONGRESS.—It is the sense of Con-  
17 gress that—

18 (1) the purpose of the joint Department of De-  
19 fense-Federal Aviation Administration executive  
20 committee (in this section referred to as the “Execu-  
21 tive Committee”) on conflict and dispute resolution  
22 as described in section 1036(b) of the Duncan Hun-  
23 ter National Defense Authorization Act for Fiscal  
24 Year 2009 (Public Law 110–417) is to resolve dis-  
25 putes on the matters of policy and procedures be-

1       tween the Department of Defense and the Federal  
2       Aviation Administration relating to airspace, aircraft  
3       certifications, aircrew training, and other issues, in-  
4       cluding the access of unmanned aerial systems of the  
5       Department of Defense to the national airspace sys-  
6       tem;

7               (2) by mutual agreement of Executive Com-  
8       mittee leadership, operating with the best of inten-  
9       tions, the current scope of activities and membership  
10      of the Executive Committee has exceeded the origi-  
11      nal intent of, and tasking to, the Executive Com-  
12      mittee; and

13              (3) the expansion described in paragraph (2)  
14      has resulted in an imbalance in the oversight of cer-  
15      tain Federal entities in matters concerning civil avia-  
16      tion safety and security.

17      (b) CHARTER.—

18              (1) CHARTER REVISION.—Not later than 45  
19      days after the date of enactment of this Act, the Ad-  
20      ministrator shall seek to revise the charter of the  
21      Executive Committee to reflect the scope, objectives,  
22      membership, and activities described in section  
23      1036(b) of the Duncan Hunter National Defense  
24      Authorization Act for Fiscal Year 2009 (Public Law  
25      110–417) in order to achieve the increasing, and ul-

1 timately routine, access of unmanned aircraft sys-  
2 tems of the Department of Defense into the national  
3 airspace system.

4 (2) SUNSET.—Not earlier than 2 years after  
5 the date of enactment of this Act, the Administrator  
6 shall seek to sunset the activities of the Executive  
7 Committee by joint agreement of the Administrator  
8 and the Secretary of Defense.

9 **SEC. 919. REVIEW OF REGULATIONS TO ENABLE**  
10 **UNESCORTED UAS OPERATIONS.**

11 (a) IN GENERAL.—Not later than 2 years after the  
12 date of enactment of this Act, the Administrator shall, in  
13 coordination with the Secretary of Defense, conduct a re-  
14 view of the requirements necessary to permit unmanned  
15 aircraft systems (excluding small unmanned aircraft sys-  
16 tems) operated by a Federal agency or armed forces (as  
17 such term is defined in section 101 of title 10, United  
18 States Code) to be operated in the national airspace sys-  
19 tem, including outside of restricted airspace, without being  
20 escorted by a manned aircraft.

21 (b) REPORT.—Not later than 2 years after the com-  
22 pletion of the review under subsection (a), the Adminis-  
23 trator shall submit to the appropriate committees of Con-  
24 gress a report on the results of the review, including any

1 recommended regulatory and statutory changes to enable  
2 the operations described under subsection (a).

3 **SEC. 920. EXTENSION OF BEYOND PROGRAM.**

4 (a) FAA BEYOND PROGRAM EXTENSION.—The  
5 Administrator shall extend the BEYOND program of the  
6 FAA as in effect on the day before the date of enactment  
7 of this Act (in this section referred to as the “Program”)  
8 and the existing agreements with State, local, and Tribal  
9 governments entered into under the Program until the  
10 date on which the Administrator determines the Program  
11 is no longer necessary or useful.

12 (b) FAA BEYOND PROGRAM EXPANSION.—

13 (1) IN GENERAL.—The Administrator shall con-  
14 sider expanding the Program to include additional  
15 State, local, and Tribal governments to test and  
16 evaluate the use of new and emerging aviation con-  
17 cepts and technologies to evaluate and inform FAA  
18 policies, rulemaking, and guidance related to the  
19 safe integration of such concepts and technologies  
20 into the national airspace system.

21 (2) SCOPE.—If the Administrator determines  
22 the Program should be expanded, the Administrator  
23 shall address additional factors in the Program, in-  
24 cluding—

1 (A) increasing automation in civil aircraft,  
2 including unmanned aircraft systems and new  
3 or emerging aviation technologies;

4 (B) operations of such systems and tech-  
5 nologies, including beyond visual line of sight;  
6 and

7 (C) the societal and economic impacts of  
8 such operations.

9 (3) **ADDITIONAL WAIVER AUTHORITY.**—In car-  
10 rying out an expansion of the Program, the Admin-  
11 istrator may waive the requirements of section  
12 44711 of title 49, United States Code, including re-  
13 lated regulations, under any **BEYOND** program  
14 agreement to the extent consistent with aviation  
15 safety.

16 **SEC. 921. UAS INTEGRATION STRATEGY.**

17 (a) **IN GENERAL.**—The Administrator shall imple-  
18 ment the recommendations made by—

19 (1) the Comptroller General to the Secretary  
20 contained in the report of the Government Account-  
21 ability Office titled “Drones: FAA Should Improve  
22 Its Approach to Integrating Drones into the Na-  
23 tional Airspace System”, issued in January 2023  
24 (GAO–23–105189); and



1           (2) the inspector general of the Department of  
2           Transportation to the Administrator contained in  
3           the audit report of the inspector general titled “FAA  
4           Made Progress Through Its UAS Integration Pilot  
5           Program, but FAA and Industry Challenges Remain  
6           To Achieve Full UAS Integration”, issued in April  
7           2022 (Project ID: AV2022027).

8           (b) BRIEFING.—Not later than 12 months after the  
9           date of enactment of this Act, and annually thereafter  
10          through 2028, the Administrator shall provide a briefing  
11          to the appropriate committees of Congress that—

12           (1) provides a status update on the—

13                   (A) implementation of the recommenda-  
14                   tions described in subsection (a);

15                   (B) implementation of statutory provisions  
16                   related to unmanned aircraft system integration  
17                   under subtitle B of title III of division B of the  
18                   FAA Reauthorization Act of 2018 (Public Law  
19                   115–254); and

20                   (C) actions taken by the Administrator to  
21                   implement recommendations related to safe in-  
22                   tegration of unmanned aircraft systems into the  
23                   national airspace system included in aviation  
24                   rulemaking committee reports published after

1 the date of enactment of the FAA Reauthoriza-  
2 tion Act of 2018 (Public Law 115–254);

3 (2) provides a description of steps taken to  
4 achieve the safe integration of such systems into the  
5 national airspace system, including milestones and  
6 performance metrics to track results;

7 (3) provides the costs of executing the integra-  
8 tion described in paragraph (2), including any esti-  
9 mates of future Federal resources or investments re-  
10 quired to complete such integration; and

11 (4) identifies any regulatory or policy changes  
12 required to execute the integration described in  
13 paragraph (2).

14 **SEC. 922. EXTENSION OF KNOW BEFORE YOU FLY CAM-**  
15 **PAIGN.**

16 Section 356 of the FAA Reauthorization Act of 2018  
17 (Public Law 115–254) is amended by striking “2019  
18 through 2023” and inserting “2024 through 2028”.

19 **SEC. 923. PUBLIC AIRCRAFT DEFINITION.**

20 Section 40125(a)(2) of title 49, United States Code,  
21 is amended—

22 (1) by striking “research, or” and inserting  
23 “research,”; and

24 (2) by inserting “(including data collection on  
25 civil aviation systems undergoing research, develop-



1           (c) COORDINATION.—In establishing the comprehen-  
2 sive plan under subsection (a), the Administrator shall  
3 consult with—

4           (1) the National Aeronautics and Space Admin-  
5 istration;

6           (2) the Department of Defense;

7           (3) manufacturers of autonomous unmanned  
8 aircraft systems;

9           (4) operators of autonomous unmanned aircraft  
10 systems; and

11           (5) other stakeholders with knowledge of auto-  
12 mation in aviation, the human-computer interface,  
13 and aviation safety, as determined appropriate by  
14 the Administrator.

15       (d) SUBMISSION.—Not later than 1 year after the  
16 date of enactment of this Act, the Administrator shall sub-  
17 mit to the appropriate committees of Congress, the sub-  
18 committee on Transportation, Housing and Urban Devel-  
19 opment, and Related Agencies of the Committee on Appro-  
20 priations of the Senate and the subcommittee on Trans-  
21 portation, Housing and Urban Development, and Related  
22 Agencies of the Committee on Appropriations of the  
23 House of Representatives the plan established under sub-  
24 section (a).

1 **SEC. 925. UAS TEST RANGES.**

2 (a) IN GENERAL.—Chapter 448 of title 49, United  
3 States Code, is amended by striking section 44803 and  
4 inserting the following:

5 **“§ 44803. Unmanned aircraft system test ranges**

6 “(a) TEST RANGES.—

7 “(1) IN GENERAL.—The Administrator of the  
8 Federal Aviation Administration shall carry out and  
9 update, as appropriate, a program for the use of un-  
10 manned aircraft system (in this section referred to  
11 as UAS) test ranges to—

12 “(A) enable a broad variety of develop-  
13 ment, testing, and evaluation activities related  
14 to UAS and associated technologies; and

15 “(B) the extent consistent with aviation  
16 safety and efficiency, support the safe integra-  
17 tion of unmanned aircraft systems into the na-  
18 tional airspace system.

19 “(2) DESIGNATIONS.—

20 “(A) EXISTING TEST RANGES.—Test  
21 ranges designated under this section shall in-  
22 clude the 7 test ranges established under the  
23 following:

24 “(i) Section 332(c) of the FAA Mod-  
25 ernization and Reform Act of 2012 (49  
26 U.S.C. 40101 note), as in effect on the day

1 before the date of enactment of the FAA  
2 Reauthorization Act of 2018 (Public Law  
3 115–254).

4 “(ii) Any other test ranges designated  
5 pursuant to the amendment made by sec-  
6 tion 2201(b) of the FAA Extension, Safe-  
7 ty, and Security Act of 2016 (49 U.S.C.  
8 40101 note) after the date of enactment of  
9 such Act.

10 “(B) NEW TEST RANGES.—If the Adminis-  
11 trator finds that it is in the best interest of en-  
12 abling safe UAS integration into the national  
13 airspace system, the Administrator may select  
14 and designate as a test range under this section  
15 up to 2 additional test ranges in accordance  
16 with the requirements of this section through a  
17 competitive selection process.

18 “(C) LIMITATION.—Not more than 9 test  
19 ranges designated under this section shall be  
20 part of the program established under this sec-  
21 tion at any given time.

22 “(3) ELIGIBILITY.—Test ranges selected by the  
23 Administrator pursuant to (2)(B) shall—

1           “(A) be an instrumentality of a State,  
2           local, Tribal, or territorial government or other  
3           public entity;

4           “(B) be approved by the chief executive of-  
5           ficer of the State, local, territorial, or Tribal  
6           government for the principal place of business  
7           of the applicant, prior to seeking designation by  
8           the Administrator;

9           “(C) undertake and ensure testing and  
10          evaluation of innovative concepts, technologies,  
11          and operations that will offer new safety bene-  
12          fits, including developing and retaining an ad-  
13          vanced aviation industrial base within the  
14          United States; and

15          “(D) meet any other requirements estab-  
16          lished by the Administrator.

17          “(b) AIRSPACE REQUIREMENTS.—

18                 “(1) IN GENERAL.—In carrying out the pro-  
19                 gram under subsection (a), the Administrator may  
20                 establish, upon the request of a test range sponsor  
21                 designated by the Administrator under subsection  
22                 (a), a restricted area, special use airspace, or other  
23                 similar type of airspace pursuant to part 73 of title  
24                 14, Code of Federal Regulations, for purposes of—

1           “(A) accommodating hazardous develop-  
2           ment, testing, and evaluation activities to in-  
3           form the safe integration of unmanned aircraft  
4           systems into the national airspace system; or

5           “(B) other activities authorized by the Ad-  
6           ministrator pursuant to subsection (f).

7           “(2) NEPA REVIEW.—The Administrator may  
8           require that each test range sponsor designated by  
9           the Administrator under subsection (a) provide a  
10          draft environmental review consistent with the Na-  
11          tional Environmental Policy Act of 1969 (42 U.S.C.  
12          4321 et seq.), subject to the supervision of and  
13          adoption by the Administrator, with respect to any  
14          request for the establishment of a restricted area,  
15          special use airspace, or other similar type of airspace  
16          under this subsection.

17          “(3) INACTIVE RESTRICTED AREA OR SPECIAL  
18          USE AIRSPACE.—

19                 “(A) IN GENERAL.—In the event a re-  
20                 stricted area, special use airspace, or other  
21                 similar type of airspace established under para-  
22                 graph (1) is not needed to meet the needs of  
23                 the using agency (as described in subparagraph  
24                 (B)), any related airspace restrictions, limita-  
25                 tions, or designations shall be inactive.



1           “(B) USING AGENCY.—For purposes of  
2           this subsection, a test range sponsor designated  
3           by the Administrator under subsection (a) shall  
4           be considered the using agency with respect to  
5           a restricted area established by the Adminis-  
6           trator under this subsection.

7           “(4) APPROVAL AUTHORITY.—The Adminis-  
8           trator shall have the authority to approve access by  
9           a participating or nonparticipating operator to a test  
10          range or restricted area, special use airspace, or  
11          other similar type of airspace established by the Ad-  
12          ministrator under this subsection.

13          “(c) PROGRAM REQUIREMENTS.—In carrying out the  
14          program under subsection (a), the Administrator—

15                 “(1) may develop operational standards and air  
16                 traffic requirements for flight operations at test  
17                 ranges;

18                 “(2) shall coordinate with, and leverage the re-  
19                 sources of, the Administrator of the National Aero-  
20                 nautics and Space Administration and other relevant  
21                 Federal agencies, as determined appropriate by the  
22                 Administrator;

23                 “(3) shall address both civil and public aircraft  
24                 operations;

1           “(4) shall provide for verification of the safety  
2 of flight systems and related navigation procedures  
3 as such systems and procedures relate to the contin-  
4 ued development of regulations and standards for in-  
5 tegration of unmanned aircraft systems into the na-  
6 tional airspace system;

7           “(5) shall engage test range sponsors, as nec-  
8 essary and with available resources, in projects for  
9 development, testing, and evaluation of flight sys-  
10 tems, including activities conducted pursuant to sec-  
11 tion 1042 of the FAA Reauthorization Act of 2024,  
12 to facilitate the development of regulations and the  
13 validation of standards by the Administrator for the  
14 safe integration of unmanned aircraft systems into  
15 the national airspace system, which may include ac-  
16 tivities related to—

17                   “(A) developing and enforcing geographic  
18 and altitude limitations;

19                   “(B) providing for alerts regarding any  
20 hazards or limitations on flight, including prohi-  
21 bition on flight, as necessary;

22                   “(C) developing or validating sense and  
23 avoid capabilities;

1           “(D) developing or validating technology to  
2 support communications, navigation, and sur-  
3 veillance;

4           “(E) testing or validating operational con-  
5 cepts and technologies related to beyond visual  
6 line of sight operations, autonomous operations,  
7 nighttime operations, operations over people,  
8 operations involving multiple unmanned aircraft  
9 systems by a single pilot or operator, and un-  
10 manned aircraft systems traffic management  
11 capabilities or services;

12           “(F) improving privacy protections  
13 through the use of advances in unmanned air-  
14 craft systems;

15           “(G) conducting counter-UAS testing ca-  
16 pabilities, with the approval of the Adminis-  
17 trator; and

18           “(H) other relevant topics for which devel-  
19 opment, testing or evaluation are needed;

20           “(6) shall develop data sharing and collection  
21 requirements for test ranges to support the un-  
22 manned aircraft systems integration efforts of the  
23 Administration and coordinate periodically with all  
24 test range sponsors to ensure the test range spon-  
25 sors know—

1                   “(A) what data should be collected;

2                   “(B) how data can be de-identified to flow  
3 more readily to the Administration;

4                   “(C) what procedures should be followed;  
5 and

6                   “(D) what development, testing, and eval-  
7 uation would advance efforts to safely integrate  
8 unmanned aircraft systems into the national  
9 airspace system;

10                  “(7) shall allow test range sponsors to receive  
11 Federal funding, including in-kind contributions,  
12 other than from the Federal Aviation Administra-  
13 tion, in furtherance of research, development, test-  
14 ing, and evaluation objectives; and

15                  “(8) shall use modeling and simulation tools to  
16 assist in the testing, evaluation, verification, and val-  
17 idation of unmanned aircraft systems.

18                  “(d) EXEMPTION.—Except as provided in subsection  
19 (f), the requirements of section 44711, including any re-  
20 lated implementing regulations, shall not apply to persons  
21 approved by the test range sponsor for operation at a test  
22 range designated by the Administrator under this section.

23                  “(e) RESPONSIBILITIES OF TEST RANGE SPON-  
24 SORS.—The sponsor of each test range designated by the  
25 Administrator under subsection (a) shall—

1           “(1) provide access to all interested private and  
2 public entities seeking to carry out research, develop-  
3 ment, testing and evaluation activities at the test  
4 range designated pursuant to this section, to the  
5 greatest extent practicable, consistent with safety  
6 and any operating procedures established by the test  
7 range sponsor, including access by small business  
8 concerns (as such term is defined in section 3 of the  
9 Small Business Act (15 U.S.C. 632));

10           “(2) ensure all activities remain within the geo-  
11 graphical boundaries and altitude limitations estab-  
12 lished for any restricted area, special use airspace,  
13 or other similar type of airspace covering the test  
14 range;

15           “(3) ensure no activity is conducted at the des-  
16 igned test range in a careless or reckless manner;

17           “(4) establish safe operating procedures for all  
18 operators approved for activities at the test range,  
19 including provisions for maintaining operational con-  
20 trol and ensuring protection of persons and property  
21 on the ground, subject to approval by the Adminis-  
22 trator;

23           “(5) exercise direct oversight of all operations  
24 conducted at the test range;

1           “(6) consult with the Administrator on the na-  
2           ture of planned activities at the test range and  
3           whether temporary segregation of the airspace is re-  
4           quired to contain such activities consistent with avia-  
5           tion safety;

6           “(7) protect proprietary technology, sensitive  
7           data, or sensitive research of any civil or private en-  
8           tity when using the test range;

9           “(8) maintain detailed records of all ongoing  
10          and completed activities conducted at the test range  
11          and all operators conducting such activities, for in-  
12          spection by, and reporting to, the Administrator, as  
13          required by agreement between the Administrator  
14          and the test range sponsor;

15          “(9) make all original records available for in-  
16          spection upon request by the Administrator; and

17          “(10) provide recommendations, on a quarterly  
18          basis until the program terminates, to the Adminis-  
19          trator to further enable public and private develop-  
20          ment, testing, and evaluation activities at the test  
21          ranges to contribute to the safe integration of un-  
22          manned aircraft systems into the national airspace  
23          system.

24          “(f) TESTING.—

1           “(1) IN GENERAL.—The Administrator may au-  
2           thorize a sponsor of a test range designated under  
3           subsection (a) to host research, development, testing,  
4           and evaluation activities, including activities con-  
5           ducted pursuant to section 1042 of the FAA Reau-  
6           thorization Act of 2024, as appropriate, other than  
7           activities directly related to the integration of un-  
8           manned aircraft systems into the national airspace  
9           system, so long as the activity is necessary to inform  
10          the development of regulations, standards, or policy  
11          for integrating new types of flight systems into the  
12          national airspace system.

13           “(2) WAIVER.— In carrying out this section,  
14          the Administrator may waive the requirements of  
15          section 44711 (including any related implementing  
16          regulations) to the extent the Administrator deter-  
17          mines such waiver is consistent with aviation safety.

18          “(g) COLLABORATIVE RESEARCH AND DEVELOP-  
19          MENT AGREEMENTS.—The Administrator may use the  
20          transaction authority under section 106(l)(6), including in  
21          coordination with the Center of Excellence for Unmanned  
22          Aircraft Systems, to enter into collaborative research and  
23          development agreements or to direct research, develop-  
24          ment, testing, and evaluation related to unmanned aircraft  
25          systems, including activities conducted pursuant to section

1 1042 of the FAA Reauthorization Act of 2024, as appro-  
2 priate, at any test range designated under subsection (a).

3 “(h) AUTHORIZATION OF APPROPRIATIONS.—

4 “(1) ESTABLISHMENT.—Out of amounts au-  
5 thORIZED to be appropriated under section 106(k),  
6 \$6,000,000 for each of fiscal years 2025 through  
7 2028, shall be available to the Administrator for the  
8 purposes of—

9 “(A) providing matching funds to commer-  
10 cial entities that contract with a UAS test  
11 range to demonstrate or validate technologies  
12 that the FAA considers essential to the safe in-  
13 tegration of UAS into the national airspace sys-  
14 tem; and

15 “(B) supporting or performing such dem-  
16 onstration and validation activities described in  
17 subparagraph (A) at a test range designated  
18 under the section.

19 “(2) DISBURSEMENT.—Funding provided under  
20 this subsection shall be divided evenly among all  
21 UAS test ranges designated under this section, for  
22 the purpose of providing matching funds to commer-  
23 cial entities described in paragraph (1) and available  
24 until expended.



1           “(i) TERMINATION.—The program under this section  
2 shall terminate on September 30, 2028.”.

3           (b) CONFORMING AMENDMENTS.—

4                 (1) CONFORMING AMENDMENT.—Section  
5 44801(10) of title 49, United States Code, is  
6 amended by striking “any of the 6 test ranges estab-  
7 lished by the Administrator under section 332(e) of  
8 the FAA Modernization and Reform Act of 2012  
9 (49 U.S.C. 40101 note), as in effect on the day be-  
10 fore the date of enactment of the FAA Reauthoriza-  
11 tion Act of 2018, and any public entity authorized  
12 by the Federal Aviation Administration as an un-  
13 manned aircraft system flight test center before Jan-  
14 uary 1, 2009” and inserting “the test ranges des-  
15 ignated by the Administrator under section 44803”.

16                 (2) CLERICAL AMENDMENT.—The analysis for  
17 chapter 448 of title 49, United States Code, is  
18 amended by striking the item relating to section  
19 44803 and inserting the following:

“44803. Unmanned aircraft system test ranges.”.

20           (c) SENSE OF CONGRESS.—It is the sense of Con-  
21 gress that the test ranges designated under section 44803  
22 of title 49, United States Code, shall—

23                 (1) provide fair and accessible services to a  
24 broad variety of unmanned aircraft technology devel-  
25 opers, to the extent practicable;

1           (2) operate in the best interest of domestic  
2           technology developers in terms of intellectual prop-  
3           erty and proprietary data protections; and

4           (3) comply with data sharing and collection re-  
5           quirements prescribed by the FAA.

6 **SEC. 926. PUBLIC SAFETY USE OF TETHERED UAS.**

7           (a) IN GENERAL.—Section 44806 of title 49, United  
8           States Code, is amended—

9           (1) in the section heading by inserting “**AND**  
10           **PUBLIC SAFETY USE OF TETHERED UNMANNED**  
11           **AIRCRAFT SYSTEMS**” after “**SYSTEMS**”;

12           (2) in subsection (c)—

13           (A) in the subsection heading by inserting  
14           “**SAFETY USE OF**” after “**PUBLIC**”; and

15           (B) in paragraph (1)—

16           (i) in the matter preceding subpara-  
17           graph (A)—

18           (I) by striking “Not later than  
19           180 days after the date of enactment  
20           of this Act, the” and inserting “The”;

21           (II) by striking “permit the use  
22           of” and inserting “permit”;

23           (III) by striking “public”; and

1 (IV) by inserting “by a public  
2 safety organization for such systems”  
3 after “systems”;

4 (ii) by striking subparagraph (A) and  
5 inserting the following:

6 “(A) operated—

7 “(i) at or below an altitude of 150  
8 feet above ground level within class B, C,  
9 D, E, or G airspace, but not at a greater  
10 altitude than the ceiling depicted on the  
11 UAS Facility Maps published by the Fed-  
12 eral Aviation Administration, where appli-  
13 cable;

14 “(ii) within zero-grid airspaces as de-  
15 picted on such UAS Facility Maps, only if  
16 operated in life-saving or emergency situa-  
17 tions and with prior notification to the Ad-  
18 ministration in a manner determined by  
19 the Administrator; or

20 “(iii) above 150 feet above ground  
21 level within class B, C, D, E, or G airspace  
22 only with prior authorization from the Ad-  
23 ministrator;”;

24 (iii) by striking subparagraph (B);  
25 and

1 (iv) by redesignating subparagraphs  
2 (C), (D), and (E) as subparagraphs (B),  
3 (C), and (D), respectively; and  
4 (C) in paragraph (3) by striking “Public  
5 actively” and inserting “Actively”; and  
6 (3) by adding at the end the following:

7 “(e) DEFINITION.—In this section, the term ‘public  
8 safety organization’ means an entity that primarily en-  
9 gages in activities related to the safety and well-being of  
10 the general public, including law enforcement, fire depart-  
11 ments, emergency medical services, and other organiza-  
12 tions that protect and serve the public in matters of safety  
13 and security.”.

14 (b) CLERICAL AMENDMENT.—The analysis for chap-  
15 ter 448 of title 49, United States Code, is amended by  
16 striking the item relating to section 44806 and inserting  
17 the following:

“44806. Public unmanned aircraft systems and public safety use of tethered un-  
manned aircraft systems.”.

18 (c) DEFINITION.—Section 44801(1) of title 49,  
19 United States Code, is amended—

20 (1) by striking subparagraph (A) and inserting:

21 “(A) weighs 55 pounds or less, including  
22 payload but not including the tether;”;

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

1           (3) in subparagraph (C) by striking the period  
2           at the end and inserting a semicolon; and

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

4                   “(D) is able to maintain safe flight control  
5           in the event of a power or flight control failure  
6           during flight; and

7                   “(E) is programmed to initiate a controlled  
8           landing in the event of a tether separation.”.

9   **SEC. 927. EXTENDING SPECIAL AUTHORITY FOR CERTAIN**  
10                   **UNMANNED AIRCRAFT SYSTEMS.**

11           (a) EXTENSION.—Section 44807(d) of title 49,  
12 United States Code, is amended by striking “May 10,  
13 2024” and inserting “September 30, 2033”.

14           (b) CLARIFICATION.—Section 44807 of title 49,  
15 United States Code, is amended—

16                   (1) in subsection (a)—

17                           (A) by inserting “or chapter 447” after  
18           “Notwithstanding any other requirement of this  
19           chapter”;

20                           (B) by striking “the Secretary of Trans-  
21           portation” and inserting “the Administrator of  
22           the Federal Aviation Administration”; and

23                           (C) by striking “if certain” and inserting  
24           “how”;

25                   (2) in subsection (b)—

1 (A) by striking “Secretary” and inserting  
2 “Administrator”; and

3 (B) by striking “which types of” and in-  
4 serting “how such”.

5 (3) by striking subsection (c) and inserting the  
6 following:

7 “(c) REQUIREMENTS FOR SAFE OPERATION.—

8 “(1) IN GENERAL.—In carrying out this sec-  
9 tion, the Administrator shall establish requirements,  
10 or a process to accept proposed requirements, for  
11 the safe and efficient operation of unmanned aircraft  
12 systems in the national airspace system, including  
13 operations related to testing and evaluation of pro-  
14 prietary systems.

15 “(2) EXPEDITED EXEMPTIONS AND APPROV-  
16 ALS.—The Administrator shall, taking into account  
17 the statutory mandate to ensure safe and efficient  
18 use of the national airspace system, issue approv-  
19 als—

20 “(A) to enable low-risk beyond visual line  
21 of sight operations, including, at a minimum,  
22 package delivery operations, extended visual line  
23 of sight operations, or shielded operations with-  
24 in 100 feet of the ground or a structure; or

1           “(B) that are aligned with Administration  
2 exemptions or approvals that enable beyond vis-  
3 ual line of sight operations with the use of  
4 acoustics, ground based radar, automatic de-  
5 pendent surveillance–broadcast, and other tech-  
6 nological solutions.

7           “(3) TREATMENT OF MITIGATION MEASURES.—  
8 To the extent that an operation under this section  
9 will be conducted exclusively within the airspace of  
10 a Mode C Veil, such operation shall be treated as  
11 satisfying the requirements of section 91.113(b) of  
12 title 14, Code of Federal Regulations, if the oper-  
13 ation employs—

14           “(A) automatic dependent surveillance–  
15 broadcast in-based detect and avoid capabilities;

16           “(B) air traffic control communication and  
17 coordination;

18           “(C) aeronautical information management  
19 systems acceptable to the Administrator, such  
20 as notices to air missions, to notify other air-  
21 space users of such operations; or

22           “(D) any other risk mitigations as set by  
23 the Administrator.

24           “(4) RULE OF CONSTRUCTION.—Nothing in  
25 this subsection shall be construed to—

1           “(A) provide an unmanned aircraft oper-  
2           ating pursuant to this section the right of way  
3           over a manned aircraft; or

4           “(B) limit the authority of the Adminis-  
5           trator to impose requirements, conditions, or  
6           limitations on operations conducted under this  
7           section in order to address safety concerns.”;  
8           and

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

10          “(e) **AUTHORITY.**—The Administrator may exercise  
11          the authorities described in this section, including waiving  
12          applicable parts of title 14, Code of Federal Regulations,  
13          without initiating a rulemaking or imposing the require-  
14          ments of part 11 of title 14, Code of Federal Regulations,  
15          to the extent consistent with aviation safety.”.

