

SECTION-BY-SECTION SUMMARY
FAA REAUTHORIZATION ACT OF 2024
H.R. 3935

Sec. 1. Short title; Table of Contents

This section states that the bill may be cited as the “FAA Reauthorization Act of 2024” and provides for the table of contents.

Sec. 2. Definitions

This section provides global definitions for the terms “Administrator,” “Appropriate Committees of Congress,” “Comptroller General,” “FAA,” and “Secretary.” Such definitions apply to the terms used throughout this section-by-section document.

Title I – Authorizations

Sec. 101. Airport Planning and Development and Noise Compatibility Planning and Programs

This section authorizes \$4 billion from the Airport and Airway Trust Fund (AATF) for the Federal Aviation Administration’s (FAA’s) Airport Improvement Program (AIP) account for each of fiscal years (FYs) 2025 through 2028.

Sec. 102. Facilities and Equipment

This section authorizes from the AATF the following amounts for FAA’s Facilities & Equipment (F&E) account: \$3.575 billion for FY 2025; \$3.625 billion for FY 2026; \$3.675 billion for FY 2027; and \$3.725 billion for FY 2028.

Sec. 103. Operations

This section authorizes the following amounts for FAA’s Operations account: \$13.055 billion for FY 2025; \$13.354 billion for FY 2026; \$13.650 billion for FY 2027; and \$13.954 billion for FY 2028.

Sec. 104. Extension of Miscellaneous Expiring Authorities

This section extends various expiring authorities, including: AIP discretionary grant eligibility for the Marshall Islands, Micronesia, and Palau; continuation of the Safety Oversight and Certification Advisory Committee; and an extension of the non-premium war risk insurance program.

Title II – FAA Oversight and Organizational Reform

Sec. 201. FAA leadership

This section establishes the leadership of the FAA, consisting of the Administrator and Deputy Administrator.

Sec. 202. Assistant Administrator for rulemaking and regulatory improvement

This section establishes a new Assistant Administrator for Rulemaking and Regulatory Improvement who is responsible for the FAA’s rulemaking agenda, updating outdated rules of the agency, evaluating existing regulations for effectiveness, redundancy, and accuracy, coordinating with offices of the agency and other Federal entities to maintain rulemaking timelines, and receiving and processing petitions for exemption.

Sec. 203. Prohibition on conflicting pecuniary interests

Apart from pre-approved teaching, this section prohibits the Administrator and Deputy Administrator from engaging in another business or having financial interests in aeronautical enterprises outside of index funds.

Sec. 204. Authority of Secretary and Administrator

This section establishes the authorities of the Administrator relating to those of the Department of Transportation (DOT), including the promulgation of regulations and responsibility for regulated aviation entities.

This section also clarifies the rulemaking approval procedures at the DOT for FAA rules and sets the benchmark for significant rulemakings.

Sec. 205. Regulatory materials improvement

This section establishes a process review team to provide the Administrator with recommendations to improve the promulgation of regulatory materials by the Agency.

This section also requires the Inspector General (IG) of the DOT to review the processes by which FAA produces and reviews guidance materials and policies in order to improve the efficiency of such actions. The Administrator must then develop an action plan based on the IG’s recommendations.

Sec. 206. Future of NextGen

This section instructs the FAA to operationalize the programs under NextGen by the end of 2025 and then sunset the Office of NextGen. The duties, activities, and personnel of the office are to be transferred to the Airspace Modernization Office, the Air Traffic Organization (including the NextGen Advisory Committee), the Office of Aviation Safety, and other offices of the Administration, as appropriate.

This section also renames, codifies, and expands the role of the “William J. Hughes Technical Center for Advanced Aerospace” (formerly the William J. Hughes Technical Center). The Technical Center is responsible for promoting Federal, academic, and industry cooperation and opportunities to advance aerospace research, development, and safety.

This section provides the Technical Center with the following duties: providing the aerospace industry access to Federal facilities, systems, and personnel through appropriate agreements; managing technology demonstration grant awards; identifying opportunities to improve aviation safety and efficiency of the Air Traffic Control (ATC) system; and managing related facilities.

Sec. 207. Airspace Modernization Office

This section establishes an office within the FAA responsible for the modernization of the National Airspace System (NAS), including the development of an information-centric NAS,

improving the interoperability of NAS systems, and the development of an integrated plan for the future of the NAS.

This section also requires the IG of the DOT to review and provide recommendations for the integrated plan maintained by the Airspace Modernization Office.

Sec. 208. Application dashboard and feedback

This section requires the FAA to determine whether creating public dashboards and feedback portals for various FAA offices to routinely update regulated persons and entities on their applications would be beneficial to applicants and an efficient use of agency resources.

Sec. 209. Sense of Congress on FAA engagement during rulemaking activities

This section expresses the sense of Congress that the FAA should engage with regulated entities during the pre-drafting of a rule and use, to a greater extent, docketed ex parte conversations to better inform the agency's work, reduce the time needed to adjudicate comments, and improve the timeline for the promulgation of final rules.

Sec. 210. Civil Aeromedical Institute

This section contains a conforming amendment with no policy implications. This section maintains the Civil Aeromedical Institute.

Sec. 211. Management Advisory Council

This section repeals the Air Traffic Services Board, which has remained unused since its inception in 2003.

