

**AMENDMENT TO THE AMENDMENT IN THE  
NATURE OF A SUBSTITUTE TO H.R. 3935  
OFFERED BY MR. GRAVES OF MISSOURI**

Page 16, line 10, strike “Council” and insert “Counsel”.

Page 30, line 1, strike “paragraph” and insert “paragraph (3)”.

Page 41, line 14, strike “inserting after subsection (f)” and insert “by striking subsection (g) and inserting”.

Page 54, line 18, insert “**AND FEEDBACK PORTAL**” after “**DASHBOARDS**”.

Page 54, line 23, strike “or portal”.

Page 55, after line 24, insert the following:

- 1 (d) FAA FEEDBACK PORTAL.—
- 2 (1) IN GENERAL.—The Ombudsman shall,
- 3 through interacting with the public and general due
- 4 diligence, determine whether a publicly facing portal
- 5 on the website through which the public may provide
- 6 feedback to the Administrator about experiences

1 they have working with personnel of the Administra-  
2 tion would be beneficial.

3 (2) REQUIREMENTS.—The Ombudsman shall  
4 ensure any portal established under this subsection  
5 asks questions that seek to gauge any shortcomings  
6 the Administration has in fulfilling its mission or  
7 areas where the Administration is succeeding in  
8 meetings its mission.

Page 63, after line 23, insert the following:

9 “(2) REGIONAL OFFICERS.—The Aviation Noise  
10 Officer shall designate, within each region of the Ad-  
11 ministration, a Regional Aviation Noise Officer.”.

Page 63, line 24, strike line 24 and insert the fol-  
lowing:

12 “(3) DUTIES.—The Aviation Noise Officer, in  
13 coordination with the Regional Aviation Noise Offi-  
14 cers, shall—”.

Page 70, line 5, strike “of the”.

Page 104, after line 4, insert the following:

15 **SEC. 213. RESPONSE TO LETTER OF INVESTIGATION.**

16 Section 2(b) of the Pilot’s Bill of Rights (49 U.S.C.  
17 44703 note) is amended by adding at the end the fol-  
18 lowing:

1           “(6) RESPONSE TO LETTER OF INVESTIGA-  
2           TION.—If an individual decides to respond to a Let-  
3           ter of Investigation described in paragraph (2)(B)  
4           such individual may respond not later than 30 days  
5           after receipt of such Letter, including providing  
6           written comments on the incident to the inves-  
7           tigating office.”.

Page 113, line 18, insert “, commercial service air-  
ports,” after “stakeholders”.

Page 130, strike lines 5 through 14 and insert the  
following:

8           (c) WORKING GROUP.—The Administrator shall con-  
9           vene a working group comprised of industry stakeholders  
10          and aviation experts to—

11           (1) not later than 1 year after the date of en-  
12          actment of this Act, study methods and make rec-  
13          ommendations to clarify requirements and stand-  
14          ardize the process for conducting and completing  
15          aircraft conformity processes for existing air carriers  
16          and operators under part 135 of title 14, Code of  
17          Federal Regulations, in a timely manner, which shall  
18          include—

19           (A) developing a plan to honor or expedite  
20          the consideration of previously accepted aircraft

1 configuration evaluations when an aircraft  
2 moves from one certificate under part 135 of  
3 title 14, code of federal regulations, to another  
4 such certificate;

5 (B) streamlining protocols for operators  
6 under such part 135 to add an aircraft that  
7 was listed on another certificate under such  
8 part 135 immediately prior to moving to the  
9 new carrier; and

10 (C) evaluating non-safety related Federal  
11 Aviation Administration policies, guidance, and  
12 documentation and identify needed changes to  
13 such policies, guidance, and documentation to  
14 accomplish subparagraph (B); and

15 (2) not later than 2 years after of the date of  
16 enactment of this Act—

17 (A) study and review methods to mod-  
18 ernize and improve the air carrier certification  
19 process under part 135 of title 14, Code of  
20 Federal Regulations; and

21 (B) recommend long-term solutions for ef-  
22 fective management of Administration resources  
23 dedicated to approving air carrier certificate ap-  
24 plications under part 135 of title 14 of such  
25 code.

Page 200, strike lines 14 through 18 and insert the following:

- 1                   (iv) Public and private aviation labor  
2                   organizations, including collective bar-  
3                   gaining representatives of—  
4                   (I) FAA aviation safety inspec-  
5                   tors and safety engineers;  
6                   (II) air traffic controllers;  
7                   (III) certified aircraft mainte-  
8                   nance technicians; and  
9                   (IV) commercial airline pilots.

Page 215, beginning on line 2, strike “with—” and all that follows through “assessing opportunities” and insert “with assessing opportunities”.

Page 215, beginning on line 7, strike “described in paragraph (1)”.

Page 215, beginning on line 16, strike “to—” and all that follows through “improve the facilitation” and insert “to improve the facilitation”.

Page 215, line 18, strike “; and” and insert a period.

Page 215, strike lines 19 through 21 (and conform the subsequent subsection accordingly).

Page 217, strike lines 12 through 25.

Beginning on page 279, strike line 21 and all that follows through page 280, line 21, and insert the following:

1       “(f) ROLES AND RESPONSIBILITIES OF PARTICI-  
2       PATING STATES.—

3               “(1) AIRPORTS.—Unless a State participating  
4       in the block grant program under this section ex-  
5       pressly agrees in a memorandum of agreement, the  
6       Secretary shall not require the State to manage  
7       functions and responsibilities for airport actions or  
8       projects that do not relate to such program.