16          (c) **CLARIFICATION OF STATUS OF PREVIOUSLY**  
17          **ISSUED RULEMAKINGS AND EXEMPTIONS.**—

18               (1) **RULEMAKINGS.**—Any rule issued pursuant  
19               to section 44807 of title 49, United States Code,  
20               shall continue to be in effect following the expiration  
21               of such authority.

22               (2) **EXEMPTIONS.**—Any exemption granted  
23               under the authority described in section 44807 of  
24               title 49, United States Code, and in effect as of the  
25               expiration of such authority, shall continue to be in



1 effect until the date that is 3 years after the date  
2 of termination described in such exemption, provided  
3 the Administrator does not determine there is a  
4 safety risk.

5 (3) RULES OF CONSTRUCTION.—Nothing in  
6 this section shall be construed to interfere with the  
7 Administrator’s—

8 (A) authority to rescind or amend an ex-  
9 emption for reasons such as unsafe conditions  
10 or operator oversight; or

11 (B) ability to grant an exemption based on  
12 a determination made pursuant to section  
13 44807 of title 49, United States Code, prior to  
14 the date described in subsection (d) of such sec-  
15 tion.

16 **SEC. 928. RECREATIONAL OPERATIONS OF DRONE SYS-**  
17 **TEMS.**

18 (a) SPECIFIED EXCEPTION FOR LIMITED REC-  
19 REATIONAL OPERATIONS OF UNMANNED AIRCRAFT.—  
20 Section 44809 of title 49, United States Code, is amend-  
21 ed—

22 (1) in subsection (a) by striking paragraph (6)  
23 and inserting the following:

24 “(6) Except for circumstances when the Admin-  
25 istrator establishes alternative altitude ceilings or as

1 otherwise authorized in section (e), in Class G air-  
2 space, the aircraft is flown from the surface to not  
3 more than 400 feet above ground level and complies  
4 with all airspace and flight restrictions and prohibi-  
5 tions established under this subtitle, such as special  
6 use airspace designations and temporary flight re-  
7 strictions.”;

8 (2) by striking subsection (e) and inserting the  
9 following:

10 “(c) OPERATIONS AT FIXED SITES.—

11 “(1) IN GENERAL.—The Administrator shall es-  
12 tablish a process to approve, and publicly dissemi-  
13 nate the location of, fixed sites at which a person  
14 may carry out recreational unmanned aircraft sys-  
15 tem operations.

16 “(2) OPERATING PROCEDURES.—

17 “(A) CONTROLLED AIRSPACE.—Persons  
18 operating unmanned aircraft under paragraph  
19 (1) from a fixed site within Class B, Class C,  
20 or Class D airspace or within the lateral bound-  
21 aries of the surface area of Class E airspace  
22 designated for an airport, or a community-  
23 based organization sponsoring operations within  
24 such airspace, shall make the location of the  
25 fixed site known to the Administrator and shall

1 establish a mutually agreed upon operating pro-  
2 cedure with the air traffic control facility.

3 “(B) ALTITUDE.—The Administrator, in  
4 coordination with community-based organiza-  
5 tions sponsoring operations at fixed sites, shall  
6 develop a process to approve requests for rec-  
7 reational unmanned aircraft systems operations  
8 at fixed sites that exceed the maximum altitude  
9 contained in a UAS Facility Map published by  
10 the Federal Aviation Administration.

11 “(C) UNCONTROLLED AIRSPACE.—Subject  
12 to compliance with all airspace and flight re-  
13 strictions and prohibitions established under  
14 this subtitle, including special use airspace des-  
15 ignations and temporary flight restrictions, per-  
16 sons operating unmanned aircraft systems from  
17 a fixed site designated under the process de-  
18 scribed in paragraph (1) may operate within  
19 Class G airspace—

20 “(i) up to 400 feet above ground level,  
21 without prior authorization from the Ad-  
22 ministrator; and

23 “(ii) above 400 feet above ground  
24 level, with prior authorization from the Ad-  
25 ministrator.

1           “(3) UNMANNED AIRCRAFT WEIGHING 55  
2 POUNDS OR GREATER.—A person may operate an  
3 unmanned aircraft weighing 55 pounds or greater,  
4 including the weight of anything attached to or car-  
5 ried by the aircraft, if—

6           “(A) the unmanned aircraft complies with  
7 standards and limitations developed by a com-  
8 munity-based organization and approved by the  
9 Administrator; and

10           “(B) the aircraft is operated from a fixed  
11 site as described in paragraph (1).

12           “(4) FAA-RECOGNIZED IDENTIFICATION  
13 AREAS.—In implementing subpart C of part 89 of  
14 title 14, Code of Federal Regulations, the Adminis-  
15 trator shall prioritize the review and adjudication of  
16 requests to establish FAA Recognized Identification  
17 Areas at fixed sites established under this section.”;

18           (3) in subsection (d)—

19           (A) in paragraph (3) by striking “sub-  
20 section (a) of”; and

21           (B) by striking the subsection designation  
22 and heading and all that follows through “(3)  
23 SAVINGS CLAUSE.—” and inserting “(d) SAV-  
24 INGS CLAUSE.—”;

1           (4) in subsection (f)(1) by striking “updates  
2           to”;

3           (5) by striking subsection (g)(1) and inserting  
4           the following:

5           “(1) IN GENERAL.—The Administrator, in con-  
6           sultation with manufacturers of unmanned aircraft  
7           systems, community-based organizations, and other  
8           industry stakeholders, shall develop, maintain, and  
9           update, as necessary, an aeronautical knowledge and  
10          safety test. Such test shall be administered electroni-  
11          cally by the Administrator or a person designated by  
12          the Administrator.”; and

13          (6) in subsection (h)—

14                 (A) by redesignating paragraphs (1)  
15                 through (6) as paragraphs (2) through (7), re-  
16                 spectively; and

17                 (B) by inserting before paragraph (2) (as  
18                 so redesignated) the following:

19                 “(1) is recognized by the Administrator of the  
20                 Federal Aviation Administration;”.

21          (b) USE OF UNMANNED AIRCRAFT SYSTEMS FOR  
22          EDUCATIONAL PURPOSES.—Section 350 of the FAA Re-  
23          authorization Act of 2018 (49 U.S.C. 44809 note) is  
24          amended—

25                 (1) in subsection (a)—

1 (A) by redesignating paragraphs (2) and  
2 (3) as paragraphs (3) and (4), respectively; and

3 (B) by inserting before paragraph (3) (as  
4 so redesignated) the following:

5 “(2) operated by an elementary school, a sec-  
6 ondary school, or an institution of higher education  
7 for educational or research purposes;” and

8 (2) in subsection (d)—

9 (A) in paragraph (2) by inserting “an ele-  
10 mentary school, or a secondary school” after  
11 “with respect to the operation of an unmanned  
12 aircraft system by an institution of higher edu-  
13 cation,”; and

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

15 “(3) ELEMENTARY SCHOOL.—The term ‘ele-  
16 mentary school’ has the meaning given to that term  
17 by section 8101 of the Elementary and Secondary  
18 Education Act of 1965 (20 U.S.C. 7801(19)).

19 “(4) SECONDARY SCHOOL.—The term ‘sec-  
20 ondary school’ has the meaning given to that term  
21 by section 8101 of the Elementary and Secondary  
22 Education Act of 1965 (20 U.S.C. 7801(45)).”.

1 **SEC. 929. APPLICATIONS FOR DESIGNATION.**

2 (a) IN GENERAL.—Section 2209 of the FAA Exten-  
3 sion, Safety, and Security Act of 2016 (49 U.S.C. 44802  
4 note) is amended—

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

7 (2) in subsection (b)(1)(C)(iv) by striking  
8 “Other locations that warrant such restrictions” and  
9 inserting “State prisons”; and

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

11 “(f) DEADLINES.—

12 “(1) Not later than 90 days after the date of  
13 enactment of the FAA Reauthorization Act of 2024,  
14 the Administrator shall publish a notice of proposed  
15 rulemaking to carry out the requirements of this sec-  
16 tion.

17 “(2) Not later than 16 months after publishing  
18 the notice of proposed rulemaking under paragraph  
19 (1), the Administrator shall issue a final rule based  
20 on the notice of proposed rulemaking published  
21 under paragraph (1).

22 “(g) DEFINITION OF STATE PRISON.—In this sec-  
23 tion, the term ‘State prison’ means an institution under  
24 State jurisdiction, including a State Department of Cor-  
25 rections, the primary use of which is for the confinement  
26 of individuals convicted of a felony.”.

1 **SEC. 930. BEYOND VISUAL LINE OF SIGHT OPERATIONS**  
2 **FOR UNMANNED AIRCRAFT SYSTEMS.**

3 (a) IN GENERAL.—Chapter 448 of title 49, United  
4 States Code, is amended by adding at the end the fol-  
5 lowing:

6 **“§44811. Beyond visual line of sight operations for**  
7 **unmanned aircraft systems**

8 “(a) PROPOSED RULE.—Not later than 4 months  
9 after the date of enactment of the FAA Reauthorization  
10 Act of 2024, the Administrator shall issue a notice of pro-  
11 posed rulemaking establishing a performance-based regu-  
12 latory pathway for unmanned aircraft systems (in this sec-  
13 tion referred to as ‘UAS’) to operate beyond visual line  
14 of sight (in this section referred to as ‘BVLOS’).

15 “(b) REQUIREMENTS.—The proposed rule required  
16 under subsection (a) shall, at a minimum, establish the  
17 following:

18 “(1) Acceptable levels of risk for BVLOS UAS  
19 operations, including the levels developed pursuant  
20 to section 931 of the FAA Reauthorization Act of  
21 2024.

22 “(2) Standards for remote pilots or UAS opera-  
23 tors for BVLOS operations, taking into account  
24 varying levels of automated control and management  
25 of UAS flights.



1           “(3) An approval or acceptance process for  
2           UAS and associated elements (as defined by the Ad-  
3           ministrator), which may leverage the creation of a  
4           special airworthiness certificate or a manufacturer’s  
5           declaration of compliance to a Federal Aviation Ad-  
6           ministration accepted means of compliance. Such  
7           process—

8                   “(A) shall not require, but may allow for,  
9                   the use of type or production certification;

10                   “(B) shall consider the airworthiness of  
11                   any UAS that—

12                           “(i) is within a maximum gross weight  
13                           or kinetic energy, as determined by the Ad-  
14                           ministrator; and

15                           “(ii) operates within a maximum  
16                           speed limit as determined by the Adminis-  
17                           trator;

18                   “(C) may require such systems to operate  
19                   in the national airspace system at altitude lim-  
20                   its determined by the Administrator; and

21                   “(D) may require such systems to operate  
22                   at standoff distances from the radius of a struc-  
23                   ture or the structure’s immediate uppermost  
24                   limit, as determined by the Administrator.

1           “(4) Operating rules for UAS that have been  
2 approved or accepted as described in paragraph (3).

3           “(5) Protocols, if appropriate, for networked in-  
4 formation exchange, such as network-based remote  
5 identification, in support of BVLOS operations.

6           “(6) The safety of manned aircraft operating in  
7 the national airspace system and consider the ma-  
8 neuverability and technology limitations of certain  
9 aircraft, including hot air balloons.

10          “(c) FINAL RULE.—Not later than 16 months after  
11 publishing the proposed rule under subsection (a), the Ad-  
12 ministrator shall issue a final rule based on such proposed  
13 rule.

14          “(d) SAVINGS CLAUSE.—Nothing in this section shall  
15 be construed to require the agency to rescope any rule-  
16 making efforts related to UAS BVLOS operations that are  
17 ongoing as of the date of enactment of the FAA Reauthor-  
18 ization Act of 2024.”.

19          (b) CLERICAL AMENDMENT.—The analysis for chap-  
20 ter 448 of title 49, United States Code, is amended by  
21 adding at the end the following:

“44811. Beyond visual line of sight operations for unmanned aircraft systems.”.

22 **SEC. 931. ACCEPTABLE LEVELS OF RISK AND RISK ASSESS-**  
23 **MENT METHODOLOGY.**

24          (a) IN GENERAL.—Not later than 180 days after the  
25 date of enactment of this Act, the Administrator shall de-

1 develop a risk assessment methodology that allows for the  
2 determination of acceptable levels of risk for unmanned  
3 aircraft system operations, including operations beyond  
4 visual line of sight, conducted—

5 (1) under waivers issued to part 107 of title 14,  
6 Code of Federal Regulations;

7 (2) pursuant to section 44807 of title 49,  
8 United States Code; or

9 (3) pursuant to other applicable regulations, as  
10 appropriate.

11 (b) **RISK ASSESSMENT METHODOLOGY CONSIDER-**  
12 **ATIONS.**—In establishing the risk assessment methodology  
13 under this section, the Administrator shall ensure align-  
14 ment with the considerations included in the order issued  
15 by the FAA titled “UAS Safety Risk Management Policy”  
16 (FAA Order 8040.6A), and any subsequent amendments  
17 to such order, as the Administrator considers appropriate.

18 (c) **PUBLICATION.**—The Administrator shall make  
19 the risk assessment methodology established under this  
20 section available to the public on an appropriate website  
21 of the Administration and update such methodology as  
22 necessary.

23 **SEC. 932. THIRD-PARTY SERVICE APPROVALS.**

24 (a) **APPROVAL PROCESS.**—Not later than 1 year  
25 after the date of enactment of this Act, the Administrator

1 shall establish procedures, which may include a rule-  
2 making, to approve third-party service suppliers, including  
3 third-party service suppliers of unmanned aircraft system  
4 traffic management, to support the safe integration and  
5 commercial operation of unmanned aircraft systems.

6 (b) ACCEPTANCE OF STANDARDS.—In establishing  
7 the approval process required under subsection (a), the  
8 Administrator shall ensure that, to the maximum extent  
9 practicable, industry consensus standards, such as ASTM  
10 International Standard F3548–21, titled “UAS Traffic  
11 Management (UTM) UAS Service Supplier (USS) Inter-  
12 operability”, are included as an acceptable means of com-  
13 pliance for third-party services.

14 (c) APPROVALS.—In establishing the approval proc-  
15 ess required under subsection (a), the Administrator  
16 shall—

17 (1) define and implement criteria and condi-  
18 tions for the approval and oversight of third-party  
19 service suppliers that—

20 (A) could have a direct or indirect impact  
21 on air traffic services in the national airspace  
22 system; and

23 (B) require FAA oversight; and

24 (2) establish procedures by which unmanned  
25 aircraft systems can use the capabilities and services

1 of third-party service suppliers to support oper-  
2 ations.

3 (d) HARMONIZATION.—In carrying out this section,  
4 the Administrator shall seek to harmonize, to the extent  
5 practicable and advisable, any requirements and guidance  
6 for the development, use, and operation of third-party ca-  
7 pabilities and services, including UTM, with similar re-  
8 quirements and guidance of other civil aviation authori-  
9 ties.

10 (e) COORDINATION.—In carrying out this section, the  
11 Administrator shall consider any relevant information pro-  
12 vided by the Administrator of the National Aeronautics  
13 and Space Administration regarding research and develop-  
14 ment efforts the National Aeronautics and Space Adminis-  
15 tration may have conducted related to the use of UTM  
16 providers.

17 (f) THIRD-PARTY SERVICE SUPPLIER DEFINED.—In  
18 this section, the term “third-party service supplier” means  
19 an entity other than the FAA that provides a distributed  
20 service that affects the safety or efficiency of the national  
21 airspace system, including UAS service suppliers, supple-  
22 mental data service providers, and infrastructure pro-  
23 viders, such as providers of ground-based surveillance,  
24 command-and-control, and information exchange to an-  
25 other party.

1 (g) RULES OF CONSTRUCTION.—

2 (1) BEYOND VISUAL LINE OF SIGHT OPER-  
3 ATIONS.—Nothing in this section shall be construed  
4 to prevent or prohibit beyond visual line of sight op-  
5 erations of unmanned aircraft systems, or other  
6 types of operations, through the use of technologies  
7 other than third-party capabilities and services.

8 (2) AIRSPACE.—Nothing in this section shall be  
9 construed to alter the authorities provided under  
10 section 40103 of title 49, United States Code.

11 **SEC. 933. SPECIAL AUTHORITY FOR TRANSPORT OF HAZ-**  
12 **ARDOUS MATERIALS BY COMMERCIAL PACK-**  
13 **AGE DELIVERY UNMANNED AIRCRAFT SYS-**  
14 **TEMS.**

15 (a) IN GENERAL.—Notwithstanding any other Fed-  
16 eral requirement or restriction related to the transpor-  
17 tation of hazardous materials on aircraft, the Secretary  
18 shall, beginning not later than 180 days after enactment  
19 of this section, use a risk-based approach to establish the  
20 operational requirements, standards, or special permits  
21 necessary to approve or authorize an air carrier to trans-  
22 port hazardous materials by unmanned aircraft systems  
23 providing common carriage under part 135 of title 14,  
24 Code of Federal Regulations, or under successor authori-  
25 ties, as applicable, based on the weight, amount, and type

1 of hazardous material being transported and the charac-  
2 teristics of the operations subject to such requirements,  
3 standards, or special purposes.

4 (b) REQUIREMENTS.—In carrying out subsection (a),  
5 the Secretary shall consider, at a minimum—

6 (1) the safety of the public and users of the na-  
7 tional airspace system;

8 (2) efficiencies of allowing the safe transpor-  
9 tation of hazardous materials by unmanned aircraft  
10 systems and whether such transportation complies  
11 with the hazardous materials regulations under sub-  
12 chapter C of chapter I of title 49, Code of Federal  
13 Regulations, including any changes to such regula-  
14 tions issued pursuant to this section;

15 (3) the risk profile of the transportation of haz-  
16 ardous materials by unmanned aircraft systems, tak-  
17 ing into consideration the risk associated with dif-  
18 fering weights, quantities, and packing group classi-  
19 fications of hazardous materials;

20 (4) mitigations to the risk of the hazardous ma-  
21 terials being transported, based on the weight,  
22 amount, and type of materials being transported and  
23 the characteristics of the operation, including oper-  
24 ational and aircraft-based mitigations; and

1           (5) the altitude at which unmanned aircraft op-  
2           erations are conducted.

3           (c) SAFETY RISK ASSESSMENTS.—The Secretary  
4           may require unmanned aircraft systems operators to sub-  
5           mit a safety risk assessment acceptable to the Adminis-  
6           trator, as part of the operator certification process, in  
7           order for such operators to perform the carriage of haz-  
8           ardous materials as authorized under this section.

9           (d) CONFORMITY OF HAZARDOUS MATERIALS REGU-  
10          LATIONS.—The Secretary shall make such changes as are  
11          necessary to conform the hazardous materials regulations  
12          under parts 173 and 175 of title 49, Code of Federal Reg-  
13          ulations, to this section. Such changes shall be made con-  
14          currently with the activities described in subsection (a).

15          (e) STAKEHOLDER INPUT ON CHANGES TO THE HAZ-  
16          ARDOUS MATERIALS REGULATIONS.—

17                (1) IMPLEMENTATION.—Not later than 180  
18                days of the date of enactment of this Act, the Sec-  
19                retary shall hold a public meeting to obtain input on  
20                changes necessary to implement this section.

21                (2) PERIODIC UPDATES.—The Secretary  
22                shall—

23                    (A) periodically review, as necessary,  
24                    amounts of hazardous materials allowed to be



1 carried by unmanned aircraft systems pursuant  
2 to this section; and

3 (B) determine whether such amounts  
4 should be revised, based on operational and  
5 safety data, without negatively impacting over-  
6 all aviation safety.

7 (f) SAVINGS CLAUSE.—Nothing in this section shall  
8 be construed to—

9 (1) limit the authority of the Secretary, the Ad-  
10 ministrator, or the Administrator of the Pipeline and  
11 Hazardous Materials Safety Administration from  
12 implementing requirements to ensure the safe car-  
13 riage of hazardous materials by aircraft; and

14 (2) confer upon the Administrator the authori-  
15 ties of the Administrator of the Pipeline and Haz-  
16 ardous Materials Safety Administration under part  
17 175 of title 49, Code of Federal Regulations, and  
18 chapter 51 of title 49, United States Code.

19 (g) DEFINITION OF HAZARDOUS MATERIALS.—In  
20 this section, the term “hazardous materials” has the  
21 meaning given such term in section 5102 of title 49,  
22 United States Code.

23 **SEC. 934. OPERATIONS OVER HIGH SEAS.**

24 (a) IN GENERAL.—To the extent permitted by treaty  
25 obligations of the United States, including the Convention

1 on International Civil Aviation (in this section referred to  
2 as “ICAO”), the Administrator shall work with other civil  
3 aviation authorities to establish and implement operational  
4 approval processes to permit unmanned aircraft systems  
5 to operate over the high seas within flight information re-  
6 gions for which the United States is responsible for oper-  
7 ational control.

8 (b) CONSULTATION.—In establishing and imple-  
9 menting the operational approval process under subsection  
10 (a), the Administrator shall consult with appropriate  
11 stakeholders, including industry stakeholders.

12 (c) ICAO ACTIVITIES.—Not later than 6 months  
13 after the date of enactment of this Act, the Administrator  
14 shall engage ICAO through the submission of a working  
15 paper, panel proposal, or other appropriate mechanism to  
16 clarify the permissibility of unmanned aircraft systems to  
17 operate over the high seas.

18 (d) REVIEW.—Not later than 6 months after the date  
19 of enactment of this Act, the Administrator shall review  
20 whether, and to what extent, ICAO member states are ap-  
21 proving the operation of unmanned aircraft systems over  
22 the high seas and brief the appropriate committees of Con-  
23 gress regarding the findings of such review.

1 **SEC. 935. PROTECTION OF PUBLIC GATHERINGS.**

2 (a) IN GENERAL.—Chapter 448 of title 49, United  
3 States Code, is further amended by adding at the end the  
4 following:

5 **“§ 44812. Temporary flight restrictions for unmanned**  
6 **aircraft**

7 “(a) IN GENERAL.—

8 “(1) TEMPORARY FLIGHT RESTRICTIONS.—The  
9 Administrator of the Federal Aviation Administra-  
10 tion shall, upon the request by an eligible entity,  
11 temporarily restrict unmanned aircraft operations  
12 over eligible large public gatherings.

13 “(2) DENIAL.—Notwithstanding paragraph (1),  
14 the Administrator may deny a request for a tem-  
15 porary flight restriction sought under paragraph (1)  
16 if—

17 “(A) the temporary flight restriction would  
18 be inconsistent with aviation safety or security,  
19 would create a hazard to people or property on  
20 the ground, or would unnecessarily interfere  
21 with the efficient use of the airspace;

22 “(B) the entity seeking the temporary  
23 flight restriction does not comply with the re-  
24 quirements in subsection (b);

25 “(C) the eligibility requirements in sub-  
26 sections (c) and (d) have not been met;

1           “(D) a flight restriction exists to the air-  
2           space overlying the same location as the tem-  
3           porary flight restriction sought under this sec-  
4           tion; or

5           “(E) the Administrator determines appro-  
6           priate for any other reason.

7           “(b) REQUIREMENTS.—

8           “(1) ADVANCE NOTICE.—Eligible entities may  
9           only request a temporary flight restriction under  
10          subsection (a) not less than 30 calendar days prior  
11          to the eligible large public gathering.

12          “(2) REQUIRED INFORMATION.—Eligible enti-  
13          ties seeking a temporary flight restriction under this  
14          section shall provide the Administrator with all rel-  
15          evant information, including the following:

16               “(A) Geographic boundaries of the stadium  
17               or other venue hosting the eligible large public  
18               gathering, as applicable.

19               “(B) The dates and anticipated starting  
20               and ending times for the large public gathering.

21               “(C) Points of contact for the requesting  
22               eligible entity and the on-scene incident com-  
23               mand responsible for securing the large public  
24               gathering.

1           “(D) Any other information the Adminis-  
2           trator considers necessary to establish the re-  
3           striction.

4           “(c) ELIGIBLE LARGE PUBLIC GATHERINGS.—

5           “(1) IN GENERAL.—To be eligible for a tem-  
6           porary flight restriction under this section, large  
7           public gatherings hosted in a stadium or other venue  
8           shall—

9           “(A) be hosted in a stadium or other venue  
10          that—

11           “(i) has previously hosted events  
12           qualifying for the application of special se-  
13           curity instructions in accordance with sec-  
14           tion 521 of the Transportation, Treasury,  
15           and Independent Agencies Appropriations  
16           Act, 2004 (Public Law 108–199); and

17           “(ii) is not enclosed;

18           “(B) have an estimated attendance of at  
19           least 30,000 people; and

20           “(C) be advertised in the public domain.

21           “(2) ADDITIONAL GATHERINGS.—To be eligible  
22           for a temporary flight restriction under this section,  
23           large public gatherings hosted in a venue other than  
24           a stadium or other venue described in paragraph  
25           (1)(A) shall—

1           “(A) have an estimated attendance of at  
2           least 100,000 people;

3           “(B) be primarily outdoors;

4           “(C) have a defined and static geo-  
5           graphical boundary; and

6           “(D) be advertised in the public domain.

7           “(d) ELIGIBLE ENTITIES.—An entity eligible to re-  
8           quest a temporary flight restriction under subsection (a)  
9           shall be a credentialed law enforcement organization of the  
10          Federal Government or a State, local, Tribal, or territorial  
11          government.

12          “(e) TIMELINESS.—The Administrator shall make  
13          every practicable effort to assess eligibility and establish  
14          temporary flight restrictions under subsection (a) in a  
15          timely fashion.

16          “(f) PUBLIC INFORMATION.—Any temporary flight  
17          restriction designated under this section shall be published  
18          by the Administrator in a publicly accessible manner at  
19          least 2 days prior to the start of the eligible large public  
20          gathering.

21          “(g) PROHIBITION ON OPERATIONS.—No person may  
22          operate an unmanned aircraft within a temporary flight  
23          restriction established under this section unless—

24                  “(1) the Administrator authorizes the operation  
25                  for operational or safety purposes;

1           “(2) the operation is being conducted for safety,  
2           security, or compliance oversight purposes and is au-  
3           thorized by the Administrator; or

4           “(3) the aircraft operation is conducted with  
5           the approval of the eligible entity.

6           “(h) SAVINGS CLAUSE.—Nothing in this section may  
7           be construed as prohibiting the Administrator from au-  
8           thorizing the operation of an aircraft, including an un-  
9           manned aircraft system, over, under, or within a specified  
10          distance from an eligible large public gathering for which  
11          a temporary flight restriction has been established under  
12          this section or cancelling a temporary flight restriction es-  
13          tablished under this section.

14          “(i) RULE OF CONSTRUCTION.—Nothing in this sec-  
15          tion shall be construed to prevent the Administrator from  
16          using existing processes or procedures to meet the intent  
17          of this section.”.

18          (b) CLERICAL AMENDMENT.—The analysis for chap-  
19          ter 448 of title 49, United States Code, is further amend-  
20          ed by adding at the end the following:

“44812. Temporary flight restrictions for unmanned aircraft.”.

21       **SEC. 936. COVERED DRONE PROHIBITION.**

22          (a) PROHIBITIONS.—The Secretary is prohibited  
23          from—

24               (1) entering into, extending, or renewing a con-  
25          tract or awarding a grant—

1 (A) for the operation, procurement, or con-  
2 tracting action with respect to a covered un-  
3 manned aircraft system; or

4 (B) to an entity that operates (as deter-  
5 mined by the Administrator) a covered un-  
6 manned aircraft system in the performance of  
7 such contract;

8 (2) issuing a grant to a covered foreign entity  
9 for any project related to covered unmanned aircraft  
10 systems; and

11 (3) operating a covered unmanned aircraft sys-  
12 tem.

13 (b) EXEMPTIONS.—The Secretary is exempt from  
14 any prohibitions under subsection (a) if the grant, oper-  
15 ation, procurement, or contracting action is for the pur-  
16 poses of testing, researching, evaluating, analyzing, or  
17 training related to—

18 (1) unmanned aircraft detection systems and  
19 counter-UAS systems, including activities con-  
20 ducted—

21 (A) under the Alliance for System Safety  
22 of UAS through Research Excellence Center of  
23 Excellence of the FAA; or



1 (B) by the unmanned aircraft system test  
2 ranges designated under section 44803 of title  
3 49, United States Code;

4 (2) the safe, secure, or efficient operation of the  
5 national airspace system or maintenance of public  
6 safety;

7 (3) the safe integration of advanced aviation  
8 technologies into the national airspace system, in-  
9 cluding activities carried out under the Alliance for  
10 System Safety of UAS through Research Excellence  
11 Center of Excellence of the FAA;

12 (4) in coordination with other relevant Federal  
13 agencies, determining security threats of covered un-  
14 manned aircraft systems; and

15 (5) intelligence, electronic warfare, and infor-  
16 mation warfare operations.

17 (c) WAIVERS.—The Secretary may waive any restric-  
18 tions under subsection (a) on a case-by-case basis by noti-  
19 fying the appropriate committees of Congress in writing,  
20 not later than 15 days after waiving such restrictions, that  
21 the procurement or other activity is in the public interest.