This section re-establishes the Federal Aerospace Management Advisory Council (MAC). This section reaffirms the role of the MAC, to provide advice and counsel to the Administrator. The MAC is comprised of 13 members, including a designee of the DOT, a designee of the Department of Defense (DOD), 10 members representing aerospace and technology interests — five appointed by the Secretary and five appointed by the Administrator — and one member representing an air traffic controller's union.

Sec. 212. Chief Operating Officer

This section contains conforming amendments based on the repeal of the Air Traffic Services Board. This section maintains the existing duties of the Chief Operating Officer (COO), adds the integration of new user operations into the NAS to the duties of the COO, and clarifies that the COO has the responsibility for maintaining a state of good repair and the continuous improvement of the ATC system.

Sec. 213. Report on unfunded capital needs of air traffic control system

This section establishes a process by which the FAA can submit to Congress and DOT, a list of upcoming ATC system facility and equipment needs following the publication of the President's budget that were not included in the budget. This process is similar to the Unfunded Priorities List process used by the Department of Defense.

Sec. 214. Chief Technology Officer

This section maintains the existing duties of the Chief Technology Officer (CTO), adds a postemployment provision, and makes conforming edits.

Sec. 215. Definition of air traffic control system

This section includes a conforming amendment to maintain the definition of the ATC system and updates it to match the current scope of the system — including third-party providers of systems, hardware, and services.

Sec. 216. Peer review of Office of Whistleblower Protection and Aviation Safety Investigations

This section subjects the Office of Whistleblower Protection and Aviation Safety Investigations to a peer review, similar to those performed on the Offices of Inspectors General. Such review will occur every five years and will be conducted in compliance with the guidelines of the Council of the Inspectors General on Integrity and Efficiency (CIGIE).

Sec. 217. Cybersecurity lead

This section requires the FAA to designate a Cybersecurity Lead for the agency. The Cybersecurity Lead will provide briefings to Congress on their activities, including implementation of the cybersecurity subtitle of this bill.

Sec. 218. Eliminating FAA reporting and unnecessary requirements

This section repeals or amends several annual FAA reports, as well as longstanding rulemakings that were previously required under law but are no longer necessary or a pertinent use of agency resources.

Sec. 219. Authority to use electronic service

This section enables the use of electronic or facsimile methods of service by the FAA.

Sec. 220. Safety and efficiency through digitization of FAA systems

This section requires the FAA to digitize at least three processes used by the agency to perform internal and external information exchanges related to certifications.

Sec. 221. FAA telework

This section requires that telework policies of the FAA be based on job functions, duties, and level of management to ensure the mission of the agency can be accomplished effectively. This section requires that telework policies cannot inhibit site visits, inspections, in-person collaboration, on-the-job training, and operations of the NAS. Lastly, this section requires the consideration of telework status and duty station when determining pay rates for employees.

Sec. 222. Review of office space

This section requires DOT to review the office footprint of the DOT to determine if it is an adequate use of resources based on the workforce, the needs of that workforce, the regions where DOT's modal administrations perform work, and general changes to how and where work is completed. This section then requires DOT to determine where office consolidation within and between modes may make sense in order to more effectively utilize resources and provide amenities to personnel. This section also requires that such review consider accessibility for persons with disabilities, maintenance costs, and age and condition of such offices. This section does not include a review of FAA air traffic control facilities.

Sec. 223. Restoration of authority

This section would restore DOT authorities that were inadvertently repealed with the passage of the *FAA Reauthorization Act of 2018* (P.L. 115-254). This section allows DOT to maintain DOT's Sensitive Security Information (SSI) regulations in Section 15.5 of title 49, Code of Federal Regulations.

Sec. 224. FAA participation in industry standards organizations

This section encourages FAA employees to actively participate in industry standard organizations (ISO) working on the development of aviation standards and means of compliance.

Sec. 225. Sense of Congress on the use of voluntary consensus standards

This section expresses the sense of Congress that the FAA should be following the Office of Management and Budget (OMB) Circular A-119, Federal Participation in the Development and Use of Voluntary Consensus Standards and Conformity Assessment Activities.

Sec. 226. Required designation

This section ensures aviation rulemaking committees comprised of stakeholders can deliberate on recommendations to the FAA without undue scrutiny before publication.

Sec. 227. Administrative services franchise fund

This section addresses an inefficiency in the use of FAA's franchise fund which requires that all funds be paid in advance. The flexibility provided is consistent with funds of other Departments.

Sec. 228. Commercial preference

This section amends the general procurement authority of the FAA to make clear it should update its acquisition management system periodically and should include in such updates the consideration for commercial products and services.

Sec. 229. Advanced Aviation Technology and Innovation Steering Committee

This section establishes an Advanced Aviation Technology and Innovation Steering Committee within the FAA comprised of the appropriate Associate and Assistant Administrators of the FAA. The Committee is responsible for maintaining a strategy and action plan for integrating advanced technologies into the NAS and for providing direction to the agency regarding issues related to advanced aviation technologies.

Sec. 230. Review and updates of categorical exclusions.

This section requires the DOT to catalog categorical exclusions used by the Department, including modal administrations. The FAA then must review the catalog and determine whether to adopt any of the categorical exclusions for use in the FAA.

Title III – Aviation Safety Improvements

Subtitle A – General Provisions

Sec. 301. Helicopter air ambulance operations

This section repeals an outstanding rulemaking activity that is duplicative with other regulatory and oversight actions taken by the FAA regarding helicopter air ambulance operations. This section requires the FAA to inform Congress on how specific risks to air ambulance operations will be captured under their Safety Management System (SMS) programs.