9               “(2) PROGRAM DOCUMENTATION.—Any grant  
10       agreement providing funds to be administered under  
11       such program shall be consistent with the most re-  
12       cently executed memorandum of agreement, as may  
13       be amended, between the State and the Federal  
14       Aviation Administration. The Administrator of the  
15       Federal Aviation Administration shall provide parity  
16       to participating States and shall only require the  
17       same type of information and level of detail for any  
18       program agreements and documentation that the  
19       Administrator would perform with respect to such  
20       action if the State did not participate in the pro-  
21       gram.

1           “(3) RESPONSIBILITIES.—The Administrator  
2 shall retain responsibility for the following, unless  
3 expressly agreed to by the State:

4           “(A) Grant compliance investigations, de-  
5 terminations, and enforcement.

6           “(B) Obstruction evaluation and airport  
7 airspace analysis, determinations, and enforce-  
8 ment off airport property.

9           “(C) Non-rulemaking analysis, determina-  
10 tions, and enforcement for proposed improve-  
11 ments on airport properties not associated with  
12 this subchapter, or off airport property.

13           “(D) Land use determinations under sec-  
14 tion 163 of the FAA Reauthorization Act of  
15 2018 (49 U.S.C. 47107 note), compatibility  
16 planning, and airport layout plan review and  
17 approval for projects not funded by amounts  
18 available under this subchapter.

19           “(E) Non-aeronautical and special event  
20 recommendations and approvals.

21           “(F) Instrument approach procedure eval-  
22 uations and determinations.

23           “(G) Environmental review for projects not  
24 funded by amounts available under this sub-  
25 chapter.

1           “(H) Review and approval of land leases,  
2           land releases, changes in on-airport land-use  
3           designation, and through-the-fence agree-  
4           ments.”.

Page 237, line 25, strike “and”.

Page 238, line 3, strike the period and insert “;  
and”.

Page 238, after line 3, insert the following:

5           (E) representatives of organizations with  
6           memberships affected by the medical processes,  
7           policies, and procedures of the Administration.

Page 270, line 21, insert “(a) IN GENERAL.—” be-  
fore “Section”.

Page 271, after line 20, insert the following:

8           (b) APPLICABILITY.—For an airport that increased  
9           in categorization from a small hub to a medium hub in  
10          any fiscal year beginning after the date of enactment of  
11          the FAA Reauthorization Act of 2018 (Public Law 115–  
12          254) and prior to the date of enactment of this Act, the  
13          amendment to section 47114(f)(2) of title 49, United  
14          States Code, under subsection (a) shall be applied as  
15          though the airport increased in categorization from a  
16          small hub to a medium hub in the calendar year prior to



1 the first fiscal year in which such amendment is applica-  
2 ble.

Page 280, after line 21, insert the following:

3 (d) REPORT.—The Comptroller General of the  
4 United States shall issue a report on the Airports Office  
5 of the Federal Aviation Administration and the Airport  
6 Improvement Program and include in such report a de-  
7 scription of—

8 (1) the responsibilities of States participating in  
9 the block grant program under section 47128 of title  
10 49, United States Code; and

11 (2) the impact of the Infrastructure Investment  
12 and Jobs Act (117–58) and other Federal adminis-  
13 trative funding sources on the ability of such States  
14 to disburse and administer Airport Improvement  
15 Program funds.

16 (e) SENSE OF CONGRESS.—It is the sense of Con-  
17 gress that Congress supports the disbursement of a per-  
18 centage of administrative funds made available under the  
19 heading “Federal Aviation Administration—Airport Infra-  
20 structure Grants” in title VIII of division J of the Infra-  
21 structure Investment and Jobs Act (Public Law 117–58)  
22 to non-primary airports participating in the State’s block  
23 grant program each fiscal year of the Airport Infrastruc-  
24 ture Grant program.

Page 292, line 14, insert “note” after “47107”.

Page 308, after line 4, insert the following:

1 **SEC. 439. AIRPORT INVESTMENT PARTNERSHIP PROGRAM.**

2 Section 47134(b) of title 49, United States Code, is  
3 amended by adding at the end the following:

4 “(4) **BENEFIT-COST ANALYSIS.**—Prior to ap-  
5 proving an application submitted under subsection  
6 (a), the Secretary may require a benefit-cost anal-  
7 ysis. If a benefit-analysis is required, the Secretary  
8 shall issue a preliminary and conditional finding,  
9 which shall—

10 “(A) be issued within 60 days of the spon-  
11 sor’s submission of all information required by  
12 the Secretary;

13 “(B) be based upon a collaborative review  
14 process that includes the sponsor or sponsor’s  
15 representative;

16 “(C) not constitute the issuance of a Fed-  
17 eral grant or obligation to issue a grant under  
18 this chapter or other authority; and

19 “(D) not constitute any other obligation on  
20 the part of the Federal Government until the  
21 conditions specified in the final benefit-cost  
22 analysis are met.”.

Page 317, strike lines 16 through 19.

Page 342, line 21, strike “subsection (a) through (e)” and insert “subsections (a) and (b)”.

Page 364, after line 23, insert the following:

1 (iv) Avionics manufacturers.

Page 365, line 23, strike “or”.

Page 365, line 24, strike the period and insert “; or”.

Page 365, after line 25, insert the following:

2 (C) may provide onboard situational  
3 awareness to pilots.