22 (d) REPLACEMENT OF CERTAIN UNMANNED AIR-  
23 CRAFT SYSTEMS.—

24 (1) IN GENERAL.—The Secretary shall take  
25 such actions as are necessary to replace any covered

1       unmanned aircraft system that is owned or operated  
2       by the Department of Transportation as of the date  
3       of enactment of this Act with an unmanned aircraft  
4       system manufactured in the United States or an al-  
5       lied country (as such term is defined in section  
6       2350f(d)(1) of title 10, United States Code) if the  
7       capabilities of such covered unmanned aircraft sys-  
8       tem are consequential to the work of the Depart-  
9       ment or the mission of the Department.

10           (2) FUNDING.—There is authorized to be ap-  
11       propriated to the Secretary \$5,000,000 to carry out  
12       this subsection.

13       (e) EFFECTIVE DATES.—

14           (1) OPERATIONS.—The prohibitions under  
15       paragraphs (1) and (3) of subsection (a) shall be in  
16       effect on the date of enactment of this Act.

17           (2) GRANTS.—The prohibitions under para-  
18       graphs (1) and (2) of subsection (a) shall—

19                   (A) not apply to grants awarded before the  
20       date of enactment of this Act; and

21                   (B) apply to grants awarded after the date  
22       of enactment of this Act.

23       (f) APPLICATION OF PROHIBITIONS.—The prohibi-  
24       tions under subsection (a) are applicable to all offices and

1 programs of the Department of Transportation, includ-  
2 ing—

3 (1) aviation research grant programs;

4 (2) aviation workforce development programs  
5 established under section 625 of the FAA Reauthor-  
6 ization Act of 2018 (49 U.S.C. 40101 note);

7 (3) FAA Air Transportation Centers of Excel-  
8 lence;

9 (4) programs established under sections 631  
10 and 632 of the FAA Reauthorization Act of 2018  
11 (49 U.S.C. 40101 note); and

12 (5) the airport improvement program under  
13 subchapter I of chapter 471 of title 49, United  
14 States Code.

15 (g) RULE OF CONSTRUCTION.—Nothing in this sec-  
16 tion shall prevent a State, local, Tribal, or territorial gov-  
17 ernmental agency from procuring or operating a covered  
18 unmanned aircraft system purchased with non-Federal  
19 funding.

20 (h) DEFINITIONS.—In this section:

21 (1) COVERED FOREIGN COUNTRY.—The term  
22 “covered foreign country” means any of the fol-  
23 lowing:

24 (A) The People’s Republic of China.

25 (B) The Russian Federation.

1 (C) The Islamic Republic of Iran.

2 (D) The Democratic People's Republic of  
3 Korea.

4 (E) The Bolivarian Republic of Venezuela.

5 (F) The Republic of Cuba.

6 (G) Any other country the Secretary deter-  
7 mines necessary.

8 (2) COVERED FOREIGN ENTITY.—The term  
9 “covered foreign entity” means—

10 (A) an entity included on the list developed  
11 and maintained by the Federal Acquisition Se-  
12 curity Council and published in the System for  
13 Award Management;

14 (B) an entity included on the Consolidated  
15 Screening List or Entity List as designated by  
16 the Secretary of Commerce;

17 (C) an entity that is domiciled in, or under  
18 the influence or control of, a covered foreign  
19 country; or

20 (D) an entity that is a subsidiary or affil-  
21 iate of an entity described under subparagraphs  
22 (A) through (C).

23 (3) COVERED UNMANNED AIRCRAFT SYSTEM.—  
24 The term “covered unmanned aircraft system”  
25 means—

1           (A) a small unmanned aircraft, an un-  
2           manned aircraft, and unmanned aircraft sys-  
3           tem, or the associated elements of such aircraft  
4           and aircraft systems related to the collection  
5           and transmission of sensitive information (con-  
6           sisting of communication links and the compo-  
7           nents that control the unmanned aircraft) that  
8           enable the operator to operate the aircraft in  
9           the National Airspace System which is manu-  
10          factured or assembled by a covered foreign enti-  
11          ty; and

12           (B) an unmanned aircraft detection system  
13          or counter-UAS system that is manufactured or  
14          assembled by a covered foreign entity.

15 **SEC. 937. EXPANDING USE OF INNOVATIVE TECHNOLOGIES**

16 **IN THE GULF OF MEXICO.**

17          (a) **IN GENERAL.**—The Administrator shall prioritize  
18          the authorization of an eligible UAS test range sponsor  
19          partnering with an eligible airport authority to achieve the  
20          goals specified in subsection (b).

21          (b) **GOALS.**—The goals of a partnership authorized  
22          pursuant to subsection (a) shall be to test the operations  
23          of innovative technologies in both commercial and non-  
24          commercial applications, consistent with existing law, to—

1           (1) identify challenges associated with aviation  
2 operations over large bodies of water;

3           (2) provide transportation of cargo and pas-  
4 sengers to offshore energy infrastructure;

5           (3) assess the impacts of operations in salt-  
6 water environments;

7           (4) identify the challenges of integrating such  
8 technologies in complex airspace, including with  
9 commercial rotorcraft; and

10           (5) identify the differences between coordi-  
11 nating with Federal air traffic control towers and  
12 towers operated under the FAA Contract Tower  
13 Program.

14       (c) BRIEFING TO CONGRESS.—The Administrator  
15 shall provide an annual briefing to the appropriate com-  
16 mittees of Congress on the status of the partnership au-  
17 thorized under this section, including detailing any bar-  
18 riers to the commercialization of innovative technologies  
19 in the Gulf of Mexico.

20       (d) DEFINITIONS.—In this section:

21           (1) ELIGIBLE AIRPORT AUTHORITY.—The term  
22 “eligible airport authority” means an AIP-eligible  
23 airport authority that is—

1 (A) located in a state bordering the Gulf of  
2 Mexico which does not already contain a UAS  
3 Test Range;

4 (B) has an air traffic control tower oper-  
5 ated under the FAA Contract Tower Program;

6 (C) is located within 60 miles of a port;  
7 and

8 (D) does not have any scheduled passenger  
9 airline service as of the date of the enactment  
10 of this Act.

11 (2) INNOVATIVE TECHNOLOGIES.—The term  
12 “innovative technologies” means unmanned aircraft  
13 systems and powered-lift aircraft.

14 (3) UAS.—The term “UAS” means an un-  
15 manned aircraft system.

## 16 **Subtitle B—Advanced Air Mobility**

### 17 **SEC. 951. DEFINITIONS.**

18 In this subtitle:

19 (1) ADVANCED AIR MOBILITY.—The terms “ad-  
20 vanced air mobility” and “AAM” mean a transpor-  
21 tation system that is comprised of urban air mobility  
22 and regional air mobility using manned or un-  
23 manned aircraft.

24 (2) POWERED-LIFT AIRCRAFT.—The term  
25 “powered-lift aircraft” has the meaning given the

1 term “powered-lift” in section 1.1 of title 14, Code  
2 of Federal Regulations.

3 (3) REGIONAL AIR MOBILITY.—The term “re-  
4 gional air mobility” means the movement of pas-  
5 sengers or property by air between 2 points using an  
6 airworthy aircraft that—

7 (A) has advanced technologies, such as dis-  
8 tributed propulsion, vertical takeoff and land-  
9 ing, powered lift, nontraditional power systems,  
10 or autonomous technologies;

11 (B) has a maximum takeoff weight of  
12 greater than 1,320 pounds; and

13 (C) is not urban air mobility.

14 (4) URBAN AIR MOBILITY.—The term “urban  
15 air mobility” means the movement of passengers or  
16 property by air between 2 points in different cities  
17 or 2 points within the same city using an airworthy  
18 aircraft that—

19 (A) has advanced technologies, such as dis-  
20 tributed propulsion, vertical takeoff and land-  
21 ing, powered lift, nontraditional power systems,  
22 or autonomous technologies; and

23 (B) has a maximum takeoff weight of  
24 greater than 1,320 pounds.



1           (5) VERTIPOINT.—The term “vertiport” means  
2           an area of land, water, or a structure used or in-  
3           tended to be used to support the landing, takeoff,  
4           taxiing, parking, and storage of powered-lift aircraft  
5           or other aircraft that vertiport design and perform-  
6           ance standards established by the Administrator can  
7           accommodate.

8   **SEC. 952. SENSE OF CONGRESS ON FAA LEADERSHIP IN AD-**  
9                                   **VANCED AIR MOBILITY.**

10          It is the sense of Congress that—

11               (1) the United States should take actions to be-  
12               come a global leader in advanced air mobility;

13               (2) as such a global leader, the FAA should—

14                       (A) prioritize work on the type certification  
15                       of powered-lift aircraft;

16                       (B) publish, in line with stated deadlines,  
17                       rulemakings and policy necessary to enable  
18                       commercial operations, such as the Special Fed-  
19                       eral Aviation Regulation of the FAA titled “In-  
20                       tegration of Powered-Lift: Pilot Certification  
21                       and Operations; Miscellaneous Amendments Re-  
22                       lated to Rotorcraft and Airplanes”, issued on  
23                       June 14, 2023 (2120-AL72);

1 (C) work with global partners to promote  
2 acceptance of advanced air mobility products;  
3 and

4 (D) leverage the existing aviation system  
5 to the greatest extent possible to support ad-  
6 vanced air mobility operations; and

7 (3) the FAA should work with manufacturers,  
8 prospective operators of powered-lift aircraft, and  
9 other relevant stakeholders to enable the safe entry  
10 of such aircraft into the national airspace system.

11 **SEC. 953. APPLICATION OF NATIONAL ENVIRONMENTAL**  
12 **POLICY ACT CATEGORICAL EXCLUSIONS FOR**  
13 **VERTIPOINT PROJECTS.**

14 In considering the environmental impacts of a pro-  
15 posed vertiport project on an airport for purposes of com-  
16 pliance with the National Environmental Policy Act of  
17 1969 (42 U.S.C. 4321 et seq.), the Administrator shall—

18 (1) apply any applicable categorical exclusions  
19 in accordance with the National Environmental Pol-  
20 icy Act of 1969 (42 U.S.C. 4321 et seq.) and sub-  
21 chapter A of chapter V of title 40, Code of Federal  
22 Regulations; and

23 (2) after consultation with the Council on Envi-  
24 ronmental Quality, take steps to establish additional  
25 categorical exclusions, as appropriate, for vertiports

1 on an airport, in accordance with the National Envi-  
2 ronmental Policy Act of 1969 (42 U.S.C. 4321 et  
3 seq.) and subchapter A of chapter V of title 40,  
4 Code of Federal Regulations.

5 **SEC. 954. ADVANCED AIR MOBILITY WORKING GROUP**  
6 **AMENDMENTS.**

7 Section 2 of the Advanced Air Mobility Coordination  
8 and Leadership Act (49 U.S.C. 40101 note) is amended—

9 (1) in subsection (b) by striking “, particularly  
10 passenger-carrying aircraft,”;

11 (2) in subsection (d)(1) by striking subpara-  
12 graph (D) and inserting the following:

13 “(D) operators of airports, heliports, and  
14 vertiports, and fixed-base operators;”;

15 (3) in subsection (e)—

16 (A) in the matter preceding paragraph (1)  
17 by striking “1 year” and inserting “18  
18 months”;

19 (B) in paragraph (3) by inserting “or that  
20 may impede such maturation” after “AAM in-  
21 dustry”;

22 (C) in paragraph (7) by striking “and” at  
23 the end;

24 (D) in paragraph (8) by striking the period  
25 at the end and inserting “; and”; and

1 (E) by adding at the end the following:

2 “(9) processes and programs that can be lever-  
3 aged to improve the efficiency of Federal reviews re-  
4 quired for infrastructure development, including for  
5 electrical capacity projects.”;

6 (4) in subsection (f)—

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

9 (B) by redesignating paragraph (2) as  
10 paragraph (3);

11 (C) by inserting after paragraph (1) the  
12 following new paragraph:

13 “(2) recommendations for sharing expertise and  
14 data on critical items, including long-term elec-  
15 trification requirements and the needs of cities (from  
16 a macro-electrification standpoint) to enable the de-  
17 ployment of AAM; and”;

18 (D) in paragraph (3), as redesignated by  
19 paragraph (2) of this section, by striking “para-  
20 graph (1)” and inserting “paragraphs (1) and  
21 (2)”.

22 (5) in subsection (g)—

23 (A) in the matter preceding paragraph (1)  
24 by striking “working group” and inserting  
25 “Secretary of Transportation”;

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

3 (C) by redesignating paragraph (2) as  
4 paragraph (3); and

5 (D) by inserting after paragraph (1) the  
6 following:

7 “(2) summarizing any dissenting views and  
8 opinions of a participant of the working group de-  
9 scribed in subsection (c)(3); and”;

10 (6) in subsection (h)—

11 (A) by striking “Not later than 30 days”  
12 and inserting the following:

13 “(1) IN GENERAL.—Not later than 30 days”;  
14 and

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

16 “(2) CONSIDERATIONS FOR TERMINATION OF  
17 WORKING GROUP.—In deciding whether to terminate  
18 the working group under this subsection, the Sec-  
19 retary, in consultation with the Administrator of the  
20 Federal Aviation Administration, shall consider  
21 other interagency coordination activities associated  
22 with AAM, or other new or novel users of the na-  
23 tional airspace system, that could benefit from con-  
24 tinued wider interagency coordination.”; and

25 (7) in subsection (i)—

1 (A) in paragraph (1) by striking “trans-  
2 ports people and property by air between two  
3 points in the United States using aircraft with  
4 advanced technologies, including electric air-  
5 craft or electric vertical take-off and landing  
6 aircraft,” and inserting “is comprised of urban  
7 air mobility and regional air mobility using  
8 manned or unmanned aircraft”;

9 (B) by redesignating paragraph (5) as  
10 paragraph (7);

11 (C) by redesignating paragraph (6) as  
12 paragraph (9);

13 (D) by inserting after paragraph (4) the  
14 following:

15 “(5) POWERED-LIFT AIRCRAFT.—The term  
16 ‘powered-lift aircraft’ has the meaning given the  
17 term ‘powered-lift’ in section 1.1 of title 14, Code of  
18 Federal Regulations.

19 “(6) REGIONAL AIR MOBILITY.—The term ‘re-  
20 gional air mobility’ means the movement of pas-  
21 sengers or property by air between 2 points using an  
22 airworthy aircraft that—

23 “(A) has advanced technologies, such as  
24 distributed propulsion, vertical take-off and

1 landing, powered-lift, non-traditional power sys-  
2 tems, or autonomous technologies;

3 “(B) has a maximum takeoff weight of  
4 greater than 1,320 pounds; and

5 “(C) is not urban air mobility.”;

6 (E) by inserting after paragraph (7), as so  
7 redesignated, the following:

8 “(8) URBAN AIR MOBILITY.—The term ‘urban  
9 air mobility’ means the movement of passengers or  
10 property by air between 2 points in different cities  
11 or 2 points within the same city using an airworthy  
12 aircraft that—

13 “(A) has advanced technologies, such as  
14 distributed propulsion, vertical takeoff and  
15 landing, powered lift, nontraditional power sys-  
16 tems, or autonomous technologies; and

17 “(B) has a maximum takeoff weight of  
18 greater than 1,320 pounds.”; and

19 (F) by adding at the end the following:

20 “(10) VERTIPOINT.—The term ‘vertiport’ means  
21 an area of land, water, or a structure, used or in-  
22 tended to be used to support the landing, take-off,  
23 taxiing, parking, and storage of powered lift or other  
24 aircraft that vertiport design and performance

1 standards established by the Administrator can ac-  
2 commodate.”.

3 **SEC. 955. RULES FOR OPERATION OF POWERED-LIFT AIR-**  
4 **CRAFT.**

5 (a) SFAR RULEMAKING.—

6 (1) IN GENERAL.—Not later than 7 months  
7 after the date of enactment of this Act, the Adminis-  
8 trator shall publish a final rule for the Special Fed-  
9 eral Aviation Regulation of the FAA titled “Integra-  
10 tion of Powered-Lift: Pilot Certification and Oper-  
11 ations; Miscellaneous Amendments Related to Rotor-  
12 craft and Airplanes”, issued on June 14, 2023  
13 (2120-AL72), establishing procedures for certifying  
14 pilots of powered-lift aircraft and providing oper-  
15 ational rules for powered-lift aircraft capable of  
16 transporting passengers and cargo.

17 (2) REQUIREMENTS.—With respect to any pow-  
18 ered-lift aircraft type certificated by the Adminis-  
19 trator, the regulations established under paragraph  
20 (1) shall—

21 (A) provide a practical pathway for pilot  
22 qualification and operations;

23 (B) establish performance-based require-  
24 ments for energy reserves and other range- and  
25 endurance-related requirements that reflect the



1 capabilities and intended operations of the air-  
2 craft;

3 (C) provide for a combination of pilot  
4 training requirements, including simulators, to  
5 ensure the safe operation of powered-lift air-  
6 craft; and

7 (D) to the maximum extent practicable,  
8 align powered-lift pilot qualifications with sec-  
9 tion 2.1.1.4 of Annex 1 to the Convention on  
10 International Civil Aviation published by the  
11 International Civil Aviation Organization.

12 (3) CONSIDERATIONS.—In developing the regu-  
13 lations required under paragraph (1), the Adminis-  
14 trator shall—

15 (A) consider whether to grant an indi-  
16 vidual with an existing commercial airplane  
17 (single- or multi-engine) or helicopter pilot cer-  
18 tificate the authority to serve as pilot-in-com-  
19 mand of a powered-lift aircraft in commercial  
20 operation following the completion of an FAA-  
21 approved pilot type rating for such type of air-  
22 craft;

23 (B) consult with the Secretary of Defense  
24 with regard to—

1 (i) the Agility Prime program of the  
2 United States Air Force;

3 (ii) powered-lift aircraft evaluated and  
4 deployed for military purposes, including  
5 the F-35B program; and

6 (iii) the commonalities and differences  
7 between powered-lift aircraft types and the  
8 handling qualities of such aircraft; and

9 (C) consider the adoption of the rec-  
10 ommendations for powered-lift operations, as  
11 appropriate, contained in document 10103 of  
12 the International Civil Aviation Organization ti-  
13 tled “Guidance on the Implementation of ICAO  
14 Standards and Recommended Practices for  
15 Tilt-rotors”, published in 2019.

16 (b) INTERIM APPLICATION OF RULES AND PRIVI-  
17 LEGES IN LIEU OF RULEMAKING.—

18 (1) IN GENERAL.—Beginning 16 months after  
19 the date of enactment of this Act, if a final rule has  
20 not been published pursuant to subsection (a)—

21 (A) the rules in effect on the date that is  
22 16 months after the date of enactment of this  
23 Act that apply to the operation and the oper-  
24 ator of rotorcraft or fixed-wing aircraft under

1 subchapters F, G, H, and I of chapter 1 of title  
2 14, Code of Federal Regulations, shall be—

3 (i) deemed to apply to—

4 (I) the operation of a powered-lift  
5 aircraft in the national airspace sys-  
6 tem; and

7 (II) the operator of such a pow-  
8 ered-lift aircraft; and

9 (ii) applicable, as determined by the  
10 operator of an airworthy powered-lift air-  
11 craft in consultation with the Adminis-  
12 trator, and consistent with sections 91.3  
13 and 91.13 of title 14, Code of Federal  
14 Regulations; and

15 (B) upon the completion of a type rating  
16 for a specific powered-lift aircraft, airmen that  
17 hold a pilot or instructor certification with air-  
18 plane category ratings in any class or rotorcraft  
19 category ratings in the helicopter class shall be  
20 deemed to have privileges of a powered-lift rat-  
21 ing for such specific powered-lift aircraft.

22 (2) TERMINATION OF INTERIM RULES AND  
23 PRIVILEGES.—This subsection shall cease to have ef-  
24 fect 1 month after the effective date of a final rule  
25 issued pursuant to subsection (a).

1 (c) POWERED-LIFT AIRCRAFT AVIATION RULE-  
2 MAKING COMMITTEE.—

3 (1) IN GENERAL.—Not later than 3 years after  
4 the date on which the Administrator issues the first  
5 certificate to commercially operate a powered-lift air-  
6 craft, the Administrator shall establish an aviation  
7 rulemaking committee (in this section referred to as  
8 the “Committee”) to provide the Administrator with  
9 specific findings and recommendations for, at a min-  
10 imum, the creation of a standard pathway for the—

11 (A) performance-based certification of pow-  
12 ered-lift aircraft;

13 (B) certification of airmen capable of serv-  
14 ing as pilot-in-command of a powered-lift air-  
15 craft; and

16 (C) operation of powered-lift aircraft in  
17 commercial service and air transportation.

18 (2) CONSIDERATIONS.—In providing findings  
19 and recommendations under paragraph (1), the  
20 Committee shall consider the following:

21 (A) Outcome-driven safety objectives to  
22 spur innovation and technology adoption and  
23 promote the development of performance-based  
24 regulations.

1 (B) Lessons and insights learned from pre-  
2 viously published special conditions and other  
3 Federal Register notices of airworthiness cri-  
4 teria for powered-lift aircraft.

5 (C) To the maximum extent practicable,  
6 aligning powered-lift pilot qualifications with  
7 section 2.1.1.4 of Annex 1 to the Convention on  
8 International Civil Aviation published by the  
9 International Civil Aviation Organization.

10 (D) The adoption of the recommendations  
11 contained in document 10103 of the Inter-  
12 national Civil Aviation Organization titled  
13 “Guidance on the Implementation of ICAO  
14 Standards and Recommended Practices for  
15 Tilt-rotors”, published in 2019, as appropriate.

16 (E) Practical pathways for pilot qualifica-  
17 tion and operations.

18 (F) Performance-based requirements for  
19 energy reserves and other range- and endur-  
20 ance-related designs and technologies that re-  
21 flect the capabilities and intended operations of  
22 the aircraft.

23 (G) A combination of pilot training re-  
24 quirements, including simulators, to ensure the  
25 safe operation of powered-lift aircraft.

1           (3) REPORT.—The Committee shall submit to  
2 the Administrator a report detailing the findings and  
3 recommendations of the Committee.

4 (d) POWERED-LIFT AIRCRAFT RULEMAKING.—

5           (1) IN GENERAL.—Not later than 270 days  
6 after the date on which the Committee submits the  
7 report under subsection (c)(3), the Administrator  
8 shall initiate a rulemaking to implement the findings  
9 and recommendations of the Committee, as deter-  
10 mined appropriate by the Administrator.

11           (2) REQUIREMENTS.—In developing the rule-  
12 making under paragraph (1), the Administrator  
13 shall—

14           (A) consult with the Secretary of Defense  
15 with regard to methods for pilots to gain pro-  
16 ficiency and earn the necessary ratings required  
17 to act as a pilot-in-command of powered-lift air-  
18 craft;

19           (B) consider and plan for unmanned and  
20 remotely piloted powered-lift aircraft, and the  
21 associated elements of such aircraft, through  
22 the promulgation of performance-based regula-  
23 tions;

24           (C) consider any information and experi-  
25 ence gained from operations and efforts that

1 occur as a result of the Special Federal Avia-  
2 tion Regulation of the FAA titled “Integration  
3 of Powered-Lift: Pilot Certification and Oper-  
4 ations; Miscellaneous Amendments Related to  
5 Rotorcraft and Airplanes”, issued on June 14,  
6 2023 (2120-AL72);

7 (D) consider whether to grant an indi-  
8 vidual with an existing commercial airplane  
9 (single- or multi-engine) or helicopter pilot cer-  
10 tificate the authority to serve as pilot-in-com-  
11 mand of a powered-lift aircraft in commercial  
12 operation following the completion of an FAA-  
13 approved pilot type rating for such type of air-  
14 craft;

15 (E) work to harmonize the certification  
16 and operational requirements of the FAA with  
17 those of civil aviation authorities with bilateral  
18 safety agreements in place with the United  
19 States, to the extent such harmonization does  
20 not negatively impact domestic manufacturers  
21 and operators; and

22 (F) consider and plan for the use of alter-  
23 native fuel types and propulsion methods, in-  
24 cluding reviewing the performance-based nature  
25 of parts 33 and 35 of title 14, Code of Federal

1 Regulations, and any related recommendations  
2 provided to the Administrator by the aviation  
3 rulemaking advisory committee described in sec-  
4 tion 956.

5 **SEC. 956. ADVANCED PROPULSION SYSTEMS REGULA-**  
6 **TIONS.**

7 (a) IN GENERAL.—Not later than 3 years after the  
8 date of enactment of this Act, the Administrator shall task  
9 the Aviation Rulemaking Advisory Committee (in this sec-  
10 tion referred to as the “Committee”) to provide the Ad-  
11 ministrator with specific findings and recommendations  
12 for regulations related to the certification and installation  
13 of—

14 (1) electric engines and propellers;

15 (2) hybrid electric engines and propulsion sys-  
16 tems;

17 (3) hydrogen fuel cells;

18 (4) hydrogen combustion engines or propulsion  
19 systems; and

20 (5) other new or novel propulsion mechanisms  
21 and methods as determined appropriate by the Ad-  
22 ministrator.

23 (b) CONSIDERATIONS.—In carrying out subsection  
24 (a), the Committee shall consider, at a minimum, the fol-  
25 lowing:



1           (1) Outcome-driven safety objectives to spur in-  
2           novation and technology adoption, and promote the  
3           development of performance-based regulations.

4           (2) Lessons and insights learned from pre-  
5           viously published special conditions and other pub-  
6           lished airworthiness criteria for novel engines, pro-  
7           pellers, and aircraft.

8           (3) The requirements of part 33 and part 35 of  
9           title 14, Code of Federal Regulations, any bound-  
10          aries of applicability for standalone engine type cer-  
11          tificates (including highly integrated systems), and  
12          the use of technical standards order authorizations.

13          (c) REPORT.—Not later than 1 year after providing  
14          findings and recommendations under subsection (a), the  
15          Committee shall submit to the Administrator and the ap-  
16          propriate committees of Congress a report containing such  
17          findings and recommendations.

18          (d) BRIEFING.—Not later than 180 days after the  
19          date on which the Committee submits the report under  
20          subsection (c), the Administrator shall brief the appro-  
21          priate committees of Congress regarding plans of the FAA  
22          in response to the findings and recommendations con-  
23          tained in the report.

1 **SEC. 957. POWERED-LIFT AIRCRAFT ENTRY INTO SERVICE.**

2 (a) IN GENERAL.—The Administrator shall, in con-  
3 sultation with exclusive bargaining representatives of air  
4 traffic controllers certified under section 7111 of title 5,  
5 United States Code, and any relevant stakeholder as de-  
6 termined appropriate by the Administrator, take such ac-  
7 tions as may be necessary to safely integrate powered-lift  
8 aircraft into the national airspace system, including in  
9 controlled airspace, and learn from any efforts to adopt  
10 and update related policy and guidance.

11 (b) AIR TRAFFIC POLICIES FOR ENTRY INTO SERV-  
12 ICE.—Not later than 40 months after the date of enact-  
13 ment of this Act, the Administrator shall update air traffic  
14 orders and policies, to the extent necessary, and address  
15 air traffic control system challenges in order to allow for—

16 (1) the use of existing air traffic procedures,  
17 where determined to be safe by the Administrator,  
18 by powered-lift aircraft; and

19 (2) the approval of letters of agreement between  
20 air traffic control system facilities and powered-lift  
21 operators and infrastructure operators to minimize  
22 the amount of active coordination required for safe  
23 recurring powered-lift aircraft operations, as appro-  
24 priate.

1 (c) LONG-TERM AIR TRAFFIC POLICIES.—Beginning  
2 40 months after the date of enactment of this Act, the  
3 Administrator shall—

4 (1) continue to update air traffic orders and  
5 policies to support the operation of powered-lift air-  
6 craft;

7 (2) to the extent necessary, develop powered-lift  
8 specific procedures for airports, heliports, and  
9 vertiports;

10 (3) evaluate the human factors impacts on con-  
11 trollers associated with managing powered-lift air-  
12 craft operations, consider the impact of additional  
13 operations on air traffic controller staffing, and  
14 make necessary changes to staffing, procedures, reg-  
15 ulations, and orders; and

16 (4) consider the use of third-party service pro-  
17 viders to manage increased operations in controlled  
18 airspace to support, supplement, and enhance the  
19 work of air traffic controllers.

20 **SEC. 958. INFRASTRUCTURE SUPPORTING VERTICAL**  
21 **FLIGHT.**

22 (a) UPDATE TO DESIGN STANDARDS.—The Adminis-  
23 trator shall—

24 (1) not later than December 31, 2024, publish  
25 an update to the memorandum of the FAA titled

1 “Engineering Brief No. 105, Vertiport Design”,  
2 issued on September 21, 2022 (EB No. 105);

3 (2) not later than December 31, 2025, publish  
4 a performance-based vertiport design advisory cir-  
5 cular; and

6 (3) begin the work necessary to update the ad-  
7 visory circular of the FAA titled “Helicopter Design”  
8 (Advisory Circular 150/5390) in order to provide  
9 performance-based guidance for helicopter design, in-  
10 cluding consideration of alternative fuel and propul-  
11 sion mechanisms.

12 (b) ENGINEERING BRIEF SUNSET.—Upon the publi-  
13 cation of an advisory circular pursuant to subsection  
14 (a)(2), the Administrator shall cancel the memorandum  
15 described in subsection (a)(1).