This section also requires the FAA to publish air ambulance safety information more routinely.

Sec. 302. Global aircraft maintenance safety improvements

This section requires that all foreign aircraft repair stations be subject to at least one unannounced safety inspection each year and sets forth minimum qualifications for mechanics and others working on United States-registered aircraft at foreign repair stations.

This section further requires that rules mandated in the *FAA Extension, Safety, and Security Act of 2016* (P.L. 114-190) on drug and alcohol testing and a threat assessment of employees at foreign repair stations are implemented.

Sec. 303. ODA best practice sharing

This section directs the FAA's Organization Designation Authorization (ODA) Oversight Office to convene a forum for ODA holders, unit members, and other organizational representatives not less than every two years to share best practices and foster open and transparent communication between Administration safety specialists, ODA holders, and unit members.

Sec. 304. Training of organization delegation authorization unit members

This section mandates that approved ODA holders have a recurrent training program for all ODA unit members. The training program established in this section shall cover unit members' professional obligation and responsibilities, the ODA holder's code of ethics, and procedures for reporting safety concerns.

This section also requires the FAA ODA Office to review each ODA holder's recurrent training program to ensure it covers all topics required under this section and to ensure ODA unit member understanding of safety management systems, including the provisions of the most recent edition of the International Civil Aviation Organization's Safety Management Manual, or any successor edition.

In addition, this section requires that ODA unit members complete ethics training within 60 business days of being designated as an ODA unit member. ODA unit members authorized to perform delegated functions under an ODA prior to the establishment of the training program must complete the training no later than 30 days after such training course is approved by the FAA and annually thereafter.

Sec. 305. Clarification on safety management system information disclosure

This section clarifies that a report, data, or other information submitted for any purpose relating to the development and implementation of a safety management system that is acceptable to the FAA may not be disclosed to the public by the FAA.

Sec. 306. Reauthorization of certain provisions of the Aircraft Certification, Safety, and Accountability Act

This section extends various reporting requirements and authorities in the *Aircraft Certification, Safety, and Accountability Act* (P.L. 116-260) through 2028.

Sec. 307. Continued oversight of FAA compliance program

This section requires the Administrator to continue the agency-wide evaluation to assess the functioning and effectiveness of the Compliance Program and directs the Administrator to assess 1) the need for long term program metrics, 2) whether the program ensures the highest level of compliance with safety standards, 3) whether the program has met its stated safety goals and purpose, and 4) FAA employee confidence in the program.

Sec. 308. Scalability of safety management systems

This section directs the FAA, in conducting a rulemaking to require, or implementing a regulation requiring, a safety management system, to consider the scalability of such safety management system requirements to the full range of entities in terms of size or complexity.

Sec. 309. Review of safety management system rulemaking

This section directs the Administrator to review the Agency's final SMS rule no later than 60 days after the enactment to ensure it applies to all certificate holders operating under the rules for part 135 or section 91.147 of title 14, Code of Federal Regulations, as well as certain production and type certificate holders under part 21 of title 14, Code of Federal Regulations.

Sec. 310. Independent study on future state of type certification processes

This section requires the FAA, through a federally funded research and development center or other independent nonprofit organization, to conduct a study on the future state of type certification of aircraft. The study must address how the Administration could develop a risk-based model for type certification to improve safety, provide an assessment of best practices and tools used by other certification authorities outside of the United States, as well as evaluate changes that might be needed to ensure that corrective actions for continued operational safety issues can be approved and implemented quickly, particularly with respect to highly complex software systems, among other things.

This section requires a report to be submitted to the FAA and to Congress upon completion of the study.

Sec. 311. Use of advanced tools and high-risk flight testing in certifying aerospace products

This section requires the FAA to study and consider the use of advanced tools during the testing, analysis, and verification stages of aerospace certification projects to reduce the risks associated with high-risk flight profiles and performing limit testing.

This section requires the FAA to issue a report on the results of the assessment and the FAA's plans to implement such findings. This section also requires the Administrator to update relevant regulations or any associated advisory circulars, guidance, or policy of the FAA, to improve flight test safety.

Sec. 312. Transport airplane and propulsion certification modernization

This section requires the FAA to publish a draft rule on transport airplane and propulsion certification modernization which the agency added to its regulatory agenda in 2022. This anticipated rule is expected to further harmonize the certification requirements for transport category aircraft with the European Union Aviation Safety Agency (EASA), codify common special conditions, and address other recommendations of the Aviation Rulemaking and Advisory Committee.

Sec. 313. Fire protection standards.

This section requires the FAA to establish an internal regulatory review team to compare foreign and domestic airworthiness standards and guidance for aircraft engine firewalls. This section further requires the Administrator upon completion of the review to update the FAA's Significant Standards List, as appropriate, based on the findings of the review team.

Sec. 314. Risk model for production facility inspections

This section requires the FAA to conduct a review of the risk-based model used by FAA certification management offices to inform the frequency of aircraft manufacturing or production facility inspections and update the model within 12 months to ensure it accounts for risk during periods of increased production.

Sec. 315. Review of FAA use of aviation safety data

This section requires that the FAA enter into an agreement with a qualified third-party organization or consortium to review aviation safety data the FAA has, how the data is stored and used, and whether the data is complete and useful for the purposes of identifying safety trends and addressing identified risks.