Page 406, line 6, insert “part 121 or” after “under”.

Page 427, line 21, strike “180” and insert “90”.

Page 430, line 15, strike “2 years” and insert “1 year”.

Page 429, line 6, strike “and”.

Page 429, after line 6, insert the following:

4 (8) general aviation operators;

1           (9) mechanics certificated under part 65 of title  
2           14, Code of Federal Regulations;

3           (10) holders of type certificates (as described  
4           under subpart E of part 21, title 14, Code of Fed-  
5           eral Regulations);

6           (11) Designated Engineering Representatives  
7           employed by repair stations; and

Page 437, line 13, strike “9” and insert “6”.

Page 439, beginning on line 12, strike “Not later than 4 years after the date of enactment of this Act” and insert “Not later than 18 months after the convening of the aviation rulemaking committee described in subsection (a)”.

Page 447, strike line 6 and all that follows through page 449, line 24 and insert the following:

8           (a) IN GENERAL.—Chapter 447 of title 49, United  
9 States Code, is amended by adding at the end the fol-  
10 lowing:

11 **“§ 44745. Cockpit recording device**

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—

1           “(1) require that, not later than 4 years after  
2           the date of enactment of this Act, all applicable air  
3           craft are fitted with a cockpit voice recorder and a  
4           flight data recorder that are each capable of record-  
5           ing the most recent 25 hours of data;

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

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

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

1       termine the code in order to extract the deleted re-  
2       corded data; and

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

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

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

17           “(1) operated under part 121 of title 14, Code  
18      of Federal Regulations; and

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

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

“44745. Cockpit recording device.”.

Page 450, beginning on line 12, strike “evaluate if” and insert “provide to the Administrator any consensus recommendations for the equipage of consensus recommendations for”.

Page 450, line 13, strike “should be equipped”.

Page 450, line 15, strike the comma.

Page 451, strike lines 5 through 7 and insert the following:

1       (c) RECOMMENDATIONS.—Not later than 18 months  
2 after tasking the aviation rulemaking advisory committee  
3 under subsection (a), the Committee shall submit to the  
4 Administrator any consensus recommendations developed  
5 under subsection (b).

6       (d) RULEMAKING.—Not later than 1 year after re-  
7 ceiving the recommendations pursuant to subsection (c),  
8 the Administrator shall initiate a rulemaking activity  
9 based on such consensus recommendations, if determined  
10 appropriate.

11       (e) BRIEFING.—If the Administrator decides not to  
12 pursue the rulemaking described in subsection (e), the Ad-  
13 ministrator shall brief the Committee on Transportation  
14 and Infrastructure in the House of Representatives and  
15 the Committee on Commerce, Science, and Transportation  
16 in the Senate on the justification of such decision.

Page 450, line 15, strike the comma after “that”.

Page 451, line 17, strike “that” and insert “the”.

Page 451, line 20, strike “medial” and insert “medical”.

Page 453, line 22, strike “airports” and insert “airports and airports with a visual flight rule air traffic control tower”.

Page 466, after line 24, insert the following:

- 1           (2) operators holding a certificate under part
- 2           135, of title 14, Code of Federal Regulations;
- 3           (3) general aviation operators;

Page 495, after line 12, insert the following:

4 **SEC. 547. INCREMENTAL SAFETY IMPROVEMENT.**

5           Section 44704 of title 49, United States Code, is  
6 amended by adding at the end the following:

7           “(h) INCREMENTAL SAFETY IMPROVEMENT.—The  
8 Administrator may consider and approve a proposed incre-  
9 mental design change request from a type certificate hold-  
10 er, if such holder is required by the Administrator to make  
11 a safety-related design change to bring a product into  
12 compliance, even if the proposed incremental design  
13 change does not eliminate the non-compliance.”.



Page 498, line 25, strike “40131” and insert “40132”.

Page 508, line 17, strike “40131” and insert “40132”.

Page 511, line 18, strike “development” and insert “validation”.

Page 516, line 10, strike “, including”.

Page 520, line 19, insert “risk-based” after “establish”.

Page 520, line 20, insert “risk-based” before “proposed requirements”.

Page 521, line 24, strike the closing quotation mark and period.

Page 521, after line 24, insert the following:

1       “(f) EXEMPTION.—The Administrator may exercise  
2 the authorities described in this section without requiring  
3 a rulemaking or imposing the requirements of part 11 of  
4 title 14, Code of Federal Regulations, to the extent con-  
5 sistent with aviation safety.”.

Page 527, after line 14, insert the following:

6       (1) in subsection (a)—

- 1 (A) by inserting “, including temporarily,”  
2 after “restrict”; and  
3 (B) by inserting “or eligible outdoor gath-  
4 ering” after “fixed site facility”;

Page 528, line 19, strike “airworthiness” and insert “performance-based airworthiness criteria”.

Page 528, line 20, insert “risk-based” after “systems”.

Page 529, line 6, insert “beyond visual line of sight” after “aircraft”.

Page 529, after line 17, insert the following:

- 5 (c) CONSIDERATIONS.—In carrying out subsection  
6 (a), the Administrator may leverage previously gathered  
7 data, information, and efforts of the Administration to fi-  
8 nalize rulemaking as required under this section.

Page 532, line 16, strike “3 years” and insert “1 year”.

Page 533, line 14, insert “or guidance” after “requirements”.

Page 536, line 7, strike “1 year” and insert “180 days”.

Page 545, line 24, strike “180” and insert “90”.