16 (c) DUAL USE FACILITIES.—The Administrator shall  
17 establish a mechanism by which owners and operators of  
18 aviation infrastructure can safely accommodate, or file a  
19 notice to accommodate, powered-lift aircraft if such infra-  
20 structure meets the safety requirements or guidance of the  
21 FAA for such aircraft.

22 (d) GUIDANCE, FORMS, AND PLANNING.—The Ad-  
23 ministrator shall—

24 (1) not later than 18 months after the date of  
25 enactment of this Act, ensure airport district offices

1 of the FAA have sufficient guidance and policy di-  
2 rection regarding the use and applicability of heli-  
3 port and vertiport design standards of the FAA, and  
4 update such guidance routinely;

5 (2) determine if updates to FAA Form 7460  
6 and Form 7480 are necessary and update such  
7 forms, as appropriate; and

8 (3) ensure that the methodology and underlying  
9 data sources of the Terminal Area Forecast of the  
10 FAA include commercial operations conducted by  
11 aircraft regardless of propulsion type or fuel type.

12 **SEC. 959. CHARTING OF AVIATION INFRASTRUCTURE.**

13 The Administrator shall increase efforts to update  
14 and keep current the Airport Master Record of the FAA,  
15 including by establishing a streamlined process by which  
16 the owners and operators of public and private aviation  
17 facilities with nontemporary, nonintermittent operations  
18 are encouraged to keep the information on such facilities  
19 current.

20 **SEC. 960. ADVANCED AIR MOBILITY INFRASTRUCTURE**  
21 **PILOT PROGRAM EXTENSION.**

22 Section 101 of division Q of the Consolidated Appro-  
23 priations Act, 2023 (49 U.S.C. 40101 note) is amended—

24 (1) in subsection (b)—

25 (A) in paragraph (2)—

1 (i) in subparagraph (A) by inserting  
2 “, as well as the use of existing airport and  
3 heliport infrastructure that may require  
4 modifications to safely accommodate AAM  
5 operations,” after “vertiport infrastruc-  
6 ture”; and

7 (ii) in subparagraph (B)—

8 (I) in clause (iii) by striking  
9 “vertiport” and inserting “locations  
10 for”;

11 (II) in clause (iv) by inserting  
12 “and guidance” after “any stand-  
13 ards”;

14 (III) in clause (v) by striking  
15 “vertiport infrastructure” and insert-  
16 ing “urban air mobility and regional  
17 air mobility operations”; and

18 (IV) in clause (x) by inserting  
19 “or the modification of aviation infra-  
20 structure” after “operation of a  
21 vertiport”;

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

25 (C) in paragraph (6)—

1 (i) in subparagraph (A) by striking  
2 “September 30, 2025” and inserting “Sep-  
3 tember 30, 2027”; and

4 (ii) in subparagraph (B)—

5 (I) in clause (i) by striking  
6 “and” at the end;

7 (II) in clause (ii) by striking the  
8 period at the end and inserting “;  
9 and”; and

10 (III) by adding at the end the  
11 following:

12 “(iii) a description of—

13 “(I) initial community engage-  
14 ment efforts and responses from the  
15 public on the planning and develop-  
16 ment efforts of eligible entities related  
17 to urban air mobility and regional air  
18 mobility operations;

19 “(II) how eligible entities are  
20 planning for and encouraging early  
21 adoption of urban air mobility and re-  
22 gional air mobility operations;

23 “(III) what role each level of gov-  
24 ernment plays in the process; and





1 (B) by striking paragraphs (9) and (10).

2 **SEC. 961. CENTER FOR ADVANCED AVIATION TECH-**  
3 **NOLOGIES.**

4 (a) **PLAN.**—Not later than 90 days after the date of  
5 enactment of this Act, the Administrator shall develop a  
6 plan to establish a Center for Advanced Aviation Tech-  
7 nologies to support the testing and advancement of new  
8 and emerging aviation technologies.

9 (b) **CONSULTATION.**—In developing the plan under  
10 subsection (a), the Administrator may consult with the  
11 Advanced Air Mobility Working Group established in the  
12 Advanced Air Mobility Coordination and Leadership Act  
13 (Public Law 117–203), as amended by this Act, and the  
14 interagency working group established in section 1042 of  
15 this Act.

16 (c) **CONSIDERATIONS.**—In developing the plan under  
17 subsection (a), the Administrator shall consider as roles  
18 and responsibilities for the Center for Advanced Aviation  
19 Technologies—

20 (1) developing an airspace laboratory and flight  
21 demonstration zones to facilitate the safe integration  
22 of advanced air mobility aircraft into the national  
23 airspace system, with at least 1 such zone to be es-  
24 tablished within the same geographic region as the  
25 Center for Advanced Aviation Technologies and that

1 also has aviation manufacturers with relevant exper-  
2 tise, such as powered-lift;

3 (2) establishing testing corridors for the pur-  
4 poses of validating air traffic requirements for ad-  
5 vanced air mobility operations, operational proce-  
6 dures, and performance requirements, with at least  
7 1 such corridor to be established within the same ge-  
8 ographic region as the Center for Advanced Aviation  
9 Technologies;

10 (3) developing and facilitating technology part-  
11 nerships with, and between, industry, academia, and  
12 other government agencies, and supporting such  
13 partnerships;

14 (4) identifying new and emerging aviation tech-  
15 nologies, innovative aviation concepts, and relevant  
16 aviation services, including advanced air mobility,  
17 powered-lift aircraft, and other advanced aviation  
18 technologies, as determined appropriate by the Ad-  
19 ministrator; and

20 (5) any other duties, as determined appropriate  
21 by the Administrator.

22 (d) SUBMISSION TO CONGRESS.—Not later than 1  
23 year after the date of enactment of this Act, the Adminis-  
24 trator shall submit to the Committee on Transportation  
25 and Infrastructure and the Committee on Science, Space,

1 and Technology of the House of Representatives and the  
2 Committee on Commerce, Science, and Transportation of  
3 the Senate the plan developed under subsection (a).

4 (e) CENTER.—Not later than September 30, 2026,  
5 the Administrator shall establish the Center for Advanced  
6 Aviation Technologies in accordance with the plan devel-  
7 oped under subsection (a). In choosing the location for the  
8 Center for Advanced Aviation Technologies, the Adminis-  
9 trator shall give preference to a community or region with  
10 a strong aeronautical presence, specifically the presence  
11 of—

12 (1) a large commercial airport or large air lo-  
13 gistics center;

14 (2) aviation manufacturing with expertise in ad-  
15 vanced aviation technologies, such as powered-lift;

16 (3) existing FAA facilities or offices, such as a  
17 Center, Institute, certificate management office, or a  
18 regional headquarters;

19 (4) airspace utilized for advanced aviation tech-  
20 nology testing activity, and capable of supporting a  
21 wide range of use cases;

22 (5) proximity to both rural and urban commu-  
23 nities;

24 (6) State, local, or Tribal governments;

1           (7) programs to support public-private partner-  
2           ships for advanced aviation technologies; and

3           (8) academic institutions that offer programs  
4           relating to advanced aviation technologies engineer-  
5           ing.

6           (f) AUTHORIZATION.—Out of amounts made avail-  
7           able under section 106(k) of title 49, United States Code,  
8           \$35,000,000 for each of fiscal years 2025 through 2028  
9           is authorized to carry out this section.

10          (g) INTERACTION WITH OTHER ENTITIES.—The Ad-  
11          ministrators, in carrying out this section, shall, to the max-  
12          imum extent practicable, leverage the research and testing  
13          capacity and capabilities of the Center of Excellence for  
14          Unmanned Aircraft Systems and, as appropriate, the un-  
15          manned aircraft test ranges established in section 44803  
16          of title 49, United States Code.

17          (h) SAVINGS CLAUSES.—Nothing in this section shall  
18          be construed to interfere with any of the following activi-  
19          ties:

20                 (1) The ongoing activities of the unmanned air-  
21                 craft test ranges established in section 44803 of title  
22                 49, United States Code, to the maximum extent  
23                 practicable.

1           (2) The ongoing activities of the William J.  
2           Hughes Technical Center for Advanced Aerospace,  
3           to the maximum extent practicable.

4           (3) The ongoing activities of the Center of Ex-  
5           cellence for Unmanned Aircraft Systems, to the  
6           maximum extent practicable.

7           (4) The ongoing activities of the Mike  
8           Monroney Aeronautical Center, to the maximum ex-  
9           tent practicable.

10           **TITLE X—RESEARCH AND**  
11           **DEVELOPMENT**  
12           **Subtitle A—General Provisions**

13           **SEC. 1001. DEFINITIONS.**

14           In this title:

15           (1) COVERED COMMITTEES OF CONGRESS.—  
16           The term “covered committees of Congress” means  
17           the Committee on Science, Space, and Technology of  
18           the House of Representatives and the Committee on  
19           Commerce, Science, and Transportation of the Sen-  
20           ate.

21           (2) NASA.—The term “NASA” means the Na-  
22           tional Aeronautics and Space Administration.

1 **SEC. 1002. RESEARCH, ENGINEERING, AND DEVELOPMENT**  
2 **AUTHORIZATION OF APPROPRIATIONS.**

3 Section 48102(a) of title 49, United States Code, is  
4 amended—

5 (1) in paragraph (15) by striking “; and” and  
6 inserting a semicolon; and

7 (2) by striking paragraph (16) and inserting  
8 the following:

9 “(16) \$280,000,000 for fiscal year 2024;

10 “(17) \$311,000,000 for fiscal year 2025;

11 “(18) \$323,000,000 for fiscal year 2026;

12 “(19) \$334,000,000 for fiscal year 2027; and

13 “(20) \$345,000,000 for fiscal year 2028.”.

14 **SEC. 1003. REPORT ON IMPLEMENTATION; FUNDING FOR**  
15 **SAFETY RESEARCH AND DEVELOPMENT.**

16 Not later than 1 year after the date of the enactment  
17 of this Act, the Comptroller General shall submit to the  
18 covered committees of Congress a report on the allocation  
19 of funding pursuant to section 48102 of title 49, United  
20 States Code, to the Secretary to conduct civil aviation re-  
21 search and development and to assess the implementation  
22 of section 48102(b)(2) of such title.

1 **SEC. 1004. NATIONAL AVIATION RESEARCH PLAN MODI-**  
2 **FICATION.**

3 (a) MODIFICATION OF SUBMISSION DEADLINE.—  
4 Section 44501(c)(1) of title 49, United States Code, is  
5 amended—

6 (1) by striking “the date of submission” and in-  
7 serting “the date that is 30 days after the date of  
8 submission”; and

9 (2) by adding at the end the following “If such  
10 report cannot be prepared and submitted by the date  
11 that is 30 days after the date of submission of the  
12 President’s budget to Congress, the Administrator  
13 shall submit, before such date, a letter to the Chair-  
14 man and Ranking Member of the Committee on  
15 Commerce, Science, and Transportation of the Sen-  
16 ate and the Committee of Science, Space, and Tech-  
17 nology of the House of Representatives stating the  
18 reason for delayed submission, impacts of the delay,  
19 and actions taken to address circumstances that led  
20 to the delay.”.

21 (b) CONFORMING AMENDMENT.—Section 48102(g)  
22 of title 49, United States Code, is amended by striking  
23 “the date of submission” and inserting “the date that is  
24 30 days after the date of submission”.

1 **SEC. 1005. ADVANCED MATERIALS CENTER OF EXCEL-**  
2 **LENCE ENHANCEMENTS.**

3 Section 44518 of title 49, United States Code, is  
4 amended—

5 (1) by striking subsection (a) and inserting the  
6 following:

7 “(a) IN GENERAL.—

8 “(1) CONTINUED OPERATIONS.—The Adminis-  
9 trator shall—

10 “(A) continue operation of the Advanced  
11 Materials Center of Excellence (referred to in  
12 this section as the ‘Center’); and

13 “(B) make a determination on whether to  
14 award a grant to the Center not later than 90  
15 days after the date on which the grants officer  
16 of the Federal Aviation Administration rec-  
17ommends a proposal for award of such grant to  
18 the Administrator.

19 “(2) PURPOSES.—The Center shall—

20 “(A) focus on applied research and train-  
21 ing on the safe use of composites and advanced  
22 materials, and related manufacturing practices,  
23 in airframe structures; and

24 “(B) conduct research and development  
25 into aircraft structure crash worthiness and  
26 passenger safety, as well as address safe and



1 accessible air travel of individuals with a dis-  
2 ability (as defined in section 382.3 of title 14,  
3 Code of Federal Regulations (or any successor  
4 regulation)), including materials required to fa-  
5 cilitate safe wheelchair restraint systems on  
6 commercial aircraft.”; and

7 (2) by striking subsection (b) and inserting the  
8 following:

9 “(b) RESPONSIBILITIES.—The Center shall—

10 “(1) promote and facilitate collaboration among  
11 member universities, academia, the Administration,  
12 the commercial aircraft industry, including manufac-  
13 turers, commercial air carriers, and suppliers, and  
14 other appropriate stakeholders for the purposes  
15 under subsection (a) and the activities described in  
16 paragraphs (2) through (4);

17 “(2) carry out research and development activi-  
18 ties to advance technology, improve engineering  
19 practices, and facilitate continuing education in rel-  
20 evant areas of study, which shall include—

21 “(A) all structural materials, including—

22 “(i) metallic and non-metallic based  
23 additive materials, ceramic materials, car-  
24 bon fiber polymers, and thermoplastic com-  
25 posites;

1                   “(ii) the long-term material and struc-  
2                   tural behavior of such materials; and

3                   “(iii) evaluating the resiliency and  
4                   long-term durability of advanced materials  
5                   in high temperature conditions and in en-  
6                   gines for applications in advanced aircraft;  
7                   and

8                   “(B) structural technologies, such as addi-  
9                   tive manufacturing, to be used in applications  
10                  within the commercial aircraft industry, includ-  
11                  ing traditional fixed-wing aircraft, rotorcraft,  
12                  and emerging aircraft types such as advanced  
13                  air mobility aircraft; and

14                  “(3) conduct research activities for the purpose  
15                  of improving the safety and certification of aviation  
16                  structures, materials, and additively manufactured  
17                  aviation products and components; and

18                  “(4) conducting research activities to advance  
19                  the safe movement of all passengers, including indi-  
20                  viduals with a disability (as defined in section 382.3  
21                  of title 14, Code of Federal Regulations (or any suc-  
22                  cessor regulation)), and individuals using personal  
23                  wheelchairs in flight, that takes into account the  
24                  modeling, engineering, testing, operating, and train-

1 ing issues significant to all passengers and relevant  
2 stakeholders.”.

3 **SEC. 1006. CENTER OF EXCELLENCE FOR UNMANNED AIR-**  
4 **CRAFT SYSTEMS.**

5 (a) IN GENERAL.—Chapter 448 of title 49, United  
6 States Code, is further amended by adding at the end the  
7 following:

8 **“§ 44813. Center of Excellence for Unmanned Aircraft**  
9 **Systems**

10 “(a) IN GENERAL.—The Administrator of the Fed-  
11 eral Aviation Administration shall continue operation of  
12 the Center of Excellence for Unmanned Aircraft Systems  
13 (referred to in this section as the ‘Center’).

14 “(b) RESPONSIBILITIES.—The Center shall carry out  
15 the following responsibilities:

16 “(1) Conduct applied research and training on  
17 the safe and efficient integration of unmanned air-  
18 craft systems and advanced air mobility into the na-  
19 tional airspace system.

20 “(2) Promote and facilitate collaboration among  
21 academia, the Federal Aviation Administration, Fed-  
22 eral agency partners, and industry stakeholders (in-  
23 cluding manufacturers, operators, service providers,  
24 standards development organizations, carriers, and  
25 suppliers), with respect to the safe and efficient inte-

1           gration of unmanned aircraft systems and advanced  
2           air mobility into the national airspace system.

3           “(3) Establish goals set to advance technology,  
4           improve engineering practices, and facilitate con-  
5           tinuing education with respect to the safe and effi-  
6           cient integration of unmanned aircraft systems and  
7           advanced air mobility into the national airspace sys-  
8           tem.

9           “(c) PROGRAM PARTICIPATION.—The Administrator  
10          shall ensure the participation in the Center of institutions  
11          of higher education (as defined in section 101 of the High-  
12          er Education Act of 1965 (20 U.S.C. 1001)) and research  
13          institutions that provide accredited bachelor’s degree pro-  
14          grams in aeronautical sciences that provide pathways to  
15          commercial pilot certifications and that include a focus on  
16          pilot training for women aviators.

17          “(d) LEVERAGING OF CERTAIN CAPACITY AND CAPA-  
18          BILITIES.—The Administrator shall, in carrying out re-  
19          search necessary to validate consensus safety standards  
20          accepted pursuant to section 44805, to the maximum ex-  
21          tent practicable, leverage the research and testing capacity  
22          and capabilities of—

23                  “(1) the Center;

24                  “(2) the test ranges designated under section  
25          44803;

1           “(3) existing Federal and non-Federal test  
2 ranges and testbeds;

3           “(4) the National Aeronautics and Space Ad-  
4 ministration; and

5           “(5) the William J. Hughes Technical Center  
6 for Advanced Aerospace.”.

7           (b) CLERICAL AMENDMENT.—The analysis for chap-  
8 ter 448 of title 49, United States Code, is further amend-  
9 ed by adding at the end the following:

“44813. Center of Excellence for Unmanned Aircraft Systems.”.

10 **SEC. 1007. ASSURED SAFE CREDENTIALING AUTHORITY.**

11           (a) IN GENERAL.—Chapter 448 of title 49, United  
12 States Code, is further amended by adding at the end the  
13 following:

14 **“§ 44814. ASSUREd Safe credentialing authority**

15           “(a) IN GENERAL.—Not later than 6 months after  
16 the date of enactment of this section, the Administrator  
17 of the Federal Aviation Administration shall establish a  
18 credentialing authority for the program of record of the  
19 Federal Aviation Administration (referred to in this sec-  
20 tion as ‘ASSUREd Safe’) under the Center of Excellence  
21 for Unmanned Aircraft Systems.

22           “(b) PURPOSES.—ASSUREd Safe shall offer services  
23 throughout the United States, and to allies and partners  
24 of the United States, including—



1           (1) in subsection (a), by striking “subsonic”  
2           after “fuels for civil”; and

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

4           “(d) SELECTION.—In carrying out the program, the  
5 Administrator may provide that not less than 2 of the co-  
6 operative agreements entered into under this section in-  
7 volve the participation of an entity that is a small business  
8 concern (as defined in section 3 of the Small Business Act  
9 (15 U.S.C. 632)), provided that the submitted technology  
10 proposal of the entity meets, at a minimum, FAA Acquisi-  
11 tion Management System requirements and requisite tech-  
12 nology readiness levels for entry into the agreement, as  
13 determined by the Administrator.”.

14 **SEC. 1009. HIGH-SPEED FLIGHT TESTING.**

15           (a) IN GENERAL.—The Administrator, in consulta-  
16 tion with the Administrator of NASA, shall establish pro-  
17 cedures for the exclusive purposes of developmental and  
18 airworthiness testing and demonstration flights, which  
19 may include the establishment of high-speed testing cor-  
20 ridors in the national airspace system—

21           (1) with respect to manufacturers and opera-  
22           tors of high-speed aircraft that conduct flights oper-  
23           ating with supersonic speed, not later than 1 year  
24           after the date of enactment of this Act; and

1           (2) with respect to manufacturers and opera-  
2           tors of high-speed aircraft that conduct flights oper-  
3           ating with hypersonic speed, not later than 2 years  
4           after the date of enactment of this Act.

5           (b) AREAS OF TESTING AND DEMONSTRATION.—The  
6           Administrator shall take action, as appropriate, to ensure  
7           flight testing and demonstration flights occur in areas  
8           where such flights will not interfere with the safety of  
9           other aircraft or the efficient use of airspace in the na-  
10          tional airspace system.

11          (c) CONSIDERATIONS.—In carrying out subsection  
12          (a), the Administrator shall consider—

13           (1) sections 91.817 and 91.818 of title 14,  
14          Code of Federal Regulations;

15           (2) applications for special flight authorizations  
16          for flights operating at supersonic or hypersonic  
17          speed, as described in section 91.818 of such title;

18           (3) the environmental impacts of developmental  
19          and airworthiness testing operations;

20           (4) requiring applicants to include specification  
21          of proposed flight areas;

22           (5) the authorization of flights to and from air-  
23          ports in Class D airspace within 10 nautical miles  
24          of oceanic coastline;



1           (6) developing the vertical limits at or above the  
2           altitude necessary for safe supersonic and hypersonic  
3           operations;

4           (7) proponent-provided data regarding the de-  
5           sign and operational analysis of the aircraft, as well  
6           as data regarding sonic boom overpressures;

7           (8) the safety of the uninvolved public; and

8           (9) community outreach, education, and en-  
9           gagement.

10          (d) CONSULTATION.—Not later than 1 year after the  
11          date of enactment of this Act, the Administrator, in con-  
12          sultation with the Environmental Protection Agency and  
13          other stakeholders, shall assess and report to the covered  
14          committees of Congress on a means for supporting contin-  
15          ued compliance with the National Environmental Policy  
16          Act of 1969 (42 U.S.C. 4321 et seq.). The Administrator  
17          shall seek to enter into an agreement with an appropriate  
18          federally funded research and development center, or other  
19          independent nonprofit organization that recommends long  
20          term solutions for maintaining compliance with such Act  
21          for 1 or more over-land or near-land hypersonic and super-  
22          sonic test areas as established by the Administrator.

23          (e) DEFINITIONS.—In this section:

24                (1) HIGH-SPEED AIRCRAFT.—The term “high-  
25                speed aircraft” means an aircraft operating at

1 speeds in excess of Mach 1, including supersonic and  
2 hypersonic aircraft.

3 (2) **HYPERSONIC.**—The term “hypersonic”  
4 means flights operating at speeds that exceed Mach  
5 5.

6 (3) **SUPERSONIC.**—The term “supersonic”  
7 means flights operating at speeds in excess of Mach  
8 1 but less than Mach 5.

9 **SEC. 1010. HIGH-SPEED AIRCRAFT PATHWAY TO INTEGRA-**  
10 **TION STUDY.**

11 (a) **STUDY.**—

12 (1) **IN GENERAL.**—The Administrator, in con-  
13 sultation with aircraft manufacturers and operators,  
14 institutions of higher education (as defined in sec-  
15 tion 101 of the Higher Education Act of 1965 (20  
16 U.S.C. 1001)), the Administrator of NASA, the Sec-  
17 retary of Defense, and any other agencies the Ad-  
18 ministrator determines appropriate, shall conduct a  
19 study assessing actions necessary to facilitate the  
20 safe operation and integration of high-speed aircraft  
21 into the national airspace system.

22 (2) **CONTENTS.**—The study conducted under  
23 paragraph (1) shall include, at a minimum—

1 (A) an initial assessment of cross-agency  
2 equities related to high-speed aircraft tech-  
3 nologies and flight;

4 (B) the identification and collection of data  
5 required to develop certification, flight stand-  
6 ards, and air traffic requirements for the de-  
7 ployment and integration of high-speed aircraft;

8 (C) the development of a framework and  
9 potential timeline to establish the appropriate  
10 regulatory requirements for conducting high-  
11 speed aircraft flights;

12 (D) strategic plans to improve the FAA's  
13 state of preparedness and response capability in  
14 advance of receiving applications to conduct  
15 high-speed aircraft flights; and

16 (E) a survey of global high-speed aircraft-  
17 related regulatory and testing developments or  
18 activities.

19 (3) CONSIDERATIONS.—In conducting the study  
20 under paragraph (1), the Administrator may con-  
21 sider—

22 (A) feedback and input reflecting the tech-  
23 nical expertise of the aerospace industry and  
24 other stakeholders, as the Administrator deter-  
25 mines appropriate, to inform future develop-

1           ment of policies, regulations, and standards  
2           that enable the safe operation and integration  
3           of high-speed aircraft into the national airspace  
4           system;

5                   (B) opportunities for—

6                           (i) demonstrating United States global  
7                           leadership in high-speed aircraft and re-  
8                           lated technologies; and

9                           (ii) strengthening global harmoni-  
10                          zation in aeronautics including in the de-  
11                          velopment of international policies relating  
12                          to the safe operation of high-speed aircraft;  
13                          and

14                          (C) methods and opportunities for commu-  
15                          nity outreach, education, and engagement.

16           (b) REPORT.—Not later than 3 years after the date  
17           of enactment of this Act, the Administrator shall submit  
18           to the covered committees of Congress and the Committee  
19           on Transportation and Infrastructure of the House of  
20           Representatives a report on the results of the study con-  
21           ducted under subsection (a) and recommendations, if ap-  
22           propriate, to facilitate the safe operation and integration  
23           of high-speed aircraft into the national airspace system.

24           (c) DEFINITIONS.—In this section:

1           (1) HIGH-SPEED AIRCRAFT.—The term “high-  
2           speed aircraft” means an aircraft operating at  
3           speeds in excess of Mach 1, including supersonic and  
4           hypersonic aircraft.

5           (2) HYPERSONIC.—The term “hypersonic”  
6           means flights operating at speeds that exceed Mach  
7           5.

8           (3) SUPERSONIC.—The term “supersonic”  
9           means flights operating at speeds in excess of Mach  
10          1 but less than Mach 5.

11 **SEC. 1011. OPERATING HIGH-SPEED FLIGHTS IN HIGH ALTI-**  
12 **TUDE CLASS E AIRSPACE.**

13          (a) RESEARCH.—Not later than 1 year after the date  
14 of enactment of this Act, the Administrator, in consulta-  
15 tion with the Administrator of NASA and any other rel-  
16 evant stakeholders the Administrator determines appro-  
17 priate, including industry and academia, shall undertake  
18 research to identify, to the maximum extent practicable,  
19 the minimum altitude above the upper boundary of Class  
20 A airspace, at or above which flights operating with speeds  
21 above Mach 1 generate sonic booms that do not produce  
22 appreciable sonic boom overpressures that reach the sur-  
23 face under prevailing atmospheric conditions.

1 (b) **HYPERSONIC DEFINED.**—In this section, the  
2 term “hypersonic” means a flight operating at speeds that  
3 exceed Mach 5.

4 **SEC. 1012. ELECTRIC PROPULSION AIRCRAFT OPERATIONS**  
5 **STUDY.**

6 (a) **IN GENERAL.**—Not later than 120 days after the  
7 date of enactment of this Act, the Comptroller General  
8 shall initiate a study assessing the safe and scalable oper-  
9 ation and integration of electric aircraft into the national  
10 airspace system.

11 (b) **CONTENTS.**—In conducting the study required  
12 under subsection (a), the Comptroller General shall ad-  
13 dress—

14 (1) identification of the workforce technical ca-  
15 pacity and competencies needed for the Adminis-  
16 trator to certify aircraft systems specific to electric  
17 aircraft;

18 (2) the data development and collection re-  
19 quired to develop standards specific to electric air-  
20 craft;

21 (3) the regulatory standards and guidance ma-  
22 terial needed to facilitate the safe operation and  
23 maintenance of electric aircraft, including—

24 (A) fire protection;

1 (B) high voltage electromagnetic environ-  
2 ments;

3 (C) engine and human machine interfaces;

4 (D) reliability of high voltage components  
5 and insulation;

6 (E) lithium batteries for propulsion use;

7 (F) operating and pilot qualifications; and

8 (G) airspace integration;

9 (4) the airport infrastructure requirements to  
10 support electric aircraft operations, including an as-  
11 sessment of—

12 (A) the capabilities of airport infrastruc-  
13 ture, including, to the extent practicable, the  
14 capabilities and capacity of the electrical power  
15 grid of the United States to support such oper-  
16 ations, including cost, challenges, and opportu-  
17 nities for clean generation of electricity relating  
18 to such support, existing as of the date of en-  
19 actment of this Act;

20 (B) aircraft operations specifications;

21 (C) projected operations demand by car-  
22 riers and other operators;

23 (D) potential modifications to existing air-  
24 port infrastructure;

1 (E) additional investments in new infra-  
2 structure and systems required to meet oper-  
3 ations demand;

4 (F) management of infrastructure relating  
5 to hazardous materials used in hybrid and elec-  
6 tric propulsion; and

7 (G) ability of such current and future air-  
8 port infrastructure capabilities to adapt to meet  
9 the evolving needs of electric aircraft oper-  
10 ations; and

11 (5) varying types of electric aircraft, including  
12 advanced air mobility aircraft and small or regional  
13 passenger or cargo aircraft.

14 (c) CONSIDERATIONS.—In conducting the study  
15 under subsection (a), the Comptroller General may con-  
16 sider the following:

17 (1) The potential for improvements to air serv-  
18 ice connectivity for communities through the deploy-  
19 ment of electric aircraft operations, including by—

20 (A) establishing routes to small and rural  
21 communities; and

22 (B) introducing alternative modes of trans-  
23 portation for multimodal operations within com-  
24 munities.



1           (2) Impacts to airport-adjacent communities,  
2           including implications due to changes in airspace  
3           utilization and land use compatibility.