This section requires the FAA to develop an implementation plan within 6 months of receiving the report and findings from the qualified third-party organization and begin implementing recommendations, if appropriate.

Sec. 316. Weather reporting systems study

This section requires Government Accountability Office (GAO) to examine how to improve the procurement, functionality, and sustainability of weather reporting systems to improve the resiliency of weather reporting systems, and to assess alternative means to weather reporting systems that would suffice in obtaining accurate weather data and information.

Sec. 317. GAO study on expansion of the FAA weather camera program

This section directs GAO to conduct a study on the feasibility and potential safety benefits of expanding the Weather Camera Program of the FAA to locations in the United States that lack weather camera services.

Sec. 318. Audit on aviation safety in era of wireless connectivity

This section requires the FAA enter into an agreement with the National Academies to study potential conflicts between uses of radio spectrum by aviators and wireless telecommunications network.

Sec. 319. Safety data analysis for aircraft without transponders

This section directs the FAA, in coordination with the National Transportation Safety Board (NTSB), to collect and analyze data relating to accidents and incidents involving aircraft exempt from air traffic control transponder and altitude reporting equipment and use requirements. It also directs the FAA, if appropriate, to develop recommendations on how to reduce the number of incidents and accidents associated with such aircraft.

Sec. 320. Crash-resistant fuel systems in rotorcraft

This section directs the FAA to task the Aviation Rulemaking Advisory Committee (ARAC) to review and update the 2018 report of the Rotorcraft Occupation Protection Working Group by reviewing NTSB data from 2016-2023 on post-crash fires in helicopter accidents and determining to what extent crash-resistant fuel systems could have prevented fatalities.

In addition, this section requires the ARAC to develop recommendations to encourage helicopter owners and operators to expedite installation of crash-resistant fuel systems regardless of original certification and manufacture date and requires the FAA to implement recommendations or work with the United States Helicopter Safety Team, as appropriate, to implement such recommendations.

Sec. 321. Reducing turbulence-related injuries on part 121 aircraft operations

This section directs the FAA to review the recommendations by the Chair of the NTSB in the “Preventing Turbulence-Related Injuries in Air Carrier Operations Conducted Under Title 14 Code of Federal Regulations Part 121” report issued on August 10, 2021 and brief Congress on any planned actions in response to the recommendations of the report.

This section also requires the FAA to implement, as appropriate, the recommendations of the report within 3 years from the date of enactment and submit to Congress a report detailing the implementation status of the recommendations. If the FAA does not implement any of the recommendations made in the safety report, the report to Congress shall contain a description of why those recommendations were not implemented.

Sec. 322. Study on radiation exposure

This section directs DOT to enter into an agreement with the National Academies to conduct a study on radiation exposure to crewmembers onboard various aircraft types operated under Part 121 of title 14, Code of Federal Regulations. The section requires a report to Congress with recommendations.

Sec. 323. Study on impacts of temperature in aircraft cabins

This section requires DOT to enter into the appropriate arrangements with the National Academies to conduct a one-year study on the health and safety impacts, with respect to passengers and crewmembers during each season in which the study is conducted, of unsafe cabin temperature standards. This section requires the National Academies to submit a report on its findings to the Secretary who must then relay the results of the study to Congress.

Sec. 324. Lithium-ion powered wheelchairs

This section requires DOT to task the Air Carrier Access Act Advisory Committee, in consultation with the Administrator of the Pipeline and Hazardous Materials Safety Administration (PHMSA), to conduct a review of regulations, standards and air carrier policies

regarding lithium-ion battery powered wheelchairs and mobility aids. The Committee is required to provide recommendations to DOT to ensure the safe transport of lithium-ion powered wheelchairs and mobility aids in aviation. Furthermore, this section requires DOT to notify an air carrier if they do not have a policy pertaining to lithium-ion battery powered wheelchairs and mobility aids in effect.

Sec. 325. National simulator program policies and guidance

This section directs the Administrator to review relevant policies and guidance (including all advisory circulars, information bulletins, and directives) pertaining to the National Simulator Program and make updates to such policies and guidance. In conducting the review, the Administrator must consult with representatives of air carriers, flight schools, training centers, and manufacturers and suppliers of flight simulation training devices.

This section also directs the GAO to study the FAA's National Simulator Program to assess how the program accounts for advancements in technologies pertaining to flight training simulators, the workforce of the FAA tasked with carrying out and supporting the program, and how the program engages with relevant aviation stakeholders. Not later than 18 months after the enactment of the bill, GAO shall submit a report to Congress on the findings of the study.

Sec. 326. Briefing on agricultural application approval timing

This section requires the FAA to brief Congress on the application process for Part 137 certificates.

Sec. 327. Sense of Congress regarding safety and security of aviation infrastructure

This section expresses the sense of Congress that the safety and security of aviation infrastructure is essential.

Sec. 328. Restricted category aircraft maintenance and operations

This section clarifies that the FAA shall have sole jurisdiction over the maintenance and operations of civil restricted category aircraft. This section ensures that other Federal or local governmental bodies do not set maintenance or operational requirements for the safety of such aircraft.

Sec. 329. Aircraft interchange agreement limitations

This section requires the FAA to conduct a study on the regulations and use of foreign interchange agreements. This section also directs the FAA to brief Congress on its findings from the study and, if appropriate, update relevant aviation regulations in accordance with such findings.