Page 546, line 24, strike “can be shown to” and insert “may”.

Page 549, after line 2, insert the following:

1           (1) OPTION TO SUSPEND NOISE CERTIFICATION  
2           REQUIREMENT PENDING STANDARDS DEVELOP-  
3           MENT.—Upon the date of enactment of this Act,  
4           and notwithstanding the requirements of section  
5           44715 of title 49, United States Code, the Adminis-  
6           trator may waive the determination of compliance  
7           with part 36 of title 14, Code of Federal Regula-  
8           tions, for unmanned aircraft systems seeking type  
9           and airworthiness certification, provided the Admin-  
10          istration has developed appropriate noise measure-  
11          ment procedures for such systems and the Adminis-  
12          tration has received the noise measurements results  
13          based on such procedures from the applicant.

Page 549, line 3, strike “IN GENERAL” and insert “DEVELOPMENT OF CRITERIA”.

Page 549, line 3, strike “The Administrator” and insert “Not later than 90 days after the date of enactment of this Act, the Administrator”.

Page 554, line 10, insert “, contracted operators,” after “Forest Service”.

Page 559, after line 2, insert the following:

- 1 (1) an entity included on the Consolidated
- 2 Screening list or Entity List as designated by the
- 3 Secretary of Commerce;

Page 561, line 19, insert “an element of” before “critical”.

Page 563, line 2, insert “an element of” before “critical”.

Page 565, line 17, strike “(8)” and insert “(2)”.

Page 565, line 21, strike “(7)” and insert “(3)”.

Page 570, line 22, insert “, and provide substantive recommendations rule,” after “support”.

Page 570, line 23, insert “other relevant services and offices and” after “with”.

Page 571, line 1, insert “and make substantive recommendations to inform” after “support”.

Page 571, line 5, insert “and make substantive recommendations to inform” after “support”.

Page 571, strike “and coordinate” and insert “coordinate, and make substantive recommendations to”.

Page 579, line 8, strike “its” and insert “Executive Committee”.

Beginning on page 580, strike line 20 and all that follows through page 581, line 23, and insert the following:

1       (a) FAA BEYOND PROGRAM EXTENSION.—The  
2 Administrator of the Federal Aviation Administration  
3 shall extend the existing BEYOND program of the Ad-  
4 ministration as of the date of enactment of this Act (re-  
5 ferred to in this section as the “Program”), and the exist-  
6 ing agreements with State, local, and Tribal governments  
7 entered into under the program until such date as speci-  
8 fied under subsection (b).

9       (b) FAA BEYOND PROGRAM EXPANSION.—

10           (1) IN GENERAL.—Not later than 2 years after  
11 the date of enactment of this Act, the Administrator  
12 shall expand the Program to additional locations and  
13 test the use of new and emerging aviation concepts  
14 and technologies, including concepts and tech-  
15 nologies unrelated to unmanned aircraft systems, to  
16 evaluate and inform Administration policies, rule-  
17 making, and guidance related to the safe integration  
18 of such concepts and technologies into the national  
19 airspace system.

1           (2) SCOPE.—In expanding the Program under  
2           this subsection, the Administrator shall address ad-  
3           ditional factors, including—

4                   (A) increasing automation in civil aircraft,  
5                   including unmanned aircraft systems and new  
6                   or emerging aviation technologies;

7                   (B) operations of such systems and tech-  
8                   nologies, including beyond visual line of sight;  
9                   and

10                   (C) the social and economic impacts of  
11                   such operations.

12           (3) CONTINUATION.—The Administrator shall  
13           carry out the expanded Program required under this  
14           subsection until such time that the Administrator  
15           determines the program is no longer necessary or  
16           useful.

Page 584, strike lines 2 through 8.

Page 584, line 9, strike “16 months” and insert “13  
months”.

Page 585, line 3, strike “(b) and (c)” and insert  
“(a) and (b)”.

Page 585, after line 3, insert the following:

17                   (A) provide for any aircraft type certifi-  
18                   cated by the Administrator—

- 1 (i) a practical pathway for pilot quali-  
2 fication and operations; and  
3 (ii) performance-based requirements  
4 for energy reserves and other range and  
5 endurance-related requirements that reflect  
6 the capabilities and intended operations of  
7 the aircraft;

Page 586, line 22, strike “24 months” and insert “21 months”.

Page 591, line 3, insert “that can safely accommo-  
date the physical and operating characteristics of such  
aircraft” after “heliports”.

Page 591, line 16, strike “36 months” and insert “5  
years”.

Page 599, line 8, strike “and”.

Page 599, after line 8, insert the following:

- 8 (2) in subsection (c)(1)—  
9 (A) by striking “years 2023 and 2024”  
10 and inserting “years 2023 through 2026”; and  
11 (B) by inserting before the period “out of  
12 funds made available under section 106(k) of  
13 title 49, United States Code”;

1           (3) in subsection (d) by striking “2024” and in-  
2           serting “2026” each place it appears;

Strike section 682.

Page 615, line 19, insert “territorial,” after “local”.

Page 621, after line 25, insert the following:

3           (d) STATUTORY CONSTRUCTION.—Nothing in this  
4 section may be construed to limit or otherwise affect the  
5 authority of the Secretary to regulate the disclosure of air  
6 carrier-imposed fees, or alter the requirements under part  
7 399 of title 14, Code of Federal Regulations, as such part  
8 relates to air carrier-imposed fees.