4           (d) REPORT TO CONGRESS.—Not later than 2 years  
5 after the date of enactment of this Act, the Comptroller  
6 General shall submit to the covered committees of Con-  
7 gress and the Committee on Transportation and Infra-  
8 structure of the House of Representatives a report on the  
9 results of the study conducted under subsection (a) and  
10 recommendations for such legislation and administrative  
11 action as the Comptroller General determines appropriate.

12           (e) DEFINITIONS.—In this section:

13           (1) ELECTRIC AIRCRAFT.—The term “electric  
14           aircraft” means an aircraft with a fully electric or  
15           hybrid electric driven propulsion system used for  
16           flight.

17           (2) ADVANCED AIR MOBILITY.—The term “ad-  
18           vanced air mobility” means a transportation system  
19           that transports passengers and cargo by air between  
20           two points in the United States using aircraft with  
21           advanced technologies, including aircraft with hybrid  
22           or electric vertical take-off and landing capabilities,  
23           in both controlled and uncontrolled airspace.

1 **SEC. 1013. CONTRACT WEATHER OBSERVERS PROGRAM.**

2 Section 2306 of the FAA Extension, Safety, and Se-  
3 curity Act of 2016 (Public Law 114–190; 130 Stat. 641)  
4 is amended by striking subsection (b) and inserting the  
5 following:

6 “(b) CONTINUED USE OF CONTRACT WEATHER OB-  
7 SERVERS.—The Administrator may not discontinue or di-  
8 minish the contract weather observer program at any air-  
9 port until September 30, 2028.”.

10 **SEC. 1014. AIRFIELD PAVEMENT TECHNOLOGY PROGRAM.**

11 Section 744 of the FAA Reauthorization Act of 2018  
12 (Public Law 115–254; 49 U.S.C. 44505 note) is amended  
13 to read as follows:

14 **“SEC. 744. RESEARCH AND DEPLOYMENT OF CERTAIN AIR-  
15 FIELD PAVEMENT TECHNOLOGIES.**

16 “Using amounts made available under section  
17 48102(a) of title 49, United States Code, the Secretary  
18 may carry out a program for the research and develop-  
19 ment of airfield pavement technologies under which the  
20 Secretary makes grants to, and enters into cooperative  
21 agreements with, institutions of higher education (as de-  
22 fined in section 101 of the Higher Education Act of 1965  
23 (20 U.S.C. 1001)) and nonprofit organizations that—

24 “(1) research concrete and asphalt pavement  
25 technologies that extend the life of airfield pave-  
26 ments;

1           “(2) develop sustainability and resiliency guide-  
2 lines to improve long-term pavement performance;

3           “(3) develop and conduct training with respect  
4 to such airfield pavement technologies;

5           “(4) provide for demonstration projects of such  
6 airfield pavement technologies; and

7           “(5) promote the latest airfield pavement tech-  
8 nologies to aid the development of safer, more cost  
9 effective, and more resilient and sustainable airfield  
10 pavements.”.

11 **SEC. 1015. REVIEW OF FAA MANAGEMENT OF RESEARCH**  
12 **AND DEVELOPMENT.**

13       (a) IN GENERAL.—Not later than 1 year after the  
14 date of enactment of this Act, the Comptroller General  
15 shall conduct a review of the management of research and  
16 development activities of the FAA, and the insight of the  
17 Administrator into, and coordination with, other Federal  
18 government research and development activities relating  
19 to civil aviation.

20       (b) REVIEW OF FAA MANAGEMENT.—The review of  
21 the Comptroller General under subsection (a) shall include  
22 an assessment of how the Administrator—

23           (1) plans, manages, and tracks progress of re-  
24 search and development projects and activities and  
25 how FAA processes and procedures compare with

1 leading practices related to research and develop-  
2 ment management and collaboration, as determined  
3 by the Comptroller General;

4 (2) prioritizes research and development objec-  
5 tives;

6 (3) applies leading practices related to manage-  
7 ment of research and development, enhancement of  
8 collaboration and cooperation, and minimization of  
9 duplication, waste, and inefficiencies, in conducting  
10 activities—

11 (A) among FAA research and development  
12 programs;

13 (B) with NASA, including—

14 (i) the extent to which NASA and the  
15 FAA leverage each other's laboratory and  
16 testing capabilities, facilities, resources,  
17 and subject matter expert personnel in  
18 support of aeronautics research and devel-  
19 opment programs and projects;

20 (ii) an assessment of—

21 (I) the fiscal year in which the  
22 review is conducted, and the 3 fiscal  
23 years prior to such year, of Federal  
24 expenditures and any applicable fluc-  
25 tuation in the appropriated funds, for

1 FAA and NASA research and devel-  
2 opment programs and projects and  
3 the impact of any funding changes on  
4 agency programs and projects; and

5 (II) the extent to which other  
6 Federal agencies, industry partners,  
7 and research organizations are in-  
8 volved in such programs and projects;  
9 and

10 (iii) recommendations, as appropriate,  
11 for the improvement of such coordination  
12 and collaboration with NASA;

13 (C) with other relevant Federal agencies;

14 (D) with international partners; and

15 (E) with academia, research organizations,  
16 standards groups, and industry;

17 (4) interacts with the private sector, including  
18 by examining the extent to which FAA—

19 (A) takes into account private sector re-  
20 search and development efforts in the manage-  
21 ment and investment of the research and devel-  
22 opment activities and investments of the FAA;  
23 and

1 (B) assesses the impact of FAA research  
2 and development on U.S. private sector aero-  
3 nautics research and development investments;

4 (5) transitions the results of research and de-  
5 velopment projects into operational use;

6 (6) has implemented the recommendations in  
7 the report issued by the Comptroller General titled  
8 “Aviation Research and Development” issued April  
9 2017 (GAO report 17–372) and the results of the  
10 efforts to implement such recommendations; and

11 (7) can improve management of research and  
12 development activities and any recommendations as  
13 the Comptroller General determines appropriate  
14 based on the results of the review.

15 (c) REPORT.—Not later than 180 days after com-  
16 pleting the review under required under subsection (a), the  
17 Comptroller General shall submit to the covered commit-  
18 tees of Congress—

19 (1) a report on such review and relevant find-  
20 ings; and

21 (2) recommendations, including the rec-  
22 ommendations developed under paragraphs  
23 (3)(B)(iii) and (7) of subsection (b).

1 **SEC. 1016. RESEARCH AND DEVELOPMENT OF FAA'S AERO-**  
2 **NAUTICAL INFORMATION SYSTEMS MOD-**  
3 **ERNIZATION ACTIVITIES.**

4 (a) IN GENERAL.—Using amounts made available  
5 under section 48102(a) of title 49, United States Code,  
6 and subject to the availability of appropriations, the Ad-  
7 ministrator, in coordination with the John A. Volpe Na-  
8 tional Transportation Systems Center, shall establish a re-  
9 search and development program, not later than 60 days  
10 after the date of enactment of this Act, to inform the con-  
11 tinuous modernization of the aeronautical information sys-  
12 tems of the FAA, including—

13 (1) the Aeronautical Information Management  
14 Modernization, including the Notice to Air Missions  
15 system of the FAA;

16 (2) the Aviation Safety Information Analysis  
17 and Sharing system; and

18 (3) the Service Difficulty Reporting System.

19 (b) REVIEW AND REPORT.—

20 (1) REVIEW.—Not later than 180 days after  
21 the date of enactment of this Act, the Administrator  
22 shall seek to enter into an agreement with a feder-  
23 ally funded research and development center to con-  
24 duct and complete a review of planned and ongoing  
25 modernization efforts of the aeronautical informa-  
26 tion systems of the FAA. Such review shall identify

1 opportunities for additional coordination between the  
2 Administrator and the John A. Volpe National  
3 Transportation Systems Center to further modernize  
4 such systems.

5 (2) REPORT.—Not later than 1 year after the  
6 Administrator enters into the agreement with the  
7 center under paragraph (1), the Center shall submit  
8 to the Administrator, the covered committees of  
9 Congress, and the Committee on Transportation and  
10 Infrastructure of the House of Representatives a re-  
11 port on the review conducted under paragraph (1)  
12 and such recommendations as the Center determines  
13 appropriate.

14 **SEC. 1017. CENTER OF EXCELLENCE FOR ALTERNATIVE**  
15 **JET FUELS AND ENVIRONMENT.**

16 (a) IN GENERAL.—Chapter 445 of title 49, United  
17 States Code, is amended by adding at the end the fol-  
18 lowing:

19 **“§ 44520. Center of Excellence for Alternative Jet**  
20 **Fuels and Environment**

21 “(a) IN GENERAL.—The Administrator shall con-  
22 tinue operation of the Center of Excellence for Alternative  
23 Jet Fuels and Environment (in this section referred to as  
24 the ‘Center’).

25 “(b) RESPONSIBILITIES.—The Center shall—



1 “(1) focus on research to—

2 “(A) assist in the development, qualifica-  
3 tion, and certification of the use of aviation fuel  
4 from alternative and renewable sources (such as  
5 biomass, next-generation feedstocks, alcohols,  
6 organic acids, hydrogen, bioderived chemicals  
7 and gaseous carbon) for commercial aircraft;

8 “(B) assist in informing the safe use of al-  
9 ternative aviation fuels in commercial aircraft  
10 that also apply electrified aircraft propulsion  
11 systems;

12 “(C) reduce community exposure to civilian  
13 aircraft noise and pollutant emissions;

14 “(D) inform decision making to support  
15 United States leadership on international avia-  
16 tion environmental issues, including the devel-  
17 opment of domestic and international stand-  
18 ards; and

19 “(E) improve and expand the scientific un-  
20 derstanding of civil aviation noise and pollutant  
21 emissions and their impacts, as well as support  
22 the development of improved modeling ap-  
23 proaches and tools;



1                   “(ii) leverage private sector partner-  
2                   ships;

3                   “(B) other Federal agencies;

4                   “(C) consortia with experience across the  
5                   alternative fuels supply chain, including with re-  
6                   search, feedstock development and production,  
7                   small-scale development, testing, and technology  
8                   evaluation related to the creation, processing,  
9                   production, and transportation of alternative  
10                  aviation fuel; and

11                  “(D) consortia with experience in innova-  
12                  tive technologies to reduce noise, emissions, and  
13                  fuel burn in commercial aircraft.

14                  “(2) USE OF NASA FACILITIES.—The Center  
15                  shall, in consultation with the Administrator of  
16                  NASA, consider using, on a reimbursable basis, the  
17                  existing and available capacity in aeronautics re-  
18                  search facilities at the Langley Research Center, the  
19                  NASA John H. Glenn Center at the Neil A. Arm-  
20                  strong Test Facility, and other appropriate facilities  
21                  of the National Aeronautics and Space Administra-  
22                  tion.”.

23                  (b) CLERICAL AMENDMENT.—The analysis for chap-  
24                  ter 445 of such title, as amended by section 817, is amend-

1 ed by inserting after the item relating to section 44519  
2 the following:

“44520. Center of Excellence for Alternative Jet Fuels and Environment.”.

3 **SEC. 1018. NEXT GENERATION RADIO ALTIMETERS.**

4 (a) IN GENERAL.—Not later than 60 days after the  
5 date of enactment of this Act, the Administrator, in co-  
6 ordination with the aviation and commercial wireless in-  
7 dustries, the National Telecommunications and Informa-  
8 tion Administration, the Federal Communications Com-  
9 mission, and other relevant government stakeholders, shall  
10 carry out an accelerated research and development pro-  
11 gram to inform the development and testing of the stand-  
12 ards and technology necessary to ensure appropriate FAA  
13 certification actions and industry production that meets  
14 the installation requirements for next generation radio al-  
15 timeters across all necessary aircraft by January 1, 2028.

16 (b) GRANT PROGRAM.—Subject to the availability of  
17 appropriations, the Administrator may award grants for  
18 the purposes of research and development, testing, and  
19 other activities necessary to ensure that next generation  
20 radio altimeter technology is developed, tested, certified,  
21 and installed on necessary aircraft by 2028, including  
22 through public-private partnership grants (which shall in-  
23 clude protections for necessary intellectual property with  
24 respect to any private sector entity testing, certifying, or  
25 producing next generation radio altimeters under the pro-

1 gram carried out under this section) with industry to en-  
2 sure the accelerated production and installation by Janu-  
3 ary 1, 2028.

4 (c) REVIEW AND REPORT.—Not later than 180 days  
5 after the enactment of this Act, the Administrator shall  
6 submit to the covered committees of Congress and the  
7 Committee on Transportation and Infrastructure of the  
8 House of Representatives a report on the steps the Admin-  
9 istrator has taken as of the date on which such report  
10 is submitted and any actions the Administrator plans to  
11 take, including as part of the program carried out under  
12 this section, to ensure that next generation radio altimeter  
13 technology is developed, tested, certified, and installed by  
14 2028.

15 (d) RULE OF CONSTRUCTION.—Nothing in this sec-  
16 tion shall be construed to apply to efforts to retrofit the  
17 existing supply of altimeters in place as of the date of en-  
18 actment of this Act.

19 **SEC. 1019. HYDROGEN AVIATION STRATEGY.**

20 (a) FAA AND DEPARTMENT OF ENERGY LEADER-  
21 SHIP ON USING HYDROGEN TO PROPEL COMMERCIAL  
22 AIRCRAFT.—The Secretary, acting through the Adminis-  
23 trator and jointly with the Secretary of Energy, shall exer-  
24 cise leadership in and shall conduct research and develop-  
25 ment activities relating to enabling the safe use of hydro-

1 gen in civil aviation, including the safe and efficient use  
2 and sourcing of hydrogen to propel commercial aircraft.

3 (b) RESEARCH STRATEGY.—Not later than 1 year  
4 after the date of enactment of this Act, the Administrator,  
5 in consultation with the Administrator of NASA and other  
6 relevant Federal agencies, shall complete the development  
7 of a research and development strategy on the safe use  
8 of hydrogen in civil aviation.

9 (c) CONSIDERATIONS.—The strategy developed under  
10 subsection (b) shall consider the following:

11 (1) The feasibility, opportunities, challenges,  
12 and pathways toward the potential and safe uses of  
13 hydrogen in civil aviation.

14 (2) The use of hydrogen in addition to electric  
15 propulsion to propel commercial aircraft and any re-  
16 lated operational efficiencies.

17 (d) EXERCISE OF LEADERSHIP.—The Secretary, the  
18 Administrator, and the Secretary of Energy shall carry  
19 out the research activities consistent with the strategy in  
20 subsection (b), and that may include the following:

21 (1) Establishing positions and goals for the safe  
22 use of hydrogen in civil aviation, including to propel  
23 commercial aircraft.

24 (2) Understanding of the qualification of hydro-  
25 gen aviation fuel, the safe transition to such fuel for

1 aircraft, the advancement of certification efforts for  
2 such fuel, and risk mitigation measures for the use  
3 of such fuel in aircraft systems, including propulsion  
4 and storage systems.

5 (3) Through grant, contract, or interagency  
6 agreements, carrying out research and development  
7 to understand the contribution that the use of hy-  
8 drogen would have on civil aviation, including hydro-  
9 gen as an input for conventional jet fuel, hydrogen  
10 fuel cells as a source of electric propulsion, sustain-  
11 able aviation fuel, and power to liquids or synthetic  
12 fuel, and researching ways of accelerating the intro-  
13 duction of hydrogen-propelled aircraft.

14 (4) Reviewing grant eligibility requirements,  
15 loans, loan guarantees, and other policies and re-  
16 quirements of the FAA and the Department of En-  
17 ergy to identify ways to increase the safe and effi-  
18 cient use of hydrogen in civil aviation.

19 (5) Considering the needs of the aerospace in-  
20 dustry, aviation suppliers, hydrogen producers, air-  
21 lines, airport sponsors, fixed base operators, and  
22 other stakeholders in creating policies that enable  
23 the safe use of hydrogen in civil aviation.

24 (6) Coordinating with NASA, and obtaining  
25 input from the aerospace industry, aviation sup-

1 pliers, hydrogen producers, airlines, airport spon-  
2 sors, fixed base operators, academia and other stake-  
3 holders regarding—

4 (A) the safe and efficient use of hydrogen  
5 in civil aviation, including—

6 (i) updating or modifying existing  
7 policies on such use;

8 (ii) assessing barriers to, and benefits  
9 of, the introduction of hydrogen in civil  
10 aviation, including aircraft propelled by hy-  
11 drogen;

12 (iii) the operational differences be-  
13 tween aircraft propelled by hydrogen and  
14 aircraft propelled with other types of fuels;  
15 and

16 (iv) public, economic, and noise bene-  
17 fits of the operation of commercial aircraft  
18 propelled by hydrogen and associated aero-  
19 space industry activity; and

20 (B) other issues identified by the Sec-  
21 retary, the Administrator, the Secretary of En-  
22 ergy, or the advisory committee established  
23 under paragraph (7) that must be addressed in  
24 order to enable the safe and efficient use of hy-  
25 drogen in civil aviation.



1           (7) Establish an advisory committee composed  
2 of representatives of NASA, the aerospace industry,  
3 aviation suppliers, hydrogen producers, airlines, air-  
4 port sponsors, fixed base operators, and other stake-  
5 holders to advise the Secretary, the Administrator,  
6 and the Secretary of Energy on the activities carried  
7 out under this subsection.

8           (e) INTERNATIONAL LEADERSHIP.—The Secretary,  
9 the Administrator, and the Secretary of Energy, in the  
10 appropriate international forums, shall take actions that—

11           (1) demonstrate global leadership in carrying  
12 out the activities required by subsections (a) and  
13 (b);

14           (2) consider the needs of the aerospace indus-  
15 try, aviation suppliers, hydrogen producers, airlines,  
16 airport sponsors, fixed base operators, and other  
17 stakeholders identified under subsection (b);

18           (3) consider the needs of fuel cell manufactur-  
19 ers; and

20           (4) seek to advance the competitiveness of the  
21 United States in the safe use of hydrogen in civil  
22 aviation.

23           (f) REPORT TO CONGRESS.—Not later than 3 years  
24 after the date of enactment of this Act, the Secretary, act-  
25 ing through the Administrator and jointly with the Sec-

1   retary of Energy, shall submit to the covered committees  
2   of Congress and the Committee on Transportation and In-  
3   frastructure of the House of Representatives a report de-  
4   tailing—

5           (1) the actions of the Secretary, the Adminis-  
6           trator, and the Secretary of Energy to exercise lead-  
7           ership in conducting research relating to the safe  
8           and efficient use of hydrogen in civil aviation;

9           (2) the planned, proposed, and anticipated ac-  
10          tions to update or modify existing policies related to  
11          the safe and efficient use of hydrogen in civil avia-  
12          tion, based on the results of the research and devel-  
13          opment carried out under this section, including  
14          such actions identified as a result of consultation  
15          with, and feedback from, the aerospace industry,  
16          aviation suppliers, hydrogen producers, airlines, air-  
17          port sponsors, fixed base operators, academia and  
18          other stakeholders identified under subsection (b);  
19          and

20          (3) a proposed timeline for any such actions  
21          pursuant to paragraph (2).

22   **SEC. 1020. AVIATION FUEL SYSTEMS.**

23          (a) COORDINATION.—The Secretary, in coordination  
24          with the stakeholders identified in subsection (b), shall re-  
25          view, plan, and make recommendations with respect to co-

1 ordination and implementation issues relating to aircraft  
2 powered by new aviation fuels or fuel systems, including  
3 at a minimum, the following:

4 (1) Research and technical assistance related to  
5 the development, certification, operation, and main-  
6 tenance of aircraft powered by new aviation fuels  
7 and fuel systems, along with refueling and charging  
8 infrastructure and associated technologies critical to  
9 their deployment.

10 (2) Data sharing with respect to the installa-  
11 tion, maintenance, and utilization of charging and  
12 refueling infrastructure at airports.

13 (3) Development and deployment of training  
14 and certification programs for the development, con-  
15 struction, and maintenance of aircraft, related fuel  
16 systems, and charging and refueling infrastructure.

17 (4) Any other issues that the Secretary, in con-  
18 sultation with the Secretary of Energy, shall deem  
19 of interest related to the validation and certification  
20 of new fuels for use or fuel systems in aircraft.

21 (b) CONSULTATION.—The Secretary shall consult  
22 with—

23 (1) the Department of Energy;

24 (2) NASA;

25 (3) the Department of the Air Force; and

1           (4) other Federal agencies, as determined by  
2           the Secretary.

3           (c) PROHIBITION ON DUPLICATION.—The Secretary  
4 shall ensure that activities conducted under this section  
5 do not duplicate other Federal programs or efforts.

6           (d) SAVINGS CLAUSE.—Nothing in this section shall  
7 be construed as granting the Environmental Protection  
8 Agency additional authority to establish alternative fuel  
9 emissions standards.

10          (e) BRIEFING.—Not later than 1 year after the date  
11 of enactment of this Act, the Secretary shall provide to  
12 the covered committees of Congress a briefing on the re-  
13 sults of the review of coordination efforts conducted under  
14 this section.

15 **SEC. 1021. AIR TRAFFIC SURVEILLANCE OVER UNITED**  
16 **STATES CONTROLLED OCEANIC AIRSPACE**  
17 **AND OTHER REMOTE LOCATIONS.**

18          (a) PERSISTENT AVIATION SURVEILLANCE OVER  
19 OCEANS AND REMOTE LOCATIONS.—Subject to the avail-  
20 ability of appropriations, the Administrator, in consulta-  
21 tion with the Administrator of NASA and other relevant  
22 Federal agencies, shall carry out research, development,  
23 demonstration, and testing to enable civil aviation surveil-  
24 lance over oceans and other remote locations to improve  
25 safety.

1 (b) REPORT.—Not later than 1 year after the date  
2 of enactment of this Act, the Administrator shall submit  
3 to the covered committees of Congress a report on the ac-  
4 tivities carried out under this section.

5 (c) RULE OF CONSTRUCTION.—Nothing in this sec-  
6 tion shall be construed to duplicate existing efforts con-  
7 ducted by the Administrator, in coordination with other  
8 Federal agencies.

9 **SEC. 1022. AVIATION WEATHER TECHNOLOGY REVIEW.**

10 (a) REVIEW.—The Administrator, in consultation  
11 with the Administrator of the National Oceanic and At-  
12 mospheric Administration, shall conduct a review of cur-  
13 rent and planned research, modeling, and technology capa-  
14 bilities that have the potential to—

15 (1) more accurately detect and predict weather  
16 impacts to aviation;

17 (2) inform how advanced predictive models can  
18 enhance aviation operations; and

19 (3) increase national airspace system safety and  
20 efficiency.

21 (b) CONSIDERATION.—The review required under  
22 subsection (a) shall include consideration of the unique  
23 impacts of weather on unmanned aircraft systems (as de-  
24 fined in section 44801 of title 49, United States Code)  
25 and advanced air mobility operations.

1 (c) REPORT.—Not later than 1 year after the date  
2 of enactment of this Act, the Administrator shall submit  
3 to the covered committees of Congress a report containing  
4 the results of the review conducted under subsection (a).

5 (d) RULE OF CONSTRUCTION.—Nothing in this sec-  
6 tion shall be construed to duplicate existing efforts con-  
7 ducted by the Administrator, in consultation with the Ad-  
8 ministrator of the National Oceanic and Atmospheric Ad-  
9 ministration.

10 **SEC. 1023. AIR TRAFFIC SURFACE OPERATIONS SAFETY.**

11 (a) RESEARCH.—Subject to the availability of appro-  
12 priations, the Administrator, in consultation with the Ad-  
13 ministrator of NASA and other appropriate Federal agen-  
14 cies, shall continue to carry out research and development  
15 activities relating to technologies and operations to en-  
16 hance air traffic surface operations safety.

17 (b) REQUIREMENTS.—In carrying out the research  
18 and development under subsection (a) shall examine the  
19 following:

20 (1) Methods and technologies to enhance the  
21 safety and efficiency of air traffic control operations  
22 related to air traffic surface operations.

23 (2) Emerging technologies installed in aircraft  
24 cockpits to enhance ground situational awareness,  
25 including enhancements to the operational perform-

1           ance of runway traffic alerting and runway landing  
2           safety technologies.

3           (3) Safety enhancements and adjustments to  
4           air traffic surface operations to account for and en-  
5           able safe operations of advanced aviation technology.

6           (c) REPORT.—Not later than 18 months after the  
7           date of enactment of this Act, the Administrator shall sub-  
8           mit to the covered committees of Congress a report on  
9           the research and development activities carried out under  
10          this section, including regarding the transition into oper-  
11          ational use of such activities.

12   **SEC. 1024. TECHNOLOGY REVIEW OF ARTIFICIAL INTEL-**  
13                           **LIGENCE AND MACHINE LEARNING TECH-**  
14                           **NOLOGIES.**

15          (a) REVIEW.—The Administrator shall conduct a re-  
16          view of current and planned artificial intelligence and ma-  
17          chine learning technologies to improve airport efficiency  
18          and safety.

19          (b) CONSIDERATIONS.—In conducting the review re-  
20          quired under subsection (a), the Administrator may con-  
21          sider—

22               (1) identifying best practices and lessons  
23               learned from both domestic and international artifi-  
24               cial intelligence and machine learning technology ap-  
25               plications to improve airport operations; and

1000

1           (2) coordinating with other relevant Federal  
2 agencies to identify China's domestic application of  
3 artificial intelligence and machine learning tech-  
4 nologies relating to airport operations.

5           (c) **SUMMARIES.**—The review conducted under sub-  
6 section (a) shall include examination of the application of  
7 artificial intelligence and machine learning technologies to  
8 the following:

9           (1) Jet bridges.

10           (2) Airport service vehicles on airport move-  
11 ment areas.

12           (3) Aircraft taxi.

13           (4) Air traffic control operations.

14           (5) Any other areas the Administrator deter-  
15 mines necessary to help improve airport efficiency  
16 and safety.

17           (d) **REPORT.**—Not later than 1 year after the date  
18 of enactment of this Act, the Administrator shall submit  
19 to the covered committees of Congress a report containing  
20 the results of the review conducted under subsection (a).

21 **SEC. 1025. RESEARCH PLAN FOR COMMERCIAL SUPER-**  
22 **SONIC RESEARCH.**

23           (a) **IN GENERAL.**—Not later than 1 year after the  
24 date of enactment of this Act, the Administrator, in con-  
25 sultation with the Administrator of NASA and industry,



## 1001

1 shall provide to the covered committees of Congress a  
2 briefing on any plans to build on existing research and  
3 development activities and identify any further research  
4 and development needed to inform the development of  
5 Federal and international policies, regulations, standards,  
6 and recommended practices relating to the certification  
7 and safe and efficient operation of civil supersonic aircraft  
8 and supersonic overland flight.

9 (b) **RULE OF CONSTRUCTION.**—Nothing in this sec-  
10 tion shall be construed to duplicate existing research and  
11 development efforts conducted by the Administrator, in  
12 consultation with the Administrator of NASA.

13 (c) **SUPERSONIC DEFINED.**—In this section, the term  
14 “supersonic” means flights operating at speeds in excess  
15 of Mach 1 but less than Mach 5.

16 **SEC. 1026. ELECTROMAGNETIC SPECTRUM RESEARCH AND**  
17 **DEVELOPMENT.**

18 (a) **IN GENERAL.**—The Administrator, in consulta-  
19 tion with the National Telecommunications and Informa-  
20 tion Administration and the Federal Communications  
21 Commission, shall conduct research, engineering, and de-  
22 velopment related to the effective and efficient use and  
23 management of radio frequency spectrum in the civil avia-  
24 tion domain, including for aircraft, unmanned aircraft sys-  
25 tems, and advanced air mobility.

1 (b) CONTENTS.—The research, engineering, and de-  
2 velopment conducted under subsection (a) shall, at a min-  
3 imum, address the following:

4 (1) How reallocation or repurposing of radio  
5 frequency spectrum adjacent to spectrum allocated  
6 for communication, navigation, and surveillance may  
7 impact the safety of civil aviation.

8 (2) The effectiveness of measures to identify  
9 risks, protect, and mitigate against spectrum inter-  
10 ference in frequency bands used in civil aviation op-  
11 erations to ensure public safety.

12 (3) The identification of any emerging civil  
13 aviation systems and their anticipated spectrum re-  
14 quirements.

15 (4) The implications of paragraphs (1) through  
16 (3) on existing civil aviation systems that use radio  
17 frequency spectrum, including on the operational  
18 specifications of such systems, as it relates to exist-  
19 ing and to future radio frequency spectrum require-  
20 ments for civil aviation.

21 (c) REPORT.—Not later than 2 years after the date  
22 of enactment of this Act, the Administrator shall submit  
23 to the covered committees of Congress a report containing  
24 the results of the research, engineering, and development  
25 conducted under subsection (a).

1 **SEC. 1027. RESEARCH PLAN ON THE REMOTE TOWER PRO-**  
2 **GRAM.**

3 (a) IN GENERAL.—Not later than 180 days after the  
4 date of enactment of this Act, the Administrator shall sub-  
5 mit to the covered committees of Congress a comprehen-  
6 sive plan for research, development, testing, and evalua-  
7 tion needed to further mature remote tower technologies  
8 and systems and related requirements and provide a stra-  
9 tegic roadmap to support deployment of such technologies.