Sec. 330. Task Force on Human Factors in Aviation Safety

This section directs the FAA to convene a task force on human factors in aviation safety. The task force is expected to produce a written report identifying the most significant human factors and the relative contribution of such factors to aviation safety risk, providing recommendations on potential revisions to aviation regulations, and reviewing pilot training requirements to ensure adequate understanding of automated systems, among other things.

Sec. 331. Update of FAA standards to allow distribution and use of certain restricted routes and terminal procedures

This section requires the Administrator to update FAA standards to allow for the distribution and use of the Capstone Restricted Routes and Terminal Procedures by modern Wide Area Augmentation System (WAAS) equipped navigation equipment. This section also requires the Administrator to ensure such standards provide a means for allowing modifications and continued development of new routes and procedures.

Sec. 332. ASOS/AWOS service report dashboard

This section requires the FAA and the Administrator of the National Oceanic and Atmospheric Administration (NOAA) to work in collaboration to collect the real-time service status of all automated surface observation systems (ASOS) and automated weather observing systems (AWOS). The FAA shall make available on a public website certain status information, including the service status of ASOS/AWOS, information on action to repair ASOS/AWOS, and any outages of ASOS/AWOS.

Sec. 333. Helicopter safety

This section tasks the Investigative Technology Aviation Rulemaking Committee (ARC) with reviewing and assessing the need for changes to the safety requirements for turbine-powered rotorcraft certificated for 6 or more passenger seats related to flight data recorders, flight data monitoring, and terrain awareness and warning systems. The ARC must submit a report on the findings of the review to the FAA.

Sec. 334. Review and incorporation of human readiness levels into agency guidance materials

This section requires the FAA to initiate a process to review technical standard “ANSI/HFES 400-2021 Human Readiness Level Scale in the System Development Process” and determine whether any materials from this standard should be incorporated or referenced in agency procedures and guidance material in order to enhance safety in relation to human factors.

Sec. 335. Service difficulty reports

This section requires the FAA to brief Congress annually through 2027 on Service Difficulty Reports compliance for each previous calendar year. The briefing shall include a description of the causes of all service difficulties, actions taken to address the causes of difficulties, and FAA action in response to any identified violations of federal aviation regulations.

Sec. 336. Consistent and timely pilot checks for air carriers

This section requires the FAA to either establish a new working group, or task an existing one, to review and evaluate all regulations and policies related to check airmen for air carrier operations conducted under part 135 of title 14, Code of Federal Regulations.

Sec. 337. Flight service stations

This section repeals a provision of law no longer utilized (49 U.S.C. §44514) relating to flight service stations.

Sec. 338. Tarmac operations monitoring study

This section requires the Bureau of Transportation Statistics (BTS), in coordination with DOT and the FAA, to conduct a study on ground source data at airports in the United States and establish a pilot program for purposes of monitoring and collecting tarmac operation data. The pilot program shall include up to six airports with a focus on collecting ground-based tarmac delay statistics. The BTS is required to publicly publish the findings from the study and pilot program not later than four years from the date of enactment.

Sec. 339. Improved safety in rural areas

This section repeals section 322 of the *FAA Reauthorization Act of 2018* (49 U.S.C. 44720 note) and replaces the section with new language authorizing the FAA to permit an air carrier operating pursuant to part 135 of title 14, Code of Federal Regulations to conduct an instrument approach at a destination in a noncontiguous state without a Meteorological Aerodrome Report so long as the destination has a current area forecast supplemented by noncertified weather observations, among other requirements.

The FAA is required to develop an application template to enable FAA inspectors to objectively evaluate an application submitted by an air carrier. Pursuant to this section, rejected applicants must be informed of the specific criteria that were the cause for rejection.

Sec. 340. Study on FAA use of mandatory Equal Access to Justice Act waivers

This section requires that GAO to conduct a study on the FAA's use of waivers of rights that may arise as a condition for the settlement of any proceedings to modify, suspend, or revoke an airman certificate or impose civil penalty on a flight engineer, mechanic, pilot, or repairman.

Sec. 341. Airport air safety

This section requires the FAA to utilize a qualified third-party entity to evaluate air quality inside the Washington Dulles International Airport passenger terminal and determine whether the air quality negatively affects passengers.

Sec. 342. Don Young Alaska Aviation Safety Initiative

This section renames the FAA Alaska Aviation Safety Initiative as the "Don Young Alaska Aviation Safety Initiative" and sets forth objectives to work cooperatively with aviation stakeholders towards the goal of reducing the rate of fatal aircraft accidents by 90 percent from 2019-2033 and eliminating fatal accidents of commercial aircraft by 2033 in Alaska, Hawaii, and the territories of the United States. Furthermore, the section designates the Regional Administrator for the Alaskan Region of the Administration to serve as the Director of the Initiative and requires the Director to build upon the existing activities under the Initiative.

This section also directs the FAA to ensure installation and operation of automated weather reporting systems and the reliability and availability of information from those systems. Further, it directs the FAA to deploy visual weather observation systems and continue to assess the state of weather camera systems. Additionally, this section requires the FAA to identify and implement reasonable mitigations to improve maintenance of FAA-owned weather observing systems that experience frequent service outages. This section also requires the FAA to encourage and incentivize equipage of automatic dependent surveillance broadcast out equipment on commercial aircraft operating in the covered locations.