Page 643, strike line 21 and all that follows through  
page 644, line 2 and insert the following:

9           (a) ANNUAL REPORT.—Not later than 1 year after  
10 the date of enactment of this Act, and annually thereafter,  
11 the Secretary of Transportation shall provide to the appro-  
12 priate committees of Congress a report on disability-re-  
13 lated aviation consumer complaints filed with the Depart-  
14 ment of Transportation, and shall make each annual re-  
15 port publicly available.

Page 653, after line 22, insert the following:



1 **SEC. 720. SEAT DIMENSIONS.**

2 Not later than 60 days after the date of enactment  
3 of this Act, the Administrator of the Federal Aviation Ad-  
4 ministration shall—

5 (1) initiate a rulemaking activity based on the  
6 regulation described in section 577 of the FAA Re-  
7 authorization Act of 2018 (49 U.S.C. 42301 note);  
8 and

9 (2) if the Administrator decides not to pursue  
10 the rulemaking described in paragraph (1), the Ad-  
11 ministrator shall brief the Committee on Transpor-  
12 tation and Infrastructura in the House of Rep-  
13 resentatives and the Committee on Commerce,  
14 Science, and Transportation in the Senate on the  
15 justification of such decision.

Strike section 673.

Page 677, after line 6, insert the following:

16 **SEC. 754. GAO STUDY ON PER-TRIP AIRPORT FEES FOR TNC**  
17 **CONSUMERS.**

18 (a) STUDY.—Not later than 90 days after the date  
19 of enactment of this Act, the Comptroller General of the  
20 United States shall conduct a study of fees that airports  
21 assess against customers of transportation network com-  
22 panies.

1 (b) CONTENTS.—In carrying out the study required  
2 under subsection (a), the Comptroller General shall ad-  
3 dress—

4 (1) the methodology used by airports to set a  
5 fee for customers of TNCs;

6 (2) expenditures by airports of fees assessed  
7 against customers of TNCs; and

8 (3) a comparison of the fees imposed by air-  
9 ports on customers of TNCs and other comparable  
10 modes of for-hire transportation, such as taxi.

11 (c) REPORT.—Not later than 12 months after the  
12 date of enactment of this Act, the Comptroller General  
13 shall submit to the Committee on Transportation and In-  
14 frastructure of the House of Representatives and the Com-  
15 mittee on Commerce, Science, and Transportation of the  
16 Senate a report on the results of the study.

17 (d) TRANSPORTATION NETWORK COMPANY DE-  
18 FINED; TNC DEFINED.—In this section, the term “trans-  
19 portation network company” or “TNC” —

20 (1) means a corporation, partnership, sole pro-  
21 prietorship, or other entity that uses a digital net-  
22 work to connect riders to drivers affiliated with the  
23 entity in order for the driver to transport the rider  
24 using a vehicle owned, leased, or otherwise author-

1        ized for use by the driver to a point chosen by the  
2        rider; and

3            (2) does not include a shared-expense carpool or  
4        vanpool arrangement that is not intended to gen-  
5        erate profit for the driver.

6        **SEC. 755. FAA CONTRACT TOWER PILOT PROGRAM.**

7            (a) IN GENERAL.—Not later than 180 days after the  
8        date of enactment of this section, the Administrator of the  
9        Federal Aviation Administration shall establish a pilot  
10       program to convert up to 3 high-activity contract towers  
11       under the Federal Aviation Administration Contract  
12       Tower program to visual flight rule towers staffed by the  
13       Administration.

14           (b) PRIORITY.—In selecting facilities to participate in  
15       the pilot program under subsection (a), the Administrator  
16       shall give priority to towers that:

17            (1) had over 200,000 in annual tower oper-  
18        ations in calendar year 2022 or a small hub airport  
19        with more than 900,000 passenger enplanements in  
20        calendar year 2021;

21            (2) have controls towers that are either owned  
22        by the Administration or are constructed to Admin-  
23        istration standards; and

1           (3) operate within a complex air space, includ-  
2           ing space used by air carriers, for general aviation,  
3           and by military aircraft.

4           (c) CONTROLLER RETENTION.—The Administrator  
5 shall appoint to the position of air traffic controller all  
6 air traffic controllers employed as a Federal contract  
7 tower operator and assigned to the air traffic control tower  
8 pilot program as of the date of enactment of this Act so  
9 long as such operator—

10           (1) meets the qualifications contained in section  
11           44506(f)(1)(A) of title 49, United States Code; and

12           (2) has all other pre-employment qualifications  
13           required by law.

Strike section 774.

Page 707, beginning on line 4, strike “to the maximum extent practicable” and insert “whenever possible”.

Page 711, line 12, insert “, except for airspace that is subject to a permanent, continuous flight restriction, unless the authorization or waiver is issued to, or with the concurrence of, the entity for which the flight restriction was created” after “prescribe”.

Page 711, line 14, insert “related to a sporting event and” after “restriction is”.

Page 712, after line 19, insert the following:

1 (f) OPERATIONAL PURPOSES.—Section 352(a)(3)(B)  
2 of Consolidated Appropriations Resolution, 2003 (Public  
3 Law 108-7) is amended by inserting “(or attendees ap-  
4 proved by)” after “guests”.

Page 728, line 11, strike “or” and insert “and”.

Page 728, beginning on line 14, strike “to enforce  
such order”.