10 (b) CONSIDERATIONS.—In developing the plan under  
11 subsection (a), the Administrator shall consider—

12 (1) how remote tower systems could enhance  
13 certain air traffic services, including providing addi-  
14 tional air traffic support to existing air traffic con-  
15 trol tower operations and providing air traffic sup-  
16 port at airports without a manned air traffic control  
17 tower;

18 (2) the validation and certification timeline and  
19 structure of the FAA;

20 (3) existing remote tower technologies to the ex-  
21 tent possible to inform technology maturation and  
22 improvements;

23 (4) new and developing remote tower tech-  
24 nologies and the extent to which remote tower sys-  
25 tems enable the introduction of advanced techno-  
26 logical capabilities; and

1           (5) collaborating with the exclusive bargaining  
2           representative of air traffic controllers of the FAA  
3           certified under section 7111 of title 5, United States  
4           Code.

5           (c) SAVINGS CLAUSE.—Nothing in this section shall  
6           be construed to limit or otherwise delay testing, validating,  
7           certifying, or deploying remote tower technologies con-  
8           ducted under section 47124 title 49, United States Code.

9           **SEC. 1028. AIR TRAFFIC CONTROL TRAINING.**

10          (a) RESEARCH.—Subject to the availability of appro-  
11          priations, the Administrator shall carry out a research  
12          program to evaluate opportunities to modernize, enhance,  
13          and streamline on-the-job training and training time for  
14          individuals seeking to become certified professional con-  
15          trollers of the FAA, as required by the Administrator.

16          (b) REQUIREMENTS.—In carrying out the research  
17          program under subsection (a), the Administrator shall—

18               (1) assess the benefits of deploying and using  
19               advanced technologies, such as artificial intelligence,  
20               machine learning, adaptive computer-based simula-  
21               tion, virtual reality, or augmented reality, or any  
22               other technology determined appropriate by the Ad-  
23               ministrator, to enhance air traffic controller knowl-  
24               edge retention and controller performance, strength-



## 1006

1 (b) CONTENTS.—The report, at a minimum, shall in-  
2 clude the following:

3 (1) A description of the progress of the Admin-  
4 istrator in developing, implementing, and updating  
5 such framework.

6 (2) An overview of completed research and de-  
7 velopment projects to date and a description of re-  
8 maining research and development activities  
9 prioritized for the most needed improvements, with  
10 target dates, to safeguard the national airspace sys-  
11 tem.

12 (3) An explanation for any delays or challenges  
13 in so implementing such section.

14 **SEC. 1030. TURBULENCE RESEARCH AND DEVELOPMENT.**

15 (a) IN GENERAL.—Subject to the availability of ap-  
16 propriations, the Administrator, in collaboration with the  
17 Administrator of the National Oceanic and Atmospheric  
18 Administration, and in consultation with the Adminis-  
19 trator of NASA, shall carry out applied research and de-  
20 velopment to—

21 (1) enhance the monitoring and understanding  
22 of severe turbulence, including clear-air turbulence;  
23 and

1           (2) inform the development of measures to miti-  
2           gate safety impacts on crew and the flying public  
3           that may result from severe turbulence.

4           (b) RESEARCH AND DEVELOPMENT ACTIVITIES.—In  
5           carrying out the research and development under sub-  
6           section (a), the Administrator shall—

7           (1) establish processes and procedures for com-  
8           prehensive and systematic data collection, through  
9           both instrumentation and pilot reporting, of severe  
10          turbulence, including clear-air turbulence;

11          (2) establish measures for storing and man-  
12          aging such data collection;

13          (3) support measures for monitoring and char-  
14          acterizing incidents of severe turbulence;

15          (4) consider relevant existing research and de-  
16          velopment from other entities, including Federal de-  
17          partments and agencies, academia, and the private  
18          sector; and

19          (5) carry out research and development—

20                (A) to understand the impacts of relevant  
21                factors on the nature of turbulence, including  
22                severe turbulence and clear-air turbulence;

23                (B) to enhance turbulence forecasts for  
24                flight planning and execution, seasonal pre-  
25                dictions for schedule and route-planning, and

1 long-term projections of severe turbulence, in-  
2 cluding clear-air turbulence; and

3 (C) on other subject matters areas related  
4 to severe turbulence, as determined by the Ad-  
5 ministrator; and

6 (6) support the effective transition of the re-  
7 sults of research and development to operations, in  
8 cases in which such transition is appropriate.

9 (c) DUPLICATIVE RESEARCH AND DEVELOPMENT  
10 ACTIVITIES.—The Administrator shall ensure that re-  
11 search and development activities under this section do not  
12 duplicate other Federal programs relating to turbulence.

13 (d) TURBULENCE DATA.—

14 (1) COMMERCIAL PROVIDERS.—In carrying out  
15 the research and development under subsection (a)  
16 and the activities described in subsection (b), the  
17 Administrator may enter into agreements with com-  
18 mercial providers for the following:

19 (A) The purchase of turbulence data.

20 (B) The placement on aircraft of instru-  
21 ments relevant to understanding and moni-  
22 toring turbulence.

23 (2) DATA ACCESS.—The Administrator shall  
24 make the data collected under subsection (b) widely  
25 available and accessible to the scientific research,



1 user, and stakeholder communities, including the  
2 Administrator of the National Oceanic and Atmos-  
3 pheric Administration, to the greatest extent prac-  
4 ticable and in accordance with FAA data manage-  
5 ment policies.

6 (e) REPORT ON TURBULENCE RESEARCH.—Not later  
7 than 15 months after the date of enactment of this Act,  
8 the Administrator, in collaboration with the Administrator  
9 of the National Oceanic and Atmospheric Administration,  
10 shall submit to the covered committees of Congress a re-  
11 port that—

12 (1) details the activities conducted under this  
13 section, including how the requirements of sub-  
14 section (b) have contributed to the goals described in  
15 paragraphs (1) and (2) of subsection (a);

16 (2) assesses the current state of scientific un-  
17 derstanding of the causes, occurrence rates, and past  
18 and projected future trends in occurrence rates of  
19 severe turbulence, including clear-air turbulence;

20 (3) describes the processes and procedures for  
21 collecting, storing, and managing, data in pursuant  
22 to subsection (b);

23 (4) assesses—

24 (A) the use of commercial providers pursu-  
25 ant to subsection (d)(1); and

1 (B) the need for any future Federal Gov-  
2 ernment collection or procurement of data and  
3 instruments related to turbulence, including an  
4 assessment of costs;

5 (5) describes how such data will be made avail-  
6 able to the scientific research, user, and stakeholder  
7 communities; and

8 (6) identifies future research and development  
9 needed to inform the development of measures to  
10 predict and mitigate the safety impacts that may re-  
11 sult from severe turbulence, including clear-air tur-  
12 bulence.

13 **SEC. 1031. RULE OF CONSTRUCTION REGARDING COLLABO-**  
14 **RATIONS.**

15 Nothing in this title may be construed as modifying  
16 or limiting existing collaborations, or limiting potential en-  
17 gagement on future collaborations, between the Adminis-  
18 trator, stakeholders, and labor organizations, including  
19 the exclusive bargaining representative of air traffic con-  
20 trollers certified under section 7111 of title 5, United  
21 States Code, pertaining to FAA research, engineering, de-  
22 velopment, demonstration, and testing activities.

23 **SEC. 1032. LIMITATION.**

24 (a) **PROHIBITED ACTIVITIES.**—None of the funds au-  
25 thorized in this title may be used to conduct research, de-

1 velop, design, plan, promulgate, implement, or execute a  
2 policy, program, order, or contract of any kind with the  
3 Chinese Communist Party or any entity that is domiciled  
4 in China or under the influence of China unless such ac-  
5 tivities are specifically authorized by a law enacted after  
6 the date of enactment of this Act.

7 (b) EXEMPTION.—The Administrator is exempt from  
8 the prohibitions under subsection (a) if the prohibited ac-  
9 tivities are executed for the purposes of testing, research,  
10 evaluating, analyzing, or training related to—

11 (1) counter-unmanned aircraft detection and  
12 mitigation systems, including activities conducted—

13 (A) under the Center of Excellence for Un-  
14 manned Aircraft Systems of the FAA; or

15 (B) by the test ranges designated under  
16 section 44803 of title 49, United States Code;

17 (2) the safe, secure, or efficient operation of the  
18 national airspace system or maintenance of public  
19 safety;

20 (3) the safe integration of advanced aviation  
21 technologies into the national airspace system, in-  
22 cluding activities carried out by the Center of Excel-  
23 lence for Unmanned Aircraft Systems of the FAA;

1 (4) in coordination with other relevant Federal  
2 agencies, determining security threats of unmanned  
3 aircraft systems; and

4 (5) intelligence, electronic warfare, and infor-  
5 mation warfare operations.

6 (c) WAIVERS.—

7 (1) PUBLIC INTEREST DETERMINATION.—The  
8 Administrator may waive any prohibitions under  
9 subsection (a) on a case-by-case basis if the Admin-  
10 istrator determines that activities described in sub-  
11 section (a) are in the public interest.

12 (2) NOTIFICATION.—If the Administrator pro-  
13 vides a waiver under paragraph (1), the Adminis-  
14 trator shall notify the covered committees of Con-  
15 gress in writing not later than 15 days after exer-  
16 cising such waiver.

17 **Subtitle B—Unmanned Aircraft**  
18 **Systems and Advanced Air Mo-**  
19 **bility**

20 **SEC. 1041. DEFINITIONS.**

21 In this subtitle:

22 (1) ADVANCED AIR MOBILITY.—The term “ad-  
23 vanced air mobility” means a transportation system  
24 that is comprised of urban air mobility and regional  
25 air mobility using manned or unmanned aircraft.

## 1013

1           (2) INTERAGENCY WORKING GROUP.—The term  
2           “interagency working group” means the advanced  
3           air mobility and unmanned aircraft systems inter-  
4           agency working group of the National Science and  
5           Technology Council established under section 1042.

6           (3) LABOR ORGANIZATION.—The term “labor  
7           organization” has the meaning given the term in  
8           section 2(5) of the National Labor Relations Act (29  
9           U.S.C. 152(5)), except that such term shall also in-  
10          clude—

11                   (A) any organization composed of labor or-  
12                   ganizations, such as a labor union federation or  
13                   a State or municipal labor body; and

14                   (B) any organization which would be in-  
15                   cluded in the definition for such term under  
16                   such section 2(5) but for the fact that the orga-  
17                   nization represents—

18                           (i) individuals employed by the United  
19                           States, any wholly owned Government cor-  
20                           poration, any Federal Reserve Bank, or  
21                           any State or political subdivision thereof;

22                           (ii) individuals employed by persons  
23                           subject to the Railway Labor Act (45  
24                           U.S.C. 151 et seq.); or

1 (iii) individuals employed as agricul-  
2 tural laborers.

3 (4) NATIONAL LABORATORY.—The term “Na-  
4 tional Laboratory” has the meaning given such term  
5 in section 2 of the Energy Policy Act of 2005 (42  
6 U.S.C. 15801).

7 (5) TECHNICAL STANDARD.—The term “tech-  
8 nical standard” has the meaning given such term in  
9 section 12(d)(5) of the National Technology Trans-  
10 fer and Advancement Act of 1995 (15 U.S.C. 272  
11 note).

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

16 **SEC. 1042. INTERAGENCY WORKING GROUP.**

17 (a) DESIGNATION.—

18 (1) IN GENERAL.—The National Science and  
19 Technology Council shall establish or designate an  
20 interagency working group on advanced air mobility  
21 and unmanned aircraft systems to coordinate Fed-  
22 eral research, development, deployment, testing, and  
23 education activities to enable advanced air mobility  
24 and unmanned aircraft systems.

1           (2) MEMBERSHIP.—The interagency working  
2 group shall be comprised of senior representatives  
3 from NASA, the Department of Transportation, the  
4 National Oceanic and Atmospheric Administration,  
5 the National Science Foundation, the National Insti-  
6 tute of Standards and Technology, Department of  
7 Homeland Security, and such other Federal agencies  
8 as appropriate.

9           (b) DUTIES.—The interagency working group shall—

10           (1) develop a strategic research plan to guide  
11 Federal research to enable advanced air mobility and  
12 unmanned aircraft systems and oversee implementa-  
13 tion of the plan;

14           (2) oversee the development of—

15           (A) an assessment of the current state of  
16 United States competitiveness and leadership in  
17 advanced air mobility and unmanned aircraft  
18 systems, including the scope and scale of  
19 United States investments in relevant research  
20 and development; and

21           (B) strategies to strengthen and secure the  
22 domestic supply chain for advanced air mobility  
23 systems and unmanned aircraft systems;

24           (3) facilitate communication and outreach op-  
25 portunities with academia, industry, professional so-

1 cieties, State, local, Tribal, and Federal govern-  
2 ments, and other stakeholders;

3 (4) facilitate partnerships to leverage knowledge  
4 and resources from industry, State, local, Tribal,  
5 and Federal governments, National Laboratories,  
6 unmanned aircraft systems test range (as defined in  
7 section 44801 of title 49, United States Code), aca-  
8 demic institutions, and others;

9 (5) coordinate with the advanced air mobility  
10 working group established under section 2 of the Ad-  
11 vanced Air Mobility Coordination and Leadership  
12 Act (Public Law 117–203) and heads of other Fed-  
13 eral departments and agencies to avoid duplication  
14 of research and other activities to ensure that the  
15 activities carried out by the interagency working  
16 group are complementary to those being undertaken  
17 by other interagency efforts; and

18 (6) coordinate with the National Security Coun-  
19 cil and other authorized agency coordinating bodies  
20 on the assessment of risks affecting the existing  
21 Federal unmanned aircraft systems fleet and out-  
22 lining potential steps to mitigate such risks.

23 (c) REPORT TO CONGRESS.—Not later than 1 year  
24 after the date of enactment of this Act, and every 2 years  
25 thereafter until December 31, 2028, the interagency work-



1 ing group shall transmit to the covered committees of Con-  
2 gress a report that includes a summary of federally funded  
3 advanced air mobility and unmanned aircraft systems re-  
4 search, development, deployment, and testing activities,  
5 including the budget for each of the activities described  
6 in this paragraph.

7 (d) **RULE OF CONSTRUCTION.**—The interagency  
8 working group shall not be construed to conflict with or  
9 duplicate the work of the interagency working group es-  
10 tablished under the advanced air mobility working group  
11 established by the Advanced Air Mobility Coordination  
12 and Leadership Act (Public Law 117–203).

13 **SEC. 1043. STRATEGIC RESEARCH PLAN.**

14 (a) **IN GENERAL.**—Not later than 2 years after the  
15 date of enactment of this Act, the interagency working  
16 group shall develop and periodically update, as appro-  
17 priate, a strategic plan for Federal research, development,  
18 deployment, and testing of advanced air mobility systems  
19 and unmanned aircraft systems.

20 (b) **CONSIDERATIONS.**—In developing the plan re-  
21 quired under subsection (a), the interagency working  
22 group shall consider and use—

23 (1) information, reports, and studies on ad-  
24 vanced air mobility and unmanned aircraft systems

1 that have identified research, development, develop-  
2 ment, and testing needed;

3 (2) information set forth in the national avia-  
4 tion research plan developed under section 44501(c)  
5 of title 49, United States Code; and

6 (3) recommendations made by the National  
7 Academies in the review of the plan under sub-  
8 section (d).

9 (c) CONTENTS OF THE PLAN.—In developing the  
10 plan required under subsection (a), the interagency work-  
11 ing group shall—

12 (1) determine and prioritize areas of advanced  
13 air mobility and unmanned aircraft systems re-  
14 search, development, demonstration, and testing re-  
15 quiring Federal Government leadership and invest-  
16 ment;

17 (2) establish, for the 10-year period beginning  
18 in the calendar year the plan is submitted, the goals  
19 and priorities for Federal research, development,  
20 and testing which will—

21 (A) support the development of advanced  
22 air mobility technologies and the development of  
23 an advanced air mobility research, innovation,  
24 and manufacturing ecosystem;

1           (B) take into account sustained, con-  
2           sistent, and coordinated support for advanced  
3           air mobility and unmanned aircraft systems re-  
4           search, development, and demonstration, includ-  
5           ing through grants, cooperative agreements,  
6           testbeds, and testing facilities;

7           (C) apply lessons learned from unmanned  
8           aircraft systems research, development, dem-  
9           onstration, and testing to advanced air mobility  
10          systems;

11          (D) inform the development of voluntary  
12          consensus technical standards and best prac-  
13          tices for the development and use of advanced  
14          air mobility and unmanned aircraft systems;

15          (E) support education and training activi-  
16          ties at all levels to prepare the United States  
17          workforce to use and interact with advanced air  
18          mobility systems and unmanned aircraft sys-  
19          tems;

20          (F) support partnerships to leverage  
21          knowledge and resources from industry, State,  
22          local, Tribal, and Federal governments, the Na-  
23          tional Laboratories, Center of Excellence for  
24          Unmanned Aircraft Systems Research of the  
25          FAA, unmanned aircraft systems test ranges

## 1020

1 (as defined in section 44801 of title 49, United  
2 States Code), academic institutions, labor orga-  
3 nizations, and others to advance research activi-  
4 ties;

5 (G) leverage existing Federal investments;  
6 and

7 (H) promote hardware interoperability and  
8 open-source systems;

9 (3) support research and other activities on the  
10 impacts of advanced air mobility and unmanned air-  
11 craft systems on national security, safety, economic,  
12 legal, workforce, and other appropriate societal  
13 issues;

14 (4) reduce barriers to transferring research  
15 findings, capabilities, and new technologies related  
16 to advanced air mobility and unmanned aircraft sys-  
17 tems into operation for the benefit of society and  
18 United States competitiveness;

19 (5) in consultation with the Council of Eco-  
20 nomic Advisers, measure and track the contributions  
21 of unmanned aircraft systems and advanced air mo-  
22 bility to United States economic growth and other  
23 societal indicators; and

24 (6) identify relevant research and development  
25 programs and make recommendations for the coordi-

## 1021

1 nation of relevant activities of the Federal agencies  
2 and set forth the role of each Federal agency in im-  
3 plementing the plan.

4 (d) NATIONAL ACADEMIES OF SCIENCES, ENGINEER-  
5 ING, AND MEDICINE EVALUATION.—The Administrator  
6 shall seek to enter into an agreement with the National  
7 Academies to review the plan every 5 years.

8 (e) PUBLIC PARTICIPATION.—In developing the plan  
9 under subsection (a), the interagency working group shall  
10 consult with representatives of stakeholder groups, which  
11 may include academia, research institutions, and State, in-  
12 dustry, and labor organizations. Not later than 90 days  
13 before the plan, or any revision thereof, is submitted to  
14 Congress, the plan shall be published in the Federal Reg-  
15 ister for a public comment period of not less than 60 days.

16 (f) REPORTS TO CONGRESS ON THE STRATEGIC RE-  
17 SEARCH PLAN.—

18 (1) PROGRESS REPORT.—Not later than 1 year  
19 after the date of enactment of this Act, the inter-  
20 agency working group described in section 1042 of  
21 this Act shall transmit to the covered committees of  
22 Congress a report that describes the progress in de-  
23 veloping the plan required under this section.

24 (2) INITIAL REPORT.—Not later than 2 years  
25 after the date of enactment of this Act, the inter-

1 agency working group shall transmit to the covered  
2 committees of Congress the strategic research plan  
3 developed under this section.

4 (3) BIENNIAL REPORT.—Not later than 1 year  
5 after the transmission of the initial report under  
6 paragraph (2) and every 2 years thereafter until De-  
7 cember 31, 2033, the interagency working group  
8 shall transmit to the covered committees of Congress  
9 a report that includes an analysis of the progress  
10 made towards achieving the goals and priorities for  
11 the strategic research plan.

12 **SEC. 1044. FEDERAL AVIATION ADMINISTRATION UN-**  
13 **MANNED AIRCRAFT SYSTEM AND ADVANCED**  
14 **AIR MOBILITY RESEARCH AND DEVELOP-**  
15 **MENT.**

16 (a) IN GENERAL.—Consistent with the research plan  
17 in section 1043, the Administrator, in coordination with  
18 the Administrator of NASA and other Federal agencies,  
19 shall carry out and support research, development, testing,  
20 and demonstration activities and technology transfer, and  
21 activities to facilitate the transition of such technologies  
22 into application to enable advanced air mobility and un-  
23 manned aircraft systems and to facilitate the safe integra-  
24 tion of advanced air mobility and unmanned aircraft sys-

1 tems into the national airspace system, in areas includ-  
2 ing—

- 3 (1) beyond visual-line-of-sight operations;
- 4 (2) command and control link technologies;
- 5 (3) development and integration of unmanned  
6 aircraft system traffic management into the national  
7 airspace system;
- 8 (4) noise and other societal and environmental  
9 impacts;
- 10 (5) informing the development of an industry  
11 consensus vehicle-to-vehicle standard;
- 12 (6) safety, including collisions between ad-  
13 vanced air mobility and unmanned aircraft systems  
14 of various sizes, traveling at various speeds, and var-  
15 ious other crewed aircraft or various parts of other  
16 crewed aircraft of various sizes and traveling at var-  
17 ious speeds; and
- 18 (7) detect-and-avoid capabilities.

19 (b) **DUPLICATIVE RESEARCH AND DEVELOPMENT**  
20 **ACTIVITIES.**—The Administrator shall ensure that re-  
21 search and development and other activities conducted  
22 under this section do not duplicate other Federal activities  
23 related to the integration of unmanned aviation systems  
24 or advanced air mobility.

1 (c) LESSONS LEARNED.—The Administrator shall  
2 apply lessons learned from unmanned aircraft systems re-  
3 search, development, demonstration, and testing to ad-  
4 vanced air mobility systems.

5 (d) RESEARCH ON APPROACHES TO EVALUATING  
6 RISK.—The Administrator shall conduct research on ap-  
7 proaches to evaluating risk in emerging vehicles, tech-  
8 nologies, and operations for unmanned aircraft systems  
9 and advanced air mobility systems. Such research shall in-  
10 clude—

11 (1) defining quantitative metrics, including  
12 metrics that may support the Administrator in mak-  
13 ing determinations, and research to inform the de-  
14 velopment of requirements, as practicable, for the  
15 operations of certain unmanned aircraft systems, as  
16 described under section 44807 of title 49, United  
17 States Code;

18 (2) developing risk-based processes and criteria  
19 to inform the development of regulations and certifi-  
20 cation of complex operations, to include autonomous  
21 beyond-visual-line-of-sight operations, of unmanned  
22 aircraft systems of various sizes and weights, and  
23 advanced air mobility systems; and



1           (3) considering the utility of performance  
2 standards to make determinations under section  
3 44807 of title 49, United States Code.

4           (e) REPORT.—Not later than 9 months after the date  
5 of enactment of this Act, the Administrator shall submit  
6 to the covered committees of Congress a report on the ac-  
7 tions taken by the Administrator to implement provisions  
8 under this section that includes—

9           (1) a summary of the costs and results of re-  
10 search under subsection (a)(6);

11           (2) a description of plans for and progress to-  
12 ward the implementation of research and develop-  
13 ment under subsection (d);

14           (3) a description of the progress of the FAA in  
15 using research and development to inform FAA cer-  
16 tification guidance and regulations of—

17           (A) large unmanned aircraft systems, in-  
18 cluding those weighing more than 55 pounds;  
19 and

20           (B) extended autonomous and remotely pi-  
21 loted operations beyond visual line of sight in  
22 controlled and uncontrolled airspace; and

23           (4) a current plan for full operational capability  
24 of unmanned aircraft systems traffic management,

1 as described in section 376 the FAA Reauthorization  
2 Act of 2018 (49 U.S.C. 44802 note).

3 (f) PARALLEL EFFORTS.—

4 (1) IN GENERAL.—Research and development  
5 activities under this section may be conducted con-  
6 currently with the deployment of technologies out-  
7 lined in (a) and in carrying out the this title and  
8 title IX.

9 (2) RULE OF CONSTRUCTION.—Nothing in this  
10 section shall be construed to delay appropriate ac-  
11 tions to deploy the technologies outlined in sub-  
12 section (a), including the deployment of beyond vis-  
13 ual-line-of-sight operations of unmanned aircraft  
14 systems, or delay the Administrator in carrying out  
15 this title and title IX, or limit FAA use of existing  
16 risk methodologies to make determinations pursuant  
17 to section 44807 of title 49, United States Code,  
18 prior to completion of relevant research and develop-  
19 ment activities.

20 (3) PRACTICES AND REGULATIONS.—The Ad-  
21 ministrator shall, to the maximum extent prac-  
22 ticable, use the results of research and development  
23 activities conducted under this section to inform de-  
24 cisions on whether and how to maintain or update

1 existing regulations and practices, or whether to es-  
2 tablish new practices or regulations.

3 **SEC. 1045. PARTNERSHIPS FOR RESEARCH, DEVELOPMENT,**  
4 **DEMONSTRATION, AND TESTING.**

5 (a) STUDY.—The Administrator shall seek to enter  
6 into an arrangement with the National Academy of Public  
7 Administration to examine research, development, dem-  
8 onstration, and testing partnerships of the FAA to ad-  
9 vance unmanned aircraft systems and advanced air mobil-  
10 ity and to facilitate the safe integration of unmanned air-  
11 craft systems into the national airspace system.

12 (b) CONSIDERATIONS.—The Administrator shall en-  
13 sure that the entity carrying out the study in subsection  
14 (a) shall—

15 (1) identify existing FAA partnerships with ex-  
16 ternal entities, including academia and Centers of  
17 Excellence, industry, and nonprofit organizations,  
18 and the types of such partnership arrangements;

19 (2) examine the partnerships in paragraph (1),  
20 including the scope and areas of research, develop-  
21 ment, demonstration, and testing carried out, and  
22 associated arrangements for performing research  
23 and development activities;

24 (3) review the extent to which the FAA uses the  
25 results and outcomes of each partnership to advance

1 the research and development in unmanned aircraft  
2 systems;

3 (4) identify additional research and develop-  
4 ment areas, if any, that may benefit from partner-  
5 ship arrangements, and whether such research and  
6 development would require new partnerships;

7 (5) identify any duplication of ongoing or  
8 planned research, development, demonstration, or  
9 testing activities;

10 (6) identify effective and appropriate means for  
11 publication and dissemination of the results and  
12 sharing with the public, commercial, and research  
13 communities related data from such research, devel-  
14 opment, demonstration, and testing conducted under  
15 such partnerships;

16 (7) identify effective mechanisms, either new or  
17 already existing, to facilitate coordination, evalua-  
18 tion, and information-sharing among and between  
19 such partnerships;

20 (8) identify effective and appropriate means for  
21 facilitating technology transfer activities within such  
22 partnerships;

23 (9) identify the extent to which such partner-  
24 ships broaden participation from groups historically  
25 underrepresented in science, technology, engineering,

1 and mathematics, including computer science and  
2 cybersecurity, and include participation by industry,  
3 workforce, and labor organizations; and

4 (10) review options for funding models best  
5 suited for such partnerships, which may include  
6 cost-sharing and public-private partnership models  
7 with industry.

8 (c) TRANSMITTAL.—Not later than 12 months after  
9 the date of enactment of this Act, the Administrator shall  
10 transmit to the covered committees of Congress the study  
11 described in subsection (a).

12 **TITLE XI—MISCELLANEOUS**

13 **SEC. 1101. TECHNICAL CORRECTIONS.**

14 (a) TITLE 49 ANALYSIS.—The analysis for title 49,  
15 United States Code, is amended by striking the item relat-  
16 ing to subtitle IX and inserting the following:

“IX. MULTIMODAL FREIGHT TRANSPORTATION ..... 70101”.

17 (b) SUBTITLE I ANALYSIS.—The analysis for subtitle  
18 I of title 49, United States Code, is amended by striking  
19 the item relating to chapter 7.

20 (c) SUBTITLE VII ANALYSIS.—The analysis for sub-  
21 title VII of title 49, United States Code, is amended by  
22 striking the item relating to chapter 448 and inserting the  
23 following:

“448. Unmanned Aircraft Systems ..... 44801”.

## 1030

1 (d) **AUTHORITY TO EXEMPT.**—Section 40109(b) of  
2 title 49, United States Code, is amended by striking “sec-  
3 tions 40103(b)(1) and (2) of this title” and inserting  
4 “paragraphs (1) and (2) of section 40103(b)”.

5 (e) **DISPOSAL OF PROPERTY.**—Section 40110(c)(4)  
6 of title 49, United States Code, is amended by striking  
7 “subsection (a)(2)” and inserting “subsection (a)(3)”.

8 (f) **GENERAL PROCUREMENT AUTHORITY.**—Section  
9 40110(d)(3) of title 49, United States Code, is further  
10 amended—

11 (1) in subparagraph (B) by inserting “, as in  
12 effect on October 9, 1996” after “Policy Act”;

13 (2) in subparagraph (C) by striking “the Office  
14 of Federal Procurement Policy Act” and inserting  
15 “division B of subtitle I of title 41”; and

16 (3) in subparagraph (D) by striking “section  
17 27(e)(3)(A)(iv) of the Office of Federal Procurement  
18 Policy Act” and inserting “section 2105(c)(1)(D) of  
19 title 41”.

20 (g) **GOVERNMENT-FINANCED AIR TRANSPOR-**  
21 **TATION.**—Section 40118(g)(1) of title 49, United States  
22 Code, is amended by striking “detection and reporting of  
23 potential human trafficking (as described in paragraphs  
24 (9) and (10)” and inserting “detection and reporting of  
25 potential severe forms of trafficking in persons and sex

1 trafficking (as such terms are defined in paragraphs (11)  
2 and (12))”.