This section also requires the FAA to submit to Congress an annual report on the Initiative, including an itemized description of how the FAA budget meets the goals of the Initiative. Furthermore, it requires GAO to conduct a study on Alaska aviation safety, including the effectiveness of the Initiative to improve safety, service and infrastructure and identify challenges within the FAA to accomplishing safety improvements.

Finally, this section prohibits the FAA from restricting funding from being used at an airport in Alaska to rehabilitate, resurface, or reconstruct the full length and width of an existing runway. This section also allows the Administrator to consider hiring locally for safety critical FAA position in the covered locations if the Administrator has determined there are unique circumstances affecting the ability to hire for those positions. It also directs the FAA to take such actions as may be necessary to implement NTSB recommendations A-22-25 and A-22-26, in coordination with various Alaska stakeholders.

Sec. 343. Accountability and compliance

This section requires a manufacturer/applicant, when submitting design data to the FAA for a finding of compliance as a part of an application for a type certificate, certify that the design data submitted complies with applicable airworthiness standards or that airworthiness standards not complied with have been addressed by factors that provide an equivalent level of safety.

Sec. 344. Changed product rule reform

This section directs the FAA to issue a notice of proposed rulemaking to revise section 21.101 of title 14, Code of Federal Regulations (CFR), to ensure appropriate documentation of any exception or exemption from airworthiness requirements codified in title 14, CFR and to require an opportunity for public comment for any impractical exception. A final rule is required within three years of enactment.

Additionally, this section requires that within 1 year of enactment, the FAA provide a briefing for Congress on the FAA's implementation of the recommendations made by the Changed Product Rule International Authorities Working Group, established for the purposes of carrying out the requirements of section 117 of the Aircraft Certification, Safety, and Accountability Act (49 U.S.C. 44704 note) including recommendations on harmonized changes and reforms regarding the impractical exception.

Finally, beginning in fiscal year 2025 and going through fiscal year 2028, this section requires the FAA to provide an annual report to Congress detailing the number of all significant design change exceptions approved and denied under 21.101(b) of title 14, CFR.

Sec. 345. Administrative authority for civil penalties

This section raises the monetary threshold required for district courts to have exclusive jurisdiction over a civil action involving a penalty brought forward by the Secretary of Homeland Security or the Administrator of the FAA. In addition, this section amends the maximum civil penalty that the Administrator of TSA, Administrator of the FAA, and the Board may impose.

Sec. 346. Study on airworthiness standards compliance

This section requires FAA to enter into an agreement with a federally funded research and development center to study the occurrences and potential consequences of a transport airplane design found not in compliance with applicable airworthiness standards, focusing on unsafe conditions that result in the issuance of airworthiness directives. In conducting the study, the

federally funded research and development center shall coordinate with, and solicit comments from, transport category aircraft manufacturers and employees of the FAA involved in developing airworthiness directives.

Within two years of enactment, the FAA shall submit to Congress a report that includes the results of the study, actions the FAA determines necessary to improve safety as a result of the findings of the study, the comments solicited under this study, and any recommendations for legislative or administrative action.

Sec. 347. Zero Tolerance for Near Misses, Runway Incursions, and Surface Safety Risks

This section expands the aviation policy of the United States to expressly include aviation-related projects, activities, and actions as being important in improving the ground operation of aircraft at airports and requires the FAA to continuously track and evaluate both ground and air traffic activity and incidents at and around airports to mitigate and reduce such incidents from occurring.

This section requires the FAA to establish the Runway Safety Council to develop strategies to address airport surface safety risks. This section also requires the FAA to identify and deploy technologies, equipment, and systems, such as surface surveillance and detection systems and technologies that improve onboard situational awareness for flight crewmembers, to enhance the safety of ground operations at all medium hub airports, large hub airports, and other airports that lack airport surface surveillance capabilities and may need such capabilities. Furthermore, this section requires the FAA to identify airport surface surveillance capabilities at airports lacking such capabilities and augment existing capabilities, as well as identify technologies and systems in transport airplanes that will improve onboard situational awareness for flight crewmembers and enhance runway safety. The section would require airport surface surveillance systems to be deployed and operational at all medium and large hub airports within five years. The FAA shall brief Congress on the progress of the deployment prescribed under this section.

In addition, the FAA shall assess, in coordination with the Runway Safety Council, automated foreign object debris monitoring and detection systems at not less than 3 airports that are using such systems.

Lastly, the FAA shall enter into an agreement with a federally funded research and development center to conduct a study of runway incursions, airport surface incidents, operational errors, or losses in standard separation of aircraft during approach and departure to determine how advanced technologies and future airport development projects may be able to reduce the frequencies of such events and enhance aviation safety. In conducting the study, the federally funded research and development center shall develop recommendations for the strategic planning efforts of the FAA to maintain surface safety. FAA shall submit to Congress a report on the findings of the study and any recommendations produced by the federally funded research and development center.

Sec. 348. Improvements to Aviation Safety Information Analysis and Sharing Program

This section requires the FAA to implement improvements to the Aviation Safety Information Analysis and Sharing (ASIAS) program with respect to safety data sharing and risk mitigation. Required improvements include: developing predictive capabilities to anticipate emerging safety risks, establishing a robust process for prioritizing request for safety information, identifying industry segments not yet included in the program to increase the rate of participation,

establishing processes for obtaining and analyzing aggregate data, and integrating safety data obtained from unmanned aircraft systems (UAS) operators.