Page 742, after line 13, insert the following:

5 **SEC. 834. INFORMATION SHARING REQUIREMENT.**

6 (a) IN GENERAL.—Not later than 180 days after the  
7 date of enactment of this Act, the Secretary of Transpor-  
8 tation, acting through the Administrator of the Federal  
9 Aviation Administration, shall establish a mechanism to  
10 make helicopter noise complaint data accessible to the  
11 Federal Aviation Administration, to helicopter operators  
12 operating in the Washington, D.C. area, and to the public  
13 on a website of the Administration, based on the rec-  
14 ommendation of the Government Accountability Office in  
15 the report published on January 7, 2021, titled “Aircraft  
16 Noise: Better Information Sharing Could Improve Re-  
17 sponses to Washington, D.C. Area Helicopter Noise Con-  
18 cerns”.

19 (b) COOPERATION.—Any helicopter operator oper-  
20 ating in the Washington, D.C. area shall provide heli-

1 copter noise complaint data to the Federal Aviation Ad-  
2 ministration through the mechanism established under  
3 subsection (a).

4 (c) DEFINITIONS.—In this section:

5 (1) HELICOPTER NOISE COMPLAINT DATA.—

6 The term “helicopter noise complaint data”—

7 (A) means general data relating to a com-  
8 plaint made by an individual about helicopter  
9 noise in the Washington, D.C. area and may in-  
10 clude—

11 (i) the location and description of the  
12 event that is the subject of the complaint;

13 (ii) the start and end time of such  
14 event;

15 (iii) a description of the aircraft that  
16 is the subject of the complaint; and

17 (iv) the airport name associated with  
18 such event; and

19 (B) does not include the personally identi-  
20 fiable information of the individual who sub-  
21 mitted the complaint.

22 (2) WASHINGTON, D.C. AREA.—The term  
23 “Washington, D.C. area” means the area inside of  
24 a 30-mile radius of Ronald Reagan Washington Na-  
25 tional Airport.

1 **SEC. 835. TRANSPORTATION OF ORGANS.**

2 (a) IN GENERAL.—Not later than 90 days after the  
3 date of enactment of this Act, the Secretary of Transpor-  
4 tation, in consultation with the Administrator of the Fed-  
5 eral Aviation Administration, shall convene a working  
6 group (in this section referred to as the “working group”)  
7 to assist in developing best practices for transportation of  
8 an organ in the cabin of an aircraft operating under part  
9 121 of title 14, Code of Federal Regulations, and to iden-  
10 tify regulations that hinder such transportation, if applica-  
11 ble.

12 (b) COMPOSITION.—The working group shall be com-  
13 prised of representatives from the following:

14 (1) Air carriers operating under part 121 of  
15 title 14, Code of Federal Regulations.

16 (2) Organ procurement organizations.

17 (3) Organ transplant hospitals.

18 (4) Flight attendants.

19 (5) Other relevant Federal agencies involved in  
20 organ transportation or air travel.

21 (c) CONSIDERATIONS.—In establishing the best prac-  
22 tices described in subsection (a), the working group shall  
23 consider—

24 (1) a safe, standardized process for acceptance,  
25 handling, management, and transportation of an  
26 organ in the cabin of such aircraft; and

1           (2) protocols to ensure the safe and timely  
2           transport of an organ in the cabin of such aircraft,  
3           including through connecting flights.

4           (d) RECOMMENDATIONS.—Not later than 1 year  
5           after the convening of the working group, such working  
6           group shall submit to the Secretary a report containing  
7           recommendations for the best practices described in sub-  
8           section (a).

9           (e) DEFINITION OF ORGAN.—In this section, the  
10          term “organ”—

11           (1) has the meaning given such term in section  
12          121.2 of title 42, Code of Federal Regulations; and

13           (2) includes organ-related tissue.

14   **SEC. 836. PERMANENT SOLAR POWERED TAXIWAY EDGE**  
15                                   **LIGHTING SYSTEMS.**

16          Not later than 18 months after the date of enactment  
17          of this Act, the Administrator of the Federal Aviation Ad-  
18          ministration shall produce an engineering brief that de-  
19          scribes the acceptable use of permanent solar powered  
20          taxiway edge lighting systems at regional, local, and basic  
21          airports (as identified in the most recent National Plan  
22          of Integrated Airport Systems).

23   **SEC. 837. REPORT ON CERTAIN INFRASTRUCTURE NEEDS.**

24          Not later than 120 days after the date of enactment  
25          of this Act, the Secretary of Transportation shall submit



1 to Congress a report on the infrastructure needs at FAA-  
2 Licensed Horizontal and Vertical Launch Sites located in  
3 rural communities.

4 **SEC. 838. REPORT ON APPLICATION APPROVAL TIMING.**

5 Not later than 120 days after the date of enactment  
6 of this Act, the Administrator of the Federal Aviation Ad-  
7 ministration shall submit to Congress a report detailing  
8 the amount of time the application approval process takes  
9 for agricultural aircraft operations under part 137 of title  
10 14, Code of Federal Regulations.

11 **SEC. 839. STUDY ON AIR CARGO OPERATIONS.**

12 (a) IN GENERAL.—Not later than 180 days after the  
13 date of enactment of this Act, the Comptroller General  
14 of the United States shall conduct a study on the sustain-  
15 ability of air cargo operations.

16 (b) CONTENTS.—In conducting the study required  
17 under subsection (a), the Comptroller General shall ad-  
18 dress the following:

19 (1) Airport and cargo development strategies,  
20 including the pursuit of new air carriers and plans  
21 for physical expansion.