3 (h) FAA AUTHORITY TO CONDUCT CRIMINAL HIS-  
4 TORY RECORD CHECKS.—Section 40130(a)(1)(A) of title  
5 49, United States Code, is amended by striking “(42  
6 U.S.C. 14616)” and inserting “(34 U.S.C. 40316)”.

7 (i) SUBMISSIONS OF PLANS.—Section 41313(c)(16)  
8 of title 49, United States Code, is amended by striking  
9 “will consult” and inserting “the foreign air carrier shall  
10 consult”.

11 (j) PLANS AND POLICY.—Section 44501(c) of title  
12 49, United States Code, is amended—

13 (1) in paragraph (2)(B)(i), by striking  
14 “40119,”; and

15 (2) in paragraph (3) by striking “Subject to  
16 section 40119(b) of this title and regulations pre-  
17 scribed under section 40119(b),” and inserting  
18 “Subject to section 44912(d)(2) and regulations pre-  
19 scribed under such section,”.

20 (k) CIVIL PENALTY.—Section 44704(f) of title 49,  
21 United States Code, is amended by striking “subsection  
22 (a)(6)” and inserting “subsection (d)(3)”.

23 (l) USE AND LIMITATION OF AMOUNTS.—Section  
24 44508 of title 49, United States Code, is amended by  
25 striking “40119,” each place it appears.

## 1032

1 (m) STRUCTURES INTERFERING WITH AIR COM-  
2 MERCE OR NATIONAL SECURITY.—Section 44718(h) of  
3 title 49, United States Code, is amended to read as fol-  
4 lows:

5 “(h) DEFINITIONS.—In this section, the terms ‘ad-  
6 verse impact on military operations and readiness’ and  
7 ‘unacceptable risk to the national security of the United  
8 States’ have the meaning given those terms in section  
9 183a(h) of title 10.”.

10 (n) METEOROLOGICAL SERVICES.—Section  
11 44720(b)(2) of title 49, United States Code, is amended—

12 (1) by striking “the Administrator to persons”  
13 and inserting “the Administrator, to persons”; and

14 (2) by striking “the Administrator and to” and  
15 inserting “the Administrator, and to”.

16 (o) AERONAUTICAL CHARTS.—Section 44721(c)(1)  
17 of title 49, United States Code, is amended by striking  
18 “1947,” and inserting “1947”.

19 (p) FLIGHT ATTENDANT CERTIFICATION.—Section  
20 44728(c) of title 49, United States Code, is amended by  
21 striking “Regulation,” and inserting “Regulations,”.

22 (q) MANUAL SURCHARGE.—The analysis for chapter  
23 453 of title 49, United States Code, is amended by adding  
24 at the end the following:

“45306. Manual surcharge.”.



## 1033

1 (r) SCHEDULE OF FEES.—Section 45301(a) of title  
2 49, United States Code, is amended by striking “The Ad-  
3 ministrator shall establish” and inserting “The Adminis-  
4 trator of the Federal Aviation Administration shall estab-  
5 lish”.

6 (s) JUDICIAL REVIEW.—Section 46110(a) of title 49,  
7 United States Code, is amended by striking “subsection  
8 (l) or (s) of section 114” and inserting “subsection (l) or  
9 (r) of section 114”.

10 (t) CIVIL PENALTIES.—Section 46301(a) of title 49,  
11 United States Code, is amended—

12 (1) in the heading for paragraph (6), by strik-  
13 ing “FAILURE TO COLLECT AIRPORT SECURITY  
14 BADGES” and inserting “FAILURE TO COLLECT AIR-  
15 PORT SECURITY BADGES”; and

16 (2) in paragraph (7), by striking “PENALTIES  
17 RELATING TO HARM TO PASSENGERS WITH DISABIL-  
18 ITIES” in the paragraph heading and inserting  
19 “PENALTIES RELATING TO HARM TO PASSENGERS  
20 WITH DISABILITIES”.

21 (u) PAYMENTS UNDER PROJECT GRANT AGREE-  
22 MENTS.—Section 47111(e) of title 49, United States  
23 Code, is amended by striking “fee” and inserting  
24 “charge”.

## 1034

1 (v) AGREEMENTS FOR STATE AND LOCAL OPER-  
2 ATION OF AIRPORT FACILITIES.—Section  
3 47124(b)(1)(B)(ii) of title 49, United States Code, is  
4 amended by striking the second period at the end.

5 (w) USE OF FUNDS FOR REPAIRS FOR RUNWAY  
6 SAFETY REPAIRS.—Section 47144(b)(4) of title 49,  
7 United States Code, is amended by striking “(42 U.S.C.  
8 4121 et seq.)” and inserting “(42 U.S.C. 5121 et seq.)”.

9 (x) METROPOLITAN WASHINGTON AIRPORTS AU-  
10 THORITY.—Section 49106 of title 49, United States Code,  
11 is amended—

12 (1) in subsection (a)(1)(B) by striking “and  
13 section 49108 of this title”; and

14 (2) in subsection (e)(6)(C) by inserting “the”  
15 before “jurisdiction”.

16 (y) SEPARABILITY AND EFFECT OF JUDICIAL  
17 ORDER.—Section 49112(b) of title 49, United States  
18 Code, is amended—

19 (1) by striking paragraph (1); and

20 (2) by striking “(2) Any action” and inserting  
21 “Any action”.

22 **SEC. 1102. TRANSPORTATION OF ORGANS.**

23 (a) IN GENERAL.—Not later than 90 days after the  
24 date of enactment of this Act, the Secretary, in consulta-  
25 tion with the Administrator, shall convene a working

1 group (in this section referred to as the “working group”)  
2 to assist in developing best practices for transportation of  
3 an organ in the cabin of an aircraft operating under part  
4 121 of title 14, Code of Federal Regulations, and to iden-  
5 tify regulations that hinder such transportation, if applica-  
6 ble.

7 (b) COMPOSITION.—The working group shall be com-  
8 prised of representatives from the following:

9 (1) Air carriers operating under part 121 of  
10 title 14, Code of Federal Regulations.

11 (2) Organ procurement organizations.

12 (3) Organ transplant hospitals.

13 (4) Flight attendants.

14 (5) Other relevant Federal agencies involved in  
15 organ transportation or air travel.

16 (c) CONSIDERATIONS.—In establishing the best prac-  
17 tices described in subsection (a), the working group shall  
18 consider—

19 (1) a safe, standardized process for acceptance,  
20 handling, management, and transportation of an  
21 organ in the cabin of such aircraft; and

22 (2) protocols to ensure the safe and timely  
23 transport of an organ in the cabin of such aircraft,  
24 including through connecting flights.

1 (d) RECOMMENDATIONS.—Not later than 1 year  
2 after the convening of the working group, such working  
3 group shall submit to the Secretary a report containing  
4 recommendations for the best practices described in sub-  
5 section (a).

6 (e) DEFINITION OF ORGAN.—In this section, the  
7 term “organ”—

8 (1) has the meaning given such term in section  
9 121.2 of title 42, Code of Federal Regulations; and

10 (2) includes—

11 (A) organ-related tissue;

12 (B) bone marrow; and

13 (C) human cells, tissues, or cellular or tis-  
14 sue-based products (as such term is defined in  
15 section 1271.3(d) of title 21, Code of Federal  
16 Regulations).

17 **SEC. 1103. ACCEPTANCE OF DIGITAL DRIVER'S LICENSE**  
18 **AND IDENTIFICATION CARDS.**

19 The Administrator shall take such actions as may be  
20 necessary to accept, in any instance where an individual  
21 is required to submit government-issued identification to  
22 the Administrator, a digital or mobile driver's license or  
23 identification card issued to such individual by a State.

24 **SEC. 1104. QUASQUICENTENNIAL OF AVIATION.**

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

1           (1) December 17, 2028, is the 125th anniver-  
2           sary of the first successful manned, free, controlled,  
3           and sustained flight by an aircraft.

4           (2) The first flight by Orville and Wilbur  
5           Wright in Kitty Hawk, North Carolina, is a defining  
6           moment in the history of the United States and the  
7           world.

8           (3) The Wright brothers' achievement is a tes-  
9           tament to their ingenuity, perseverance, and commit-  
10          ment to innovation, which has inspired generations  
11          of aviators and scientists alike.

12          (4) The advent of aviation and the air transpor-  
13          tation industry has fundamentally transformed the  
14          United States and the world for the better.

15          (5) The 125th anniversary of the Wright broth-  
16          ers' first flight is worthy of recognition and celebra-  
17          tion to honor their legacy and to inspire a new gen-  
18          eration of Americans as aviation reaches an inflec-  
19          tion point of innovation and change.

20          (b) SENSE OF CONGRESS.—It is the sense of Con-  
21          gress that the Secretary, the Administrator, and the heads  
22          of other appropriate Federal agencies should facilitate and  
23          participate in local, national, and international observ-  
24          ances and activities that commemorate and celebrate the  
25          125th anniversary of powered flight.

1 **SEC. 1105. LIMITATIONS FOR CERTAIN CARGO AIRCRAFT.**

2 (a) IN GENERAL.—The standards adopted by the Ad-  
3 ministrator of the Environmental Protection Agency in  
4 part 1030 of title 40, Code of Federal Regulations, and  
5 the requirements in part 38 of title 14, Code of Federal  
6 Regulations, that were finalized by the Administrator of  
7 the FAA under the final rule titled “Airplane Fuel Effi-  
8 ciency Certification”, and published on February 16, 2024  
9 (89 Fed. Reg. 12634) in part 38 of title 14, Code of Fed-  
10 eral Regulations, shall not apply to any covered airplane  
11 before the date that is 5 years after January 1, 2028.

12 (b) OPERATIONAL LIMITATION.—The Administrator  
13 shall limit to domestic use or international operations,  
14 consistent with relevant international agreements and  
15 standards, the operation of any covered airplane that—

16 (1) does not meet the standards and require-  
17 ments described in subsection (a); and

18 (2) received an original certificate of airworthi-  
19 ness issued by the Administrator on or after Janu-  
20 ary 1, 2028.

21 (c) DEFINITIONS.—In this section:

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

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

1 (B) has a maximum takeoff mass greater  
2 than 180,000 kilograms but not greater than  
3 240,000 kilograms; and

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

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

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

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

13 **SEC. 1106. PROHIBITION ON MANDATES.**

14 (a) PROHIBITION ON MANDATES.—The Adminis-  
15 trator may not require any contractor to mandate that em-  
16 ployees of such contractor obtain a COVID–19 vaccine or  
17 enforce any condition regarding the COVID–19 vaccina-  
18 tion status of employees of a contractor.

19 (b) PROHIBITION ON IMPLEMENTATION.—The Ad-  
20 ministrator may not implement or enforce any require-  
21 ment that—

22 (1) employees of air carriers be vaccinated  
23 against COVID–19;

24 (2) employees of the FAA be vaccinated against  
25 COVID–19; or

1           (3) passengers of air carriers be vaccinated  
2           against COVID–19 or wear a mask as a result of a  
3           COVID–19 related public health measure.

4 **SEC. 1107. COVID–19 VACCINATION STATUS.**

5           (a) IN GENERAL.—Chapter 417 of title 49, United  
6 States Code, is further amended by adding at the end the  
7 following:

8 **“§ 41729. COVID–19 vaccination status**

9           “(a) IN GENERAL.—An air carrier (as such term is  
10 defined in section 40102) may not deny service to any in-  
11 dividual solely based on the vaccination status of the indi-  
12 vidual with respect to COVID–19.

13           “(b) RULE OF CONSTRUCTION.—Nothing in this sec-  
14 tion shall be construed to apply to the regulation of intra-  
15 state travel, transportation, or movement, including the  
16 intrastate transportation of passengers.”.

17           (b) CLERICAL AMENDMENT.—The analysis for chap-  
18 ter 417 of title 49, United States Code, is further amend-  
19 ed by inserting after the item relating to section 41728  
20 the following:

“41729. COVID–19 vaccination status.”.

21           (c) RULE OF CONSTRUCTION.—Nothing in this sec-  
22 tion, or the amendment made by this section, shall be con-  
23 strued to permit or otherwise authorize an executive agen-  
24 cy to enact or otherwise impose a COVID–19 vaccine man-  
25 date.



1 **SEC. 1108. RULEMAKING RELATED TO OPERATING HIGH-**  
2 **SPEED FLIGHTS IN HIGH ALTITUDE CLASS E**  
3 **AIRSPACE.**

4 Not later than 2 years after the date on which the  
5 Administrator identifies the minimum altitude pursuant to  
6 section 1011, the Administrator shall publish in the Fed-  
7 eral Register a notice of proposed rulemaking to amend  
8 sections 91.817 and 91.818 of title 14, Code of Federal  
9 Regulations, and such other regulations as appropriate, to  
10 permit flight operations with speeds above Mach 1 at or  
11 above the minimum altitude identified under section 1011  
12 without specific authorization, provided that such flight  
13 operations—

14 (1) show compliance with airworthiness require-  
15 ments;

16 (2) do not produce appreciable sonic boom over-  
17 pressures that reach the surface under prevailing at-  
18 mospheric conditions;

19 (3) have ordinary instrument flight rules clear-  
20 ances necessary to operate in controlled airspace;  
21 and

22 (4) comply with applicable environmental re-  
23 quirements.

24 **SEC. 1109. FAA LEADERSHIP IN HYDROGEN AVIATION.**

25 (a) IN GENERAL.—The Administrator shall exercise  
26 leadership in the development of Federal regulations,

1 standards, best practices, and guidance relating to the  
2 safe and efficient certification of the use of hydrogen in  
3 civil aviation, including the certification of hydrogen-pow-  
4 ered commercial aircraft.

5 (b) EXERCISE OF LEADERSHIP.—In carrying out  
6 subsection (a), the Administrator shall—

7 (1) develop a viable path for the certification of  
8 the safe use of hydrogen in civil aviation, including  
9 hydrogen-powered aircraft, that considers existing  
10 frameworks, modifying an existing framework, or de-  
11 veloping new standards, best practices, or guidance  
12 to complement the existing frameworks, as appro-  
13 priate;

14 (2) review certification regulations, guidance,  
15 and other requirements of the FAA to identify ways  
16 to safely and efficiently certify hydrogen-powered  
17 commercial aircraft;

18 (3) consider the needs of the aerospace indus-  
19 try, aviation suppliers, hydrogen producers, airlines,  
20 airport sponsors, fixed base operators, and other  
21 stakeholders when developing regulations and stand-  
22 ards that enable the safe certification and deploy-  
23 ment of the use of hydrogen in civil aviation, includ-  
24 ing hydrogen-powered commercial aircraft, in the  
25 national airspace system; and

1           (4) obtain the input of the aerospace industry,  
2           aviation suppliers, hydrogen producers, airlines, air-  
3           port sponsors, fixed base operators, academia, re-  
4           search institutions, and other stakeholders regard-  
5           ing—

6                   (A) an appropriate regulatory framework  
7                   and timeline for permitting the safe and effi-  
8                   cient use of hydrogen in civil aviation, including  
9                   the deployment and operation of hydrogen-pow-  
10                  ered commercial aircraft in the United States,  
11                  which may include updating or modifying exist-  
12                  ing regulations;

13                   (B) how to accelerate the resolution of  
14                   issues related to data, standards development,  
15                   and related regulations necessary to facilitate  
16                   the safe and efficient certification of the use of  
17                   hydrogen in civil aviation, including hydrogen-  
18                   powered commercial aircraft; and

19                   (C) other issues identified and determined  
20                   appropriate by the Administrator or the advi-  
21                   sory committee established under section  
22                   1019(d)(7) to be addressed to enable the safe  
23                   and efficient use of hydrogen in civil aviation,  
24                   including the deployment and operation of hy-  
25                   drogen-powered commercial aircraft.

1 **SEC. 1110. ADVANCING GLOBAL LEADERSHIP ON CIVIL SU-**  
2 **PERSONIC AIRCRAFT.**

3 Section 181 of the FAA Reauthorization Act of 2018  
4 (49 U.S.C. 40101 note) is amended—

5 (1) in subsection (a) by striking “regulations,  
6 and standards” and inserting “regulations, stand-  
7 ards, and recommended practices”; and

8 (2) by adding at the end the following new sub-  
9 section:

10 “(g) **ADDITIONAL REPORTS.**—

11 “(1) **INITIAL PROGRESS REPORT.**—Not later  
12 than 1 year after the date of enactment of this sub-  
13 section, the Administrator shall submit to the appro-  
14 priate committees of Congress a report describing—

15 “(A) the progress of the actions described  
16 in subsection (d)(1);

17 “(B) any planned, proposed, or anticipated  
18 action to update or modify existing policies and  
19 regulations related to civil supersonic aircraft,  
20 including such actions identified as a result of  
21 stakeholder consultation and feedback (such as  
22 landing and takeoff noise); and

23 “(C) any other information determined ap-  
24 propriate by the Administrator.

25 “(2) **SUBSEQUENT REPORT.**—Not later than 2  
26 years after the date on which the Administrator sub-

1 mits the initial progress report under paragraph (1),  
2 the Administrator shall update the report described  
3 in paragraph (1) and submit to the appropriate com-  
4 mittees of Congress such report.”.

5 **SEC. 1111. LEARNING PERIOD.**

6 Section 50905(c)(9) of title 51, United States Code,  
7 is amended by striking “May 11, 2024” and inserting  
8 “January 1, 2025”.

9 **SEC. 1112. COUNTER-UAS AUTHORITIES.**

10 Section 210G(i) of the Homeland Security Act of  
11 2002 (6 U.S.C. 124n(i)) is amended by striking “May 11,  
12 2024” and inserting “October 1, 2024”.

13 **SEC. 1113. STUDY ON AIR CARGO OPERATIONS.**

14 (a) IN GENERAL.—Not later than 1 year after the  
15 date of enactment of this Act, the Comptroller General  
16 shall initiate a study on the economic sustainability of air  
17 cargo operations.

18 (b) CONTENTS.—In conducting the study required  
19 under subsection (a), the Comptroller General shall ad-  
20 dress the following:

21 (1) Airport and cargo development strategies,  
22 including the pursuit of new air carriers and plans  
23 for physical expansion.

24 (2) Key historical statistics for passenger, cargo  
25 volumes, including freight, express, and mail cargo,

1 and operations, including statistics distinguishing  
2 between passenger and freight operations.

3 (3) A description of air cargo facilities, includ-  
4 ing the age and condition of such facilities and the  
5 square footage and configuration of the landside and  
6 airside infrastructure of such facilities, and cargo  
7 buildings.

8 (4) The projected square footage deficit of the  
9 cargo facilities and infrastructure described in para-  
10 graph (3).

11 (5) The projected requirements and square  
12 footage deficit for air cargo support facilities.

13 (6) The general physical and operating issues  
14 and constraints associated with air cargo operations.

15 (7) A description of delays in truck bays associ-  
16 ated with the infrastructure and critical landside  
17 issues, including truck maneuvering and queuing  
18 and parking for employees and customers.

19 (8) The estimated cost of developing new cargo  
20 facilities and infrastructure, including the identifica-  
21 tion of percentages for development with a return on  
22 investment and without a return on investment.

23 (9) The projected leasing costs to tenants per  
24 square foot with and without Federal funding of the  
25 non-return on investment allocation.

1           (10) A description of customs and general staff-  
2           ing issues associated with air cargo operations and  
3           the impacts of such issues on service.

4           (11) An assessment of the impact, cost, and es-  
5           timated cost savings of using modern comprehensive  
6           communications and technology systems in air cargo  
7           operations.

8           (12) A description of the impact of Federal reg-  
9           ulations and local enforcement of interdiction and  
10          facilitation policies on throughput.

11          (c) REPORT.—The Comptroller General shall submit  
12          to the appropriate committees of Congress the results of  
13          the study carried out under this section.

14          **SEC. 1114. WING-IN-GROUND-EFFECT CRAFT.**

15          (a) MEMORANDUM OF UNDERSTANDING.—

16               (1) IN GENERAL.—Not later than 24 months  
17               after the date of enactment of this Act, the Adminis-  
18               trator and the Commandant of the Coast Guard  
19               shall execute a memorandum of understanding gov-  
20               erning the specific roles, authorities, delineations of  
21               responsibilities, resources, and commitments of the  
22               FAA and the Coast Guard, respectively, pertaining  
23               to wing-in-ground-effect craft that are—

24                       (A) only capable of operating either in  
25                       water or in ground effect over water; and

1 (B) operated exclusively over waters sub-  
2 ject to the jurisdiction of the United States.

3 (2) CONTENTS.—The memorandum of under-  
4 standing described in paragraph (1) shall—

5 (A) cover, at a minimum, the processes of  
6 the FAA and the Coast Guard will follow to  
7 promote communications, efficiency, and non-  
8 duplication of effort in carrying out such memo-  
9 randum of understanding; and

10 (B) provide procedures for, at a min-  
11 imum—

12 (i) the approval of wing-in-ground-ef-  
13 fect craft designs;

14 (ii) the operation of wing-in-ground-  
15 effect craft, including training and certifi-  
16 cation of persons responsible for operating  
17 such craft;

18 (iii) pilotage of wing-in-ground-effect  
19 craft;

20 (iv) the inspection, including pre-deliv-  
21 ery and service, of wing-in-ground-effect  
22 craft; and

23 (v) the maintenance of wing-in-  
24 ground-effect craft.



1 (b) STATUS BRIEFING.—Not later than 1 year after  
2 the date of enactment of this Act, the Administrator and  
3 the Commandant shall brief the appropriate committees  
4 of Congress on the status of the memorandum of under-  
5 standing described in subsection (a) as well as provide any  
6 recommendations for legislative action to improve efficacy  
7 or efficiency of wing-in-ground-effect craft governance.

8 (c) WING-IN-GROUND-EFFECT CRAFT DEFINED.—In  
9 this section, the term “wing-in-ground-effect craft” means  
10 a craft that is capable of operating completely above the  
11 surface of the water on a dynamic air cushion created by  
12 aerodynamic lift due to the ground effect between the craft  
13 and the surface of the water.

14 **SEC. 1115. CERTIFICATES OF AUTHORIZATION OR WAIVER.**

15 (a) REQUIRED COORDINATION.—

16 (1) IN GENERAL.—On an annual basis, the Ad-  
17 ministrator shall convene a meeting with representa-  
18 tives of FAA-approved air shows, the general avia-  
19 tion community, stadiums and other large outdoor  
20 events and venues or organizations that run such  
21 events, the Department of Homeland Security, and  
22 the Department of Justice—

23 (A) to identify scheduling conflicts between  
24 FAA-approved air shows and large outdoor  
25 events and venues where—

## 1050

1 (i) flight restrictions will be imposed  
2 pursuant to section 521 of division F of  
3 the Consolidated Appropriations Act, 2004  
4 (49 U.S.C. 40103 note); or

5 (ii) any other restriction will be im-  
6 posed pursuant to FAA Flight Data Cen-  
7 ter Notice to Airmen 4/3621 (or any suc-  
8 cessor notice to airmen); and

9 (B) in instances where a scheduling con-  
10 flict between events is identified or is found to  
11 be likely to occur, develop appropriate oper-  
12 ational and communication procedures to en-  
13 sure for the safety and security of both events.

14 (2) SCHEDULING CONFLICT.—If the Adminis-  
15 trator or any other stakeholder party to the required  
16 annual coordination required in paragraph (1) iden-  
17 tifies a scheduling conflict outside of the annual  
18 meeting at any point prior to the scheduling conflict,  
19 the Administrator shall work with impacted stake-  
20 holders to develop appropriate operational and com-  
21 munication procedures to ensure for the safety and  
22 security of both events.

23 (b) OPERATIONAL PURPOSES.—Section 521(a)(2)(B)  
24 of division F of the Consolidated Appropriations Act, 2004  
25 (49 U.S.C. 40103 note) is amended—

## 1051

1 (1) in clause (ii) by inserting “(or attendees ap-  
2 proved by)” after “guests of”;

3 (2) in clause (iv) by striking “and” at the end;  
4 and

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

6 “(vi) to permit the safe operation of  
7 an aircraft that is operated by an airshow  
8 performer in connection with an airshow,  
9 provided such aircraft is not permitted to  
10 operate directly over the stadium (or adja-  
11 cent parking facilities) during the sporting  
12 event; and”.

13 **SEC. 1116. DESIGNATION OF ADDITIONAL PORT OF ENTRY**  
14 **FOR THE IMPORTATION AND EXPORTATION**  
15 **OF WILDLIFE AND WILDLIFE PRODUCTS BY**  
16 **THE UNITED STATES FISH AND WILDLIFE**  
17 **SERVICE.**

18 (a) IN GENERAL.—Subject to the availability of fund-  
19 ing and in accordance with subsection (b), the Director  
20 of the United States Fish and Wildlife Service shall des-  
21 ignate 1 additional port as a “port of entry designated  
22 for the importation and exportation of wildlife and wildlife  
23 products” under section 14.12 of title 50, Code of Federal  
24 Regulations.

1 (b) CRITERIA FOR SELECTING ADDITIONAL DES-  
2 IGNATED PORT.—The Director shall select the additional  
3 port to be designated pursuant to subsection (a) from  
4 among the United States airports that handled more than  
5 8,000,000,000 pounds of cargo during 2022, as reported  
6 by the Federal Aviation Administration Air Carrier Activ-  
7 ity Information System, and based upon the analysis sub-  
8 mitted to Congress by the Director pursuant to the Wild-  
9 life Trafficking reporting directive under title I of Senate  
10 Report 114–281.

11 (c) AUTHORITY TO ACCEPT DONATIONS.—The Di-  
12 rector may accept donations from private entities and, not-  
13 withstanding section 3302 of title 31, United States Code,  
14 may use those donations to fund the designation of the  
15 additional port pursuant to subsection (a).

## 16 **TITLE XII—NATIONAL TRANS-** 17 **PORTATION SAFETY BOARD**

### 18 **SEC. 1201. SHORT TITLE.**

19 This title may be cited as the “National Transpor-  
20 tation Safety Board Amendments Act of 2024”.

### 21 **SEC. 1202. AUTHORIZATION OF APPROPRIATIONS.**

22 Section 1118(a) of title 49, United States Code, is  
23 amended to read as follows:

24 “(a) IN GENERAL.—

1           “(1) AUTHORIZATIONS.—There is authorized to  
2 be appropriated for purposes of this chapter—

3           “(A) \$140,000,000 for fiscal year 2024;

4           “(B) \$145,000,000 for fiscal year 2025;

5           “(C) \$148,000,000 for fiscal year 2026;

6           “(D) \$151,000,000 for fiscal year 2027;

7           and

8           “(E) \$154,000,000 for fiscal year 2028.

9           “(2) AVAILABILITY.—Amounts authorized  
10 under paragraph (1) shall remain available until ex-  
11 pended.”.

12 **SEC. 1203. CLARIFICATION OF TREATMENT OF TERRI-**  
13 **TORIES.**

14       Section 1101 of title 49, United States Code, is  
15 amended to read as follows:

16 **“§ 1101. Definitions**

17       “(a) IN GENERAL.—In this chapter:

18           “(1) ACCIDENT.—The term ‘accident’ includes  
19 damage to or destruction of vehicles in surface or air  
20 transportation or pipelines, regardless of whether the  
21 initiating event is accidental or otherwise.

22           “(2) STATE.—The term ‘State’ means a State  
23 of the United States, the District of Columbia, Puer-  
24 to Rico, the Virgin Islands, American Samoa, the  
25 Northern Mariana Islands, and Guam.

1 “(b) APPLICABILITY OF OTHER DEFINITIONS.—Sec-  
2 tion 2101(23) of title 46 and section 40102(a) of this title  
3 shall apply to this chapter.”

4 **SEC. 1204. ADDITIONAL WORKFORCE TRAINING.**

5 (a) TRAINING ON EMERGING TRANSPORTATION  
6 TECHNOLOGIES.—Section 1113(b)(1) of title 49, United  
7 States Code, is amended—

8 (1) in subparagraph (I) by striking “; and” and  
9 inserting a semicolon;

10 (2) in subparagraph (J) by striking the period  
11 and inserting “; and”; and

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

13 “(K) notwithstanding section 3301 of title 41,  
14 acquire training on emerging transportation tech-  
15 nologies if such training—

16 “(i) is required for an ongoing investiga-  
17 tion; and

18 “(ii) meets the criteria under section  
19 3304(a)(7)(A) of title 41.”

20 (b) ADDITIONAL TRAINING NEEDS.—Section  
21 1115(d) of title 49, United States Code, is amended by  
22 inserting “and in those subjects furthering the personnel  
23 and workforce development needs set forth in the strategic  
24 workforce plan of the Board as required under section  
25 1113(h)” after “of accident investigation”.

1 **SEC. 1205. OVERTIME ANNUAL REPORT TERMINATION.**

2 Section 1113(g)(5) of title 49, United States Code,  
3 is repealed.

4 **SEC. 1206. STRATEGIC WORKFORCE PLAN.**

5 Section 1113 of title 49, United States Code, is  
6 amended by adding at the end the following:

7 “(h) STRATEGIC WORKFORCE PLAN.—

8 “(1) IN GENERAL.—The Board shall develop a  
9 strategic workforce plan that addresses the imme-  
10 diate and long-term workforce needs of the Board  
11 with respect to carrying out the authorities and du-  
12 ties of the Board under this chapter.