In carrying out the improvements to ASIAs, the FAA shall prioritize production ready configurable solutions to support critical aviation safety programs as well as ensure that adequate market research is completed in accordance with FAA acquisition management system requirements.

Sec. 349. Instructions for continued airworthiness aviation rulemaking committee

This section requires that the FAA convene an Aviation Rulemaking Committee (ARC) on instructions for continued airworthiness (ICA). The ARC will evaluate related regulations and guidance material for clarity, the sufficiency of safety and maintenance data used to prepare ICA, the protection of intellectual property, and the harmonization of FAA's ICA with those of their peer civil aviation authorities.

This section requires the FAA to update such regulations and guidance material to address the recommendations from the ICA ARC.

Sec. 350. Secondary cockpit barriers

This section requires the FAA to convene an Aviation Rulemaking Committee to review and develop findings and recommendations to require installation of a secondary cockpit barrier on certain commercial aircraft not covered by any current rules, including the final rule issued recently mandating secondary barriers for certain new aircraft manufactured for delivery. It further requires the FAA to, upon taking into consideration the final reported findings and recommendations of the aviation rulemaking committee, issue a final rule within three years requiring the installation of secondary cockpit barriers on all Part 121 passenger aircraft.

Sec. 351. Part 135 duty and rest

This section requires the FAA to address two recommendations from the Part 135 Pilot Rest and Duty Aviation Rulemaking Committee. Specifically, it requires the FAA to limit the use of ferry flights beyond reasonable duty times, and update policy and guidance on record keeping for part 135 operators. The section further requires the FAA to ensure that part 135 operators are considering the risk of ferry flights and inadequate flight crew record keeping requirements in their mandated safety management systems.

Sec. 352. Flight data recovery from overwater operations

This section directs the FAA to complete rulemaking proceedings to require all applicable aircraft, no later than five years after the date of enactment, be fitted with means to recover mandatory flight data that does not require underwater retrieval, equipped with a tamper-resistant method to broadcast sufficient information to a ground station to determine the location an aircraft terminated flight, and equipped with an airframe low-frequency underwater locating device that functions for at least 90 days.

Sec. 353. Ramp worker safety call to action

This section directs the FAA to initiate a Call to Action to bring stakeholders together to share best practices and implement actions to address airport ramp worker safety and ways to minimize or eliminate ingestion zone and jet blast zone accidents. Following the conclusion of the Call to Action safety review, the FAA shall submit to Congress a report on the results of the

review and any recommendations to improve airport ramp worker safety, including the identification of risks and possible ways to mitigate such risks to be considered in any applicable safety management system of air carriers and airports.

Within six months of the Call-to-Action safety review, the FAA shall develop and publish training and educational materials related to aircraft engine ingestion and jet blast hazards for ground crews. Following the publication of training materials, the FAA may require any new, transferred, or current employee of the FAA to receive relevant engine ingestion and jet blast zone hazard training before performing work on any airport ramp.

Sec. 354. Voluntary reporting protections

This section directs the FAA to review part 193 of title 14, Code of Federal Regulations, not later than 180 days after the date of enactment, to ensure regulations designate and protect from disclosure information or data submitted, collected, or obtained by the FAA under various voluntary safety programs.

Sec. 355. Tower marking notice of proposed rulemaking

This section requires the FAA to issue a notice of proposed rulemaking to implement section 2110 of the *FAA Extension, Safety, and Security Act of 2016* (49 U.S.C. 44718 note) within one year.

Sec. 356. Promotion of civil aeronautics and safety of air commerce

This section makes conforming edits associated with Sections 357 and 358 of the bill.

Sec. 357. Educational and professional development

This section builds on requirements that the FAA exercise global leadership in promoting civil aeronautics and aviation safety set forth in section 40104 of title 49, U.S.C., by requiring the FAA to promote and support the education and professional development of persons in the aviation sector, schools, or other organizations.

Sec. 358. Global aviation safety

Subsection (a) of this section establishes the rationale for FAA's international presence — providing technical assistance to civil aviation authorities, encouraging the adoption of United States standards and policies, maintaining an aviation regulatory environment that supports the safe travel of Americans abroad, supporting United States manufacturers pursuing validation of aviation products and new markets, and managing bilateral aviation safety agreements with foreign countries.

Subsection (b) requires the FAA to develop a means by which to review the effectiveness of its international offices in executing the mission of the agency and the adequacy of the resources needed for such a mission. This subsection also requires the FAA to establish new offices based on any identified gaps.

Subsection (c) defines the purpose of multilateral and bilateral aviation safety agreements (BASA) and includes in such purpose: the harmonization of requirements and processes to the benefit of aviation safety and the United States aviation industry; the ability to update BASAs to include new technologies and aviation users; and procedures for holding foreign aviation authorities accountable for adherence to BASAs. This subsection also clarifies the circumstances under which the FAA can provide technical assistance outside bilateral and multilateral

agreements. Lastly, this subsection requires the FAA to ensure international coordination with regard to certifications and approvals of powered-lift aircraft and requires DOT to evaluate the type certificate validation program of the FAA under BASAs. the extent to which the United States and other foreign civil aviation authorities comply with BASAs as they pertain to validating aviation products.

Subsection (d) requires that the FAA establish a strategic plan for international engagement which includes maintaining metrics to measure the effectiveness of and compliance with BASAs.

Lastly, subsection (e) requires that the FAA ensure that the strategic plan developed under subsection (d) facilitates the acceptance, certification, and validation of powered-lift aircraft.

Sec. 359. Availability of personnel for inspections, site visits, and training

This section instructs the FAA and the DOT to delegate the authority to authorize travel for certain employees to appropriate supervisors of the Administration, without additional approvals. Travel authorized under this section shall be for the purpose of promoting civil aeronautics and safety of air commerce both domestically and internationally.

Sec. 360. Wildfire suppression

This section requires the FAA, not later than 18 months after the date of enactment, to issue a rule to allow for the transport of firefighters to and from the site of a wildfire to perform ground wildfire suppression and designate the firefighters conducting such an operation as essential crewmembers on board certain aircraft. This section also prohibits the required rule from allowing surplus military aircraft to be used for wildfire suppression in the manner described.

Sec. 361. Continuous aircraft tracking and transmission for high altitude balloons

This section requires the FAA, in coordination with other relevant Federal agencies, to brief Congress on the effects of high altitude balloon operations that do not emit electronic or radio signals for identification purposes and are launched within the United States and the territories of the United States on aviation safety.

In addition, this section requires the FAA to establish an Aviation Rulemaking Committee (ARC) to review and develop findings and recommendations to inform a standard for any high altitude balloon to be equipped with a system for continuous aircraft tracking that transmits, at a minimum, the altitude, location, and identity of the high altitude balloon in a manner that is accessible to air traffic controllers and ensures the safe integration of high altitude balloons into the national airspace system.

Sec. 362. Cabin air safety

This section directs the FAA to develop a standardized system for flight attendants, pilots, and aircraft maintenance technicians of air carriers to voluntarily report fume and smoke events onboard passenger-carrying aircraft.

This section further requires the FAA to complete a study on engine bleed air contaminants in the cabin environment, as directed by section 326 of the *FAA Reauthorization Act of 2018*, and to enter into an agreement with the National Academies to study and issue recommendations pertaining to overall cabin air quality and the risk of, and potential for, persistent and accidental

fume events onboard a passenger-carrying aircraft operating under part 121 of title 14, Code of Federal Regulations.

The section then subsequently requires the FAA to, if appropriate, issue a notice of proposed rulemaking to establish requirements for scheduled passenger air carrier operations which may include: (1) training for flight and ground crew members; (2) required actions for air carriers in response to fume and smoke events; and (3) the installation of onboard detectors.

Sec. 363. Commercial air tour and sports parachuting safety

This section requires the FAA to issue a final rule increasing safety regulations for commercial air tour operators based on the recommendations of an ARC. Beginning two years after the date on which the final rule is promulgated, this section prohibits a person from conducting a commercial air tour unless the person either holds a commercial air carrier certificate and conducts air tours under parts 135 or 121 of the federal aviation regulations or complies with the FAA's final rulemaking. Such requirements do not apply to small businesses conducting 100 or fewer commercial air tours in a calendar year.

This section also requires the FAA to issue new or revised regulations to require a commercial air tour operator and a person conducting aerial photography operations seeking to conduct an operation with a removed or modified door to receive approval from the FAA prior to conducting such operation.

This section also requires the FAA to convene an ARC to review and develop findings and recommendations to increase the safety of sport parachute operations.

Sec. 364. Hawaii air noise and safety task force

This section requires the FAA to participate as a technical advisor in the air noise and safety task force established by the State of Hawaii. After receiving the findings and consensus recommendations of the task force, the FAA shall issue an intent to proceed with a proposed rulemaking and take action to carry out, as feasible, the consensus recommendations of the task force. In issuing a final rule, the FAA may take the following actions in Hawaii: provide commercial air tour operators with preferred routes, times, and minimum altitudes for the purpose of noise reduction, make available information about quiet aircraft technology, and lastly, establish a method for Hawaii residents to publicly report noise disruptions and for commercial air tour operators to respond to complaints.

Sec. 365. Modernization and improvements to aircraft evacuation

This section requires the FAA to conduct a study on improvements to the safety and efficiency of evacuation standards for manufacturers and carriers of transport category airplanes. This section requires an Aviation Rulemaking Committee (ARC) to review the findings of the FAA's study and develop recommendations regarding improvements to the evacuation standards. In addition to requiring the FAA to submit reports to Congress on the study conducted and the ARC recommendations, the section also requires the FAA to issue a notice of proposed rulemaking to implement, as appropriate, the ARC recommendations.

Sec. 366. 25-hour cockpit voice recorders

This section requires the installation of cockpit voice recorders (CVRs) set to record the most recent 25 hours of data on newly manufactured covered aircraft manufactured later than one year after the enactment of the Act. It also requires all operators of covered aircraft to be equipped

with a 25-hour CVR no later than six years after the enactment of the Act. This section also provides a definition for operators of covered aircraft subject to the CVR requirements under this section.

In addition, this section requires the FAA to conduct a rulemaking, not later than 3 years after the date of enactment, to carry out the requirements of this section. The rulemaking must ensure that data from the CVRs is protected from unlawful or unauthorized disclosure to the public, is used exclusively by a Federal agency or a foreign accident investigative body for a criminal investigation, aircraft accident, or aircraft incident investigation, and is not deliberately erased or tampered with following a NTSB reportable event for which civil and criminal penalties may be assessed.

Finally, this section prohibits data from CVRs from being used by the FAA or a covered operator for a certificate action, civil penalty, or disciplinary proceedings