22 (2) Key historical statistics for passenger, cargo  
23 volumes, including freight, express, and mail cargo,  
24 and operations, including statistics distinguishing  
25 between passenger and freight operations.

1           (3) A description of air cargo facilities, includ-  
2           ing the age and condition of such facilities and the  
3           square footage and configuration of the landside and  
4           airside infrastructure of such facilities, and cargo  
5           buildings.

6           (4) The projected square footage deficit of the  
7           cargo facilities and infrastructure described in para-  
8           graph (3).

9           (5) The projected requirements and square  
10          footage deficit for air cargo support facilities.

11          (6) The general physical and operating issues  
12          and constraints associated with air cargo operations.

13          (7) A description of delays in truck bays associ-  
14          ated with the infrastructure and critical landside  
15          issues, including truck maneuvering and queuing  
16          and parking for employees and customers.

17          (8) The estimated cost of developing new cargo  
18          facilities and infrastructure, including the identifica-  
19          tion of percentages for development with a return on  
20          investment and without a return on investment.

21          (9) The projected leasing costs to tenants per  
22          square foot with and without Federal funding of the  
23          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 **SEC. 840. NEXT GENERATION RADIO ALTIMETERS.**

12          (a) **IN GENERAL.**—Not later than 60 days after the  
13          date of enactment of this section, the Administrator of the  
14          Federal Aviation Administration, in coordination with in-  
15          dustry and other relevant government stakeholders, shall  
16          carry out an accelerated program to assist with the devel-  
17          opment, testing, and certification of the standards and  
18          technology necessary to ensure industry and the Adminis-  
19          tration can certify, produce and meet the installation re-  
20          quirements for next generation radio altimeters across all  
21          necessary aircraft by January 1, 2028.

22          (b) **GRANT PROGRAM.**—The Administrator may  
23          award grants for the purposes of research and develop-  
24          ment, testing, and other activities necessary to ensure that  
25          next generation radio altimeter technology is developed,

1 tested, certified, and installed on necessary aircraft by  
2 2028, including through public-private partnership grants  
3 (which shall include protections for necessary intellectual  
4 property with respect to any private sector entity testing,  
5 certifying, or producing next generation radio altimeters  
6 under the program carried out under this section) with  
7 industry to ensure the accelerated production and installa-  
8 tion by January 1, 2028.

9 (c) REVIEW AND REPORT.—Not later than 180 days  
10 after the enactment of this section, the Administrator  
11 shall submit to the Committee on Transportation and In-  
12 frastructure of the House of Representatives and the Com-  
13 mittee on Commerce, Science, and Transportation of the  
14 Senate a report on the steps the Administrator has taken  
15 as of the date on which such report is submitted and any  
16 actions the Administrator plans to take, including as part  
17 of the program carried out under this section, to ensure  
18 that next generation radio altimeter technology is devel-  
19 oped, tested, certified, and installed by 2028.

20 **SEC. 841. SENSE OF CONGRESS REGARDING SAFETY AND**  
21 **SECURITY OF AVIATION INFRASTRUCTURE.**

22 It is the sense of Congress that aviation provides es-  
23 sential services critical to the United States economy and  
24 it is important to ensure the safety and security of its in-

1 frastructure and protect it from unlawful breaches with  
2 appropriate legal safeguards.

3 **SEC. 842. RESTRICTED CATEGORY AIRCRAFT MAINTENANCE AND OPERATIONS.**

5 Notwithstanding any other provision of law, the Fed-  
6 eral Aviation Administration shall have sole jurisdiction  
7 over the maintenance and operations of aircraft owned by  
8 civilian operators and type-certificated in the restricted  
9 category under section 21.25 of title 14, Code of Federal  
10 Regulations.

11 **SEC. 843. REPORT ON TELEWORK.**

12 Not later than 120 days after the date of the enact-  
13 ment of this Act, the Secretary of Transportation shall  
14 submit to the appropriate congressional committees and  
15 the Committees on Appropriations of the Senate and the  
16 House of Representatives a detailed report on the direct  
17 and indirect costs and inefficiencies associated with  
18 COVID-era telework policies at the Federal Aviation Ad-  
19 ministration.

20 **SEC. 844. MILITARY AVIATION MAINTENANCE.**

21 (a) **STREAMLINED CERTIFICATION FOR ELIGIBLE**  
22 **MILITARY MAINTENANCE TECHNICIANS.**—Not later than  
23 1 years after the interagency working group in section 311  
24 of this Act is convened, the Administrator shall task such  
25 working group with evaluating the appropriateness of re-

1 revising part 65 of title 14, Code of Federal Regulations,  
2 to—

3 (1) create a mechanic written competency test  
4 for eligible military maintenance technicians;

5 (2) develop, as necessary, a relevant Airman  
6 Certification Standard to qualify eligible military  
7 maintenance technicians for a FAA mechanic certifi-  
8 cate with an airframe rating or a powerplant rating,  
9 or both; and

10 (3) allow a certificate of eligibility from the  
11 Joint Services Aviation Maintenance Technician Cer-  
12 tification Council (in this section referred to as the  
13 “JSAMTCC”) evidencing completion of a training  
14 curriculum for any rating sought to serve as a sub-  
15 stitute to fulfill the requirement under such part 65  
16 for oral and practical tests administered by a Des-  
17 ignated Mechanic Examiner for eligible military  
18 maintenance technicians.