13 “(2) ALIGNING THE WORKFORCE TO STRATEGIC  
14 GOALS.—In developing the strategic workforce plan  
15 under paragraph (1), the Board shall take into con-  
16 sideration—

17 “(A) the current state and capabilities of  
18 the Board, including a high-level review of mis-  
19 sion requirements, structure, workforce, and  
20 performance of the Board;

21 “(B) the significant workforce trends,  
22 needs, issues, and challenges with respect to the  
23 Board and the transportation industry;

24 “(C) with respect to employees involved in  
25 transportation safety work, the needs, issues,  
26 and challenges, including accident severity and

1 risk, posed by each mode of transportation, and  
2 how the Board’s staffing for each transpor-  
3 tation mode reflects these aspects;

4 “(D) the workforce policies, strategies, per-  
5 formance measures, and interventions to miti-  
6 gate succession risks that guide the workforce  
7 investment decisions of the Board;

8 “(E) a workforce planning strategy that  
9 identifies workforce needs, including the knowl-  
10 edge, skills, and abilities needed to recruit and  
11 retain skilled employees at the Board;

12 “(F) a workforce management strategy  
13 that is aligned with the mission of the Board,  
14 including plans for continuity of leadership and  
15 knowledge sharing;

16 “(G) an implementation system that ad-  
17 dresses workforce competency gaps, particularly  
18 in mission-critical occupations; and

19 “(H) a system for analyzing and evalu-  
20 ating the performance of the Board’s workforce  
21 management policies, programs, and activities.

22 “(3) PLANNING PERIOD.—The strategic work-  
23 force plan developed under paragraph (1) shall ad-  
24 dress a 5-year forecast period, but may include plan-  
25 ning for longer periods based on information about



1 emerging technologies or safety trends in transpor-  
2 tation.

3 “(4) PLAN UPDATES.—The Board shall update  
4 the strategic workforce plan developed under para-  
5 graph (1) not less than once every 5 years.

6 “(5) RELATIONSHIP TO STRATEGIC PLAN.—The  
7 strategic workforce plan developed under paragraph  
8 (1) may be developed separately from, or incor-  
9 porated into, the strategic plan required under sec-  
10 tion 306 of title 5.

11 “(6) AVAILABILITY.—The strategic workforce  
12 plan under paragraph (1) and the strategic plan re-  
13 quired under section 306 of title 5 shall be—

14 “(A) submitted to the Committee on  
15 Transportation and Infrastructure of the House  
16 of Representatives and the Committee on Com-  
17 merce, Science, and Transportation of the Sen-  
18 ate; and

19 “(B) made available to the public on a  
20 website of the Board.”.

21 **SEC. 1207. TRAVEL BUDGETS.**

22 (a) IN GENERAL.—Section 1113 of title 49, United  
23 States Code, is further amended by adding at the end the  
24 following:

25 “(i) NON-ACCIDENT-RELATED TRAVEL BUDGET.—

1           “(1) IN GENERAL.—The Board shall establish  
2           annual fiscal year budgets for non-accident-related  
3           travel expenditures for each Board member.

4           “(2) NOTIFICATION.—The Board shall notify  
5           the Committee on Transportation and Infrastructure  
6           of the House of Representatives and the Committee  
7           on Commerce, Science, and Transportation of the  
8           Senate of any non-accident-related travel budget  
9           overrun for any Board member not later than 30  
10          days of such overrun becoming known to the  
11          Board.”.

12          (b) CONFORMING AMENDMENT.—Section 9 of the  
13          National Transportation Safety Board Amendments Act  
14          of 2000 (49 U.S.C. 1113 note) is repealed.

15          **SEC. 1208. NOTIFICATION REQUIREMENT.**

16          (a) IN GENERAL.—Section 1114(b) of title 49,  
17          United States Code, is amended—

18                  (1) in the subsection heading by striking  
19                  “TRADE SECRETS” and inserting “CERTAIN CON-  
20                  FIDENTIAL INFORMATION”; and

21                  (2) in paragraph (1)—

22                          (A) by striking “The Board” and inserting  
23                          “IN GENERAL.—The Board”; and

24                          (B) by striking “information related to a  
25                          trade secret referred to in section 1905 of title

1           18” and inserting “confidential information de-  
2           scribed in section 1905 of title 18, including  
3           trade secrets,”.

4           (b) AVIATION ENFORCEMENT.—Section 1151 of title  
5 49, United States Code, is amended by adding at the end  
6 the following:

7           “(d) NOTIFICATION TO CONGRESS.—If the Board or  
8 Attorney General carry out such civil actions described in  
9 subsection (a) or (b) of this section against an airman em-  
10 ployed at the time of the accident or incident by an air  
11 carrier operating under part 121 of title 14, Code of Fed-  
12 eral Regulations, the Board shall immediately notify the  
13 Committee on Transportation and Infrastructure of the  
14 House of Representatives and the Committee on Com-  
15 merce, Science, and Transportation of the Senate of such  
16 civil actions, including—

17           “(1) the labor union representing the airman  
18 involved, if applicable;

19           “(2) the air carrier at which the airman is em-  
20 ployed;

21           “(3) the docket information of the incident or  
22 accident in which the airman was involved;

23           “(4) the date of such civil actions taken by the  
24 Board or Attorney General; and

1           “(5) a description of why such civil actions were  
2           taken by the Board or Attorney General.

3           “(e) SUBSEQUENT NOTIFICATION TO CONGRESS.—

4           Not later than 15 days after the notification described in  
5           subsection (d), the Board shall submit a report to or brief  
6           the Committee on Transportation and Infrastructure of  
7           the House of Representatives and the Committee on Com-  
8           merce, Science, and Transportation of the Senate describ-  
9           ing the status of compliance with the civil actions taken.”.

10       **SEC. 1209. BOARD JUSTIFICATION OF CLOSED UNACCEPT-**  
11                               **ABLE RECOMMENDATIONS.**

12           Section 1116(e) of title 49, United States Code, is  
13           amended—

14           (1) by redesignating paragraphs (3) through  
15           (6) as paragraphs (4) through (7), respectively; and

16           (2) by inserting after paragraph (2) the fol-  
17           lowing:

18           “(3) a list of each recommendation made by the  
19           Board to the Secretary of Transportation or the  
20           Commandant of the Coast Guard that was closed in  
21           an unacceptable status in the preceding 12 months,  
22           including—

23           “(A) any explanation the Board received  
24           from the Secretary or Commandant; and



1                   “(II) an accident or incident involving  
2                   a trespasser, unless selected by the Board;

3                   or

4                   “(ii) accident or incident that involves a  
5                   passenger train, except in any case in which  
6                   such accident or incident resulted in no fatali-  
7                   ties or serious injuries to the passengers or  
8                   crewmembers of such train, and—

9                   “(I) was a grade crossing accident or  
10                  incident, unless selected by the Board; or

11                  “(II) such accident or incident in-  
12                  volved a trespasser, unless selected by the  
13                  Board;”.

14 **SEC. 1211. PUBLIC AVAILABILITY OF ACCIDENT REPORTS.**

15                  Section 1131(e) of title 49, United States Code, is  
16                  amended by striking “public at reasonable cost.” and in-  
17                  serting the following: “public—

18                  “(1) in electronic form at no cost in a publicly  
19                  accessible database on a website of the Board; and

20                  “(2) if the electronic form required in para-  
21                  graph (1) is not printable, in printed form upon a  
22                  reasonable request at a reasonable cost.”.

1 **SEC. 1212. ENSURING ACCOUNTABILITY FOR TIMELINESS**  
2 **OF REPORTS.**

3 Section 1131 of title 49, United States Code, is  
4 amended by adding at the end the following:

5 “(f) **TIMELINESS OF REPORTS.**—If any accident re-  
6 port under subsection (e) is not completed within 2 years  
7 from the date of the accident, the Board shall submit to  
8 the Committee on Transportation and Infrastructure of  
9 the House of Representatives and the Committee on Com-  
10 merce, Science, and Transportation of the Senate a report  
11 identifying such accident report and the reasons for which  
12 such report has not been completed. The Board shall re-  
13 port progress toward completion of the accident report to  
14 each such Committees every 90 days thereafter, until such  
15 time as the accident report is completed.”.

16 **SEC. 1213. ENSURING ACCESS TO DATA.**

17 Section 1134 of title 49, United States Code, is  
18 amended by adding at the end the following:

19 “(g) **RECORDERS AND DATA.**—In investigating an  
20 accident under this chapter, the Board may require from  
21 a transportation operator or equipment manufacturer or  
22 the vendors, suppliers, subsidiaries, or parent companies  
23 of such manufacturer, or operator of a product or service  
24 which is subject to an investigation by the Board—

25 “(1) any recorder or recorded information perti-  
26 nent to the accident;

1           “(2) without undue delay, information the  
2 Board determines necessary to enable the Board to  
3 read and interpret any recording device or recorded  
4 information pertinent to the accident; and

5           “(3) design specifications or data related to the  
6 operation and performance of the equipment the  
7 Board determines necessary to enable the Board to  
8 perform independent physics-based simulations and  
9 analyses of the accident situation.”.

10 **SEC. 1214. PUBLIC AVAILABILITY OF SAFETY REC-**  
11 **COMMENDATIONS.**

12       Section 1135(c) of title 49, United States Code, is  
13 amended by striking “public at reasonable cost.” and in-  
14 serting the following: “public—

15           “(1) in electronic form at no cost in a publicly  
16 accessible database on a website of the Board; and

17           “(2) if the electronic form required in para-  
18 graph (1) is not printable, in printed form upon a  
19 reasonable request at a reasonable cost.”.

20 **SEC. 1215. IMPROVING DELIVERY OF FAMILY ASSISTANCE.**

21       (a) AIRCRAFT ACCIDENTS.—Section 1136 of title 49,  
22 United States Code, is amended—

23           (1) in the heading by striking “**to families of**  
24 **passengers involved in aircraft acci-**  
25 **dents**” and inserting “**to passengers involved**



1       **in aircraft accidents and families of such**  
2       **passengers”;**

3           (2) in subsection (a)—

4               (A) by inserting “within United States air-  
5               space or airspace delegated to the United  
6               States” after “aircraft accident”;

7               (B) by striking “National Transportation  
8               Safety Board shall” and inserting “Board  
9               shall”; and

10           (C) in paragraph (2)—

11               (i) by striking “emotional care and  
12               support” and inserting “emotional care,  
13               psychological care, and family support  
14               services”; and

15               (ii) by striking “the families of pas-  
16               sengers involved in the accident” and in-  
17               serting “passengers involved in the acci-  
18               dent and the families of such passengers”;

19           (3) in subsection (c)—

20               (A) in the matter preceding paragraph (1),  
21               by striking “the families of passengers involved  
22               in the accident” and inserting “passengers in-  
23               volved in the accident and the families of such  
24               passengers”;

1 (B) in paragraph (1) by striking “mental  
2 health and counseling services” and inserting  
3 “emotional care, psychological care, and family  
4 support services”;

5 (C) in paragraph (3)—

6 (i) by striking “the families who have  
7 traveled to the location of the accident”  
8 and inserting “passengers involved in the  
9 accident and the families of such pas-  
10 sengers who have traveled to the location  
11 of the accident”;

12 (ii) by inserting “passengers and” be-  
13 fore “affected families”; and

14 (iii) by striking “periodically” and in-  
15 serting “regularly”; and

16 (D) in paragraph (4), by inserting “pas-  
17 sengers and” before “families”;

18 (4) by amending subsection (d) to read as fol-  
19 lows:

20 “(d) PASSENGER LISTS.—

21 “(1) REQUESTS FOR PASSENGER LISTS BY THE  
22 DIRECTOR OF FAMILY SERVICES.—

23 “(A) REQUESTS BY DIRECTOR OF FAMILY  
24 SUPPORT SERVICES.—It shall be the responsi-  
25 bility of the director of family support services

1 designated for an accident under subsection  
2 (a)(1) to request, as soon as practicable, from  
3 the air carrier or foreign air carrier involved in  
4 the accident a passenger list, which is based on  
5 the best available information at the time of the  
6 request.

7 “(B) USE OF INFORMATION.—The director  
8 of family support services may not release to  
9 any person information on a list obtained under  
10 subparagraph (A), except that the director may,  
11 to the extent the director considers appropriate,  
12 provide information on the list about a pas-  
13 senger to—

14 “(i) the family of the passenger; or

15 “(ii) a local, Tribal, State, or Federal  
16 agency responsible for determining the  
17 whereabouts or welfare of a passenger.

18 “(C) LIMITATION.—A local, Tribal, State,  
19 or Federal agency may not release to any per-  
20 son any information obtained under subpara-  
21 graph (B)(ii), except if given express authority  
22 from the director of family support services.

23 “(D) RULE OF CONSTRUCTION.—Nothing  
24 in subparagraph (C) shall be construed to pre-  
25 clude a local, Tribal, State, or Federal agency

1 from releasing information that is lawfully ob-  
2 tained through other means independent of re-  
3 leases made by the director of family support  
4 services under subparagraph (B).

5 “(2) REQUESTS FOR PASSENGER LISTS BY DES-  
6 IGNATED ORGANIZATION.—

7 “(A) REQUESTS BY DESIGNATED ORGANI-  
8 ZATION.—The organization designated for an  
9 accident under subsection (a)(2) may request  
10 from the air carrier or foreign air carrier in-  
11 volved in the accident a passenger list.

12 “(B) USE OF INFORMATION.—The des-  
13 ignated organization may not release to any  
14 person information on a passenger list but may  
15 provide information on the list about a pas-  
16 senger to the family of the passenger to the ex-  
17 tent the organization considers appropriate.”;

18 (5) in subsection (g)(1) by striking “the fami-  
19 lies of passengers involved in the accident” and in-  
20 sserting “passengers involved in the accident and the  
21 families of such passengers”;

22 (6) in subsection (g)(3)—

23 (A) in the paragraph heading by striking  
24 “PREVENT MENTAL HEALTH AND COUNSELING”

1 and inserting “PREVENT CERTAIN CARE AND  
2 SUPPORT”;

3 (B) by striking “providing mental health  
4 and counseling services” and inserting “pro-  
5 viding emotional care, psychological care, and  
6 family support services”; and

7 (C) by inserting “passengers and” before  
8 “families”;  
9 (7) in subsection (h)—

10 (A) by striking “National Transportation  
11 Safety”; and

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

13 “(3) PASSENGER LIST.—The term ‘passenger  
14 list’ means a list based on the best available infor-  
15 mation at the time of a request, of the name of each  
16 passenger aboard the aircraft involved in the acci-  
17 dent.”; and

18 (8) in subsection (i) by striking “the families of  
19 passengers involved in an aircraft accident” and in-  
20 serting “passengers involved in the aircraft accident  
21 and the families of such passengers”.

22 (b) CLERICAL AMENDMENT.—The analysis for chap-  
23 ter 11 of title 49, United States Code, is further amended  
24 by striking the item relating to section 1136 and inserting  
25 the following:

## 1070

“1136. Assistance to passengers involved in aircraft accidents and families of such passengers.”.

1 (c) RAIL ACCIDENTS.—Section 1139 of title 49,  
2 United States Code, is amended—

3 (1) in the heading by striking “**to families of**  
4 **passengers involved in rail passenger ac-**  
5 **cidents**” and inserting “**to passengers in-**  
6 **involved in rail passenger accidents and**  
7 **families of such passengers**”;

8 (2) in subsection (a) by striking “National  
9 Transportation Safety Board shall” and inserting  
10 “Board shall”;

11 (3) in subsection (a)(2)—

12 (A) by striking “emotional care and sup-  
13 port” and inserting “emotional care, psycho-  
14 logical care, and family support services”; and

15 (B) by striking “the families of passengers  
16 involved in the accident” and inserting “pas-  
17 sengers involved in the accident and the fami-  
18 lies of such passengers”;

19 (4) in subsection (c)—

20 (A) in the matter preceding paragraph (1)  
21 by striking “the families of passengers involved  
22 in the accident” and inserting “passengers in-  
23 volved in the accident and the families of such  
24 passengers”;

1071

1 (B) in paragraph (1) by striking “mental  
2 health and counseling services” and inserting  
3 “emotional care, psychological care, and family  
4 support services”;

5 (C) in paragraph (3)—

6 (i) by striking “the families who have  
7 traveled to the location of the accident”  
8 and inserting “passengers involved in the  
9 accident and the families of such pas-  
10 sengers who have traveled to the location  
11 of the accident”; and

12 (ii) by inserting “passengers and” be-  
13 fore “affected families”; and

14 (D) in paragraph (4) by inserting “pas-  
15 sengers and” before “families”;

16 (5) by amending subsection (d) to read as fol-  
17 lows:

18 “(d) PASSENGER LISTS.—

19 “(1) REQUESTS FOR PASSENGER LISTS BY THE  
20 DIRECTOR OF FAMILY SERVICES.—

21 “(A) REQUESTS BY DIRECTOR OF FAMILY  
22 SUPPORT SERVICES.—It shall be the responsi-  
23 bility of the director of family support services  
24 designated for an accident under subsection  
25 (a)(1) to request, as soon as practicable, from

1 the rail passenger carrier involved in the acci-  
2 dent a passenger list, which is based on the best  
3 available information at the time of the request.

4 “(B) USE OF INFORMATION.—The director  
5 of family support services may not release to  
6 any person information on a list obtained under  
7 subparagraph (A), except that the director may,  
8 to the extent the director considers appropriate,  
9 provide information on the list about a pas-  
10 senger to—

11 “(i) the family of the passenger; or

12 “(ii) a local, Tribal, State, or Federal  
13 agency responsible for determining the  
14 whereabouts or welfare of a passenger.

15 “(C) LIMITATION.—A local, Tribal, State,  
16 or Federal agency may not release to any per-  
17 son any information obtained under subpara-  
18 graph (B)(ii), except if given express authority  
19 from the director of family support services.

20 “(D) RULE OF CONSTRUCTION.—Nothing  
21 in subparagraph (C) shall be construed to pre-  
22 clude a local, Tribal, State, or Federal agency  
23 from releasing information that is lawfully ob-  
24 tained through other means independent of re-



1 leases made by the director of family support  
2 services under subparagraph (B).

3 “(2) REQUESTS FOR PASSENGER LISTS BY DES-  
4 IGNATED ORGANIZATION.—

5 “(A) REQUESTS BY DESIGNATED ORGANI-  
6 ZATION.—The organization designated for an  
7 accident under subsection (a)(2) may request  
8 from the rail passenger carrier involved in the  
9 accident a passenger list.

10 “(B) USE OF INFORMATION.—The des-  
11 ignated organization may not release to any  
12 person information on a passenger list but may  
13 provide information on the list about a pas-  
14 senger to the family of the passenger to the ex-  
15 tent the organization considers appropriate.”;  
16 (6) in subsection (g)—

17 (A) in paragraph (1) by striking “the fam-  
18 ilies of passengers involved in the accident” and  
19 inserting “passengers involved in the accident  
20 and the families of such passengers”; and

21 (B) in paragraph (3)—

22 (i) in the paragraph heading by strik-  
23 ing “PREVENT MENTAL HEALTH AND  
24 COUNSELING” and inserting “PREVENT  
25 CERTAIN CARE AND SUPPORT”;

1074

1 (ii) by striking “providing mental  
2 health and counseling services” and insert-  
3 ing “providing emotional care, psycho-  
4 logical care, and family support services”;  
5 and

6 (iii) by inserting “passengers and” be-  
7 fore “families”; and

8 (7) in subsection (h)—

9 (A) by striking “National Transportation  
10 Safety”; and

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

12 “(4) PASSENGER LIST.—The term ‘passenger  
13 list’ means a list based on the best available infor-  
14 mation at the time of the request, of the name of  
15 each passenger aboard the rail passenger carrier’s  
16 train involved in the accident. A rail passenger car-  
17 rier shall use reasonable efforts, with respect to its  
18 unreserved trains, and passengers not holding res-  
19 ervations on its other trains, to ascertain the names  
20 of passengers aboard a train involved in an acci-  
21 dent.”.

22 (d) PLANS TO ADDRESS NEEDS OF FAMILIES OF  
23 PASSENGERS INVOLVED IN RAIL PASSENGER ACCI-  
24 DENTS.—Section 24316(a) of title 49, United States

1 Code, is amended by striking “a major” and inserting  
2 “any”.

3 (e) INFORMATION FOR FAMILIES OF INDIVIDUALS  
4 INVOLVED IN ACCIDENTS.—Section 1140 of title 49,  
5 United States Code, is amended—

6 (1) in the heading by striking “**for families**  
7 **of individuals involved in accidents**” and  
8 inserting “**individuals involved in accidents**  
9 **and families of such individuals**”; and

10 (2) by striking “the families of individuals in-  
11 volved in the accident” and inserting “individuals in-  
12 volved in accidents and the families of such individ-  
13 uals”.

14 (f) CLERICAL AMENDMENT.—The analysis for chap-  
15 ter 11 of title 49, United States Code, is further amended  
16 by striking the item relating to section 1139 and inserting  
17 the following:

“1139. Assistance to passengers involved in rail passenger accidents and families  
of such passengers.”.

18 **SEC. 1216. UPDATING CIVIL PENALTY AUTHORITY.**

19 (a) IN GENERAL.—Section 1155 of title 49, United  
20 States Code, is amended—

21 (1) in the heading by striking “**Aviation**  
22 **penalties**” and inserting “**Penalties**”; and



1 (c) BRIEFINGS.—The Board shall provide the appro-  
2 priate committees of Congress an annual briefing on the  
3 implementation of this section until requirements of sub-  
4 section (a) are fulfilled. Such briefings shall include—

5 (1) the number of public dockets that have been  
6 made electronically available pursuant to this sec-  
7 tion; and

8 (2) the number of public dockets that were un-  
9 able to be made electronically available, including all  
10 reasons for such inability.

11 (d) DEFINITIONS.—In this section, the terms “public  
12 docket” and “record” have the same meanings given such  
13 terms in section 801.3 of title 49, Code of Federal Regula-  
14 tions, as in effect on the date of enactment of this Act.

15 **SEC. 1218. DRUG-FREE WORKPLACE.**

16 Not later than 12 months after the date of enactment  
17 of this Act, the National Transportation Safety Board  
18 shall implement a drug testing program applicable to  
19 Board employees, including employees in safety or security  
20 sensitive positions, in accordance with Executive Order  
21 No. 12564 (51 Fed. Reg. 32889).

22 **SEC. 1219. ACCESSIBILITY IN WORKPLACE.**

23 (a) IN GENERAL.—Not later than 12 months after  
24 the date of enactment of this Act, the National Transpor-  
25 tation Safety Board shall conduct an assessment of the

1 headquarters and regional offices of the Board to deter-  
2 mine barriers to accessibility to facilities.

3 (b) CONTENTS.—In conducting the assessment under  
4 subsection (a), the Board shall consider compliance with—

5 (1) the Architectural Barriers Act of 1968 (42  
6 U.S.C. 4151 et seq.) and the corresponding accessi-  
7 bility guidelines established under part 1191 of title  
8 36, Code of Federal Regulations; and

9 (2) the Americans with Disabilities Act of 1990  
10 (42 U.S.C. 12101 et seq.).

11 **SEC. 1220. MOST WANTED LIST.**

12 (a) REPORTING REQUIREMENTS.—Section 1135 of  
13 title 49, United States Code, is amended by striking sub-  
14 section (e).

15 (b) REPORT ON MOST WANTED LIST METHOD-  
16 OLOGY.—Section 1106 of the FAA Reauthorization Act  
17 of 2018 (Public Law 115–254) and the item relating to  
18 such section in the table of contents under section 1(b)  
19 of such Act are repealed.

20 **SEC. 1221. TECHNICAL CORRECTIONS.**

21 (a) EVALUATION AND AUDIT OF NATIONAL TRANS-  
22 PORTATION SAFETY BOARD.—Section 1138(a) of title 49,  
23 United States Code, is amended by striking “expenditures  
24 of the National Transportation Safety” and inserting “ex-  
25 penditures of the”.

1 (b) ORGANIZATION AND ADMINISTRATIVE.—The  
2 analysis for chapter 11 of title 49, United States Code,  
3 is further amended—

4 (1) by striking the items relating to sections  
5 117 and 1117; and

6 (2) by inserting after the item relating to sec-  
7 tion 1116 the following:

“1117. Methodology.”.

8 (c) SURFACE TRANSPORTATION BOARD.—The anal-  
9 ysis for subtitle II of title 49, United States Code, is  
10 amended by inserting after the item relating to chapter  
11 11 the following:

“13. Surface Transportation Board ..... 1301”.

12 **SEC. 1222. AIR SAFETY INVESTIGATORS.**

13 (a) REMOVAL OF FAA MEDICAL CERTIFICATE RE-  
14 QUIREMENT.—Not later than 60 days after the date of  
15 enactment of this Act, the Director of the Office of Per-  
16 sonnel Management, in consultation with the Adminis-  
17 trator and the Chairman of the National Transportation  
18 Safety Board, shall take such actions as may be necessary  
19 to revise the eligibility requirements for the Air Safety In-  
20 vestigating Series 1815 occupational series (and any simi-  
21 lar occupational series relating to transportation accident  
22 investigating) to remove any requirement that an indi-  
23 vidual hold a current medical certificate issued by the Ad-  
24 ministrator.

1 (b) UPDATES TO OTHER REQUIREMENTS.—

2 (1) IN GENERAL.—Not later than 2 years after  
3 the date of enactment of this Act, the Director, in  
4 coordination with the Administrator and Chairman,  
5 shall take such actions as may be necessary to up-  
6 date and revise experiential, educational, and other  
7 eligibility requirements for the Air Safety Inves-  
8 tigating Series 1815 occupational series (and any  
9 similar occupational series relating to transportation  
10 accident investigating).

11 (2) CONSIDERATIONS.—In updating the re-  
12 quirements under paragraph (1), the Director shall  
13 consider—

14 (A) the direct relationship between any re-  
15 quirement and the duties expected to be per-  
16 formed by the position;

17 (B) changes in the skills and tools nec-  
18 essary to perform transportation accident inves-  
19 tigations; and

20 (C) such other considerations as the Direc-  
21 tor, Administrator, or Chairman determines ap-  
22 propriate.



1081

1 **SEC. 1223. REVIEW OF NATIONAL TRANSPORTATION SAFE-**  
2 **TY BOARD PROCUREMENTS.**

3 Not later than 18 months after the date of enactment  
4 of this Act, the Comptroller General shall, pursuant to sec-  
5 tion 1138 of title 49, United States Code, submit to the  
6 appropriate committees of Congress a report regarding the  
7 procurement and contracting planning, practices, and poli-  
8 cies of the National Transportation Safety Board, includ-  
9 ing such planning, practices, and policies regarding sole-  
10 source contracts.

11 **TITLE XIII—REVENUE**  
12 **PROVISIONS**

13 **SEC. 1301. EXPENDITURE AUTHORITY FROM AIRPORT AND**  
14 **AIRWAY TRUST FUND.**

15 (a) IN GENERAL.—Section 9502(d)(1) of the Inter-  
16 nal Revenue Code of 1986 is amended—

17 (1) in the matter preceding subparagraph (A)  
18 by striking “May 11, 2024” and inserting “October  
19 1, 2028”; and

20 (2) in subparagraph (A) by striking the semi-  
21 colon at the end and inserting “or the FAA Reau-  
22 thorization Act of 2024;”.

23 (b) CONFORMING AMENDMENT.—Section 9502(e)(2)  
24 of such Code is amended by striking “May 11, 2024” and  
25 inserting “October 1, 2028”.

1 **SEC. 1302. EXTENSION OF TAXES FUNDING AIRPORT AND**  
2 **AIRWAY TRUST FUND.**

3 (a) **FUEL TAXES.**—Section 4081(d)(2)(B) of the In-  
4 ternal Revenue Code of 1986 is amended by striking “May  
5 10, 2024” and inserting “September 30, 2028”.

6 (b) **TICKET TAXES.**—

7 (1) **PERSONS.**—Section 4261(k)(1)(A)(ii) of the  
8 Internal Revenue Code of 1986 is amended by strik-  
9 ing “May 10, 2024” and inserting “September 30,  
10 2028”.

11 (2) **PROPERTY.**—Section 4271(d)(1)(A)(ii) of  
12 the Internal Revenue Code of 1986 is amended by  
13 striking “May 10, 2024” and inserting “September  
14 30, 2028”.

15 (c) **FRACTIONAL OWNERSHIP PROGRAMS.**—

16 (1) **FUEL TAX.**—Section 4043(d) of the Inter-  
17 nal Revenue Code of 1986 is amended by striking  
18 “May 10, 2024” and inserting “September 30,  
19 2028”.

20 (2) **TREATMENT AS NONCOMMERCIAL AVIA-**  
21 **TION.**—Section 4083(b) of the Internal Revenue  
22 Code of 1986 is amended by striking “May 11,  
23 2024” and inserting “October 1, 2028”.

24 (3) **EXEMPTION FROM TICKET TAX.**—Section  
25 4261(j) of the Internal Revenue Code of 1986 is

1083

1 amended by striking “May 10, 2024” and inserting  
2 “September 30, 2028”.