19 (b) FINAL RULE.—If the working group finds that  
20 revising part 65 of title 14, Code of Federal Regulations  
21 as described in section (a) is appropriate, not later than  
22 one year following the determination, the Administrator  
23 shall issue a final rule that revises part 65 of title 14,  
24 Code of Federal Regulations as described in subsection  
25 (a).

1 (c) AERONAUTICAL KNOWLEDGE SUBJECT AREAS.—

2 (1) IN GENERAL.—The military mechanic writ-  
3 ten competency test and Airman Certification Stand-  
4 ard described in subsection (a)(1) and subsection  
5 (a)(2), respectively, shall focus on the aeronautical  
6 knowledge subject areas contained in the Aviation  
7 Mechanic General, Airframe, and Powerplant Air-  
8 man Certificate Standards, as appropriate to the  
9 rating sought.

10 (2) IDENTIFICATION OF SUBJECT AREAS.—The  
11 aeronautical knowledge subject areas described in  
12 paragraph (1) shall be identified in consultation with  
13 industry stakeholders and the Airman Certification  
14 System Working Group.

15 (d) EXPANSION OF TESTING LOCATIONS.—The  
16 interagency working group described in subsection (a)  
17 shall determine whether an expansion of the number of  
18 active testing locations operated within military installa-  
19 tion testing centers would increase access to testing, as  
20 well as how to implement such expansion.

21 (e) OUTREACH AND AWARENESS.—The interagency  
22 working group described in subsection (a) shall develop a  
23 plan to increase outreach and awareness regarding—

24 (1) the services made available by the  
25 JSAMTCC; and

1           (2) the military mechanic written competency  
2           test described in subsection (a), if appropriate.

3           (f) **ELIGIBLE MILITARY MAINTENANCE TECHNICIAN**  
4 **DEFINED.**—In this section, the term “eligible military  
5 maintenance technician” means an individual who is a  
6 current or former military aviation maintenance techni-  
7 cian who was honorably discharged or has retired from  
8 the United States Armed Forces (as defined in section 101  
9 of title 10, United States Code).

10 **SEC. 845. CREWMEMBER PUMPING GUIDANCE.**

11           (a) **IN GENERAL.**—Not later than 180 days after the  
12 date of enactment of this Act, the Administrator shall  
13 issue guidance to part 121 air carriers relating to the ex-  
14 pression of milk by crewmembers on an aircraft during  
15 noncritical phases of flight, consistent with the perform-  
16 ance of the crewmember’s duties aboard the aircraft. The  
17 guidance shall be equally applicable to any lactating crew-  
18 member. In developing the guidance, the Administrator  
19 shall—

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

23           (2) ensure that complying with the guidance  
24 will not require an air carrier or foreign air carrier  
25 to incur significant expense, such as through—



1 (A) the addition of an extra crewmember  
2 in response to providing a break;

3 (B) removal or retrofitting of seats on the  
4 aircraft; or

5 (C) modification or retrofitting of an air-  
6 craft.

7 (b) DEFINITIONS.—In this section:

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

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

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

17 (c) AVIATION SAFETY.—Nothing in this section shall  
18 limit the authority of the Administrator relating to avia-  
19 tion safety under subtitle VII of title 49, United States  
20 Code.

21 **SEC. 846. AIRSPACE INTEGRATION FOR SPACE LAUNCH**  
22 **AND REENTRY.**

23 (a) SENSE OF CONGRESS.—It is the Sense of Con-  
24 gress that—

1           (1) a safe and efficient National Airspace Sys-  
2           tem that successfully supports existing users and in-  
3           tegrates new entrants is of the utmost importance;

4           (2) both commercial aviation and space launch  
5           and reentry operations are vital to United States  
6           global leadership, national security, and economic  
7           opportunity;

8           (3) aircraft hazard areas are necessary during  
9           space launch and reentry operations to ensure public  
10          safety; and

11          (4) the Federal Aviation Administration must  
12          prioritize the development and deployment of tech-  
13          nologies to improve visibility of space launch and re-  
14          entry operations within Administration computer  
15          systems and minimize operational workload to air  
16          traffic controllers associated with routing traffic dur-  
17          ing spaceflight launch and reentry operations.

18          (b) SPACE LAUNCH AND REENTRY AIRSPACE INTE-  
19          GRATION TECHNOLOGY.—There is authorized to be appro-  
20          priated \$10,000,000 for each of the fiscal years 2024  
21          through 2028, or until such time as the Administrator de-  
22          termines that the project has reached an operational sta-  
23          tus, for the Administrator to expedite the development, ac-  
24          quisition, and deployment of technologies or capabilities  
25          to aid in space launch and reentry integration, which may

1 include technologies recommended by the Airspace Access  
2 Priorities Aviation Rulemaking Committee in 2019, sys-  
3 tems to enable the integration of launch and reentry data  
4 directly onto air traffic controller displays, and automated  
5 systems to enable near real-time planning and dynamic re-  
6 routing of commercial aircraft during and following com-  
7 mercial space launch and reentry operations, with the ob-  
8 jective of operational readiness not later than December  
9 31, 2026.

Page 742, line 24, strike “\$137,000,000” and insert  
“\$142,000,000”.

Page 742, line 25, strike “\$142,000,000” and insert  
“\$145,000,000”.

Page 743, line 1, strike “\$147,000,000” and insert  
“\$150,000,000”.

Page 743, line 1, strike “\$152,000,000” and insert  
“\$155,000,000”.

Page 743, line 2, strike “\$158,000,000” and insert  
“\$161,000,000”.

Strike section 914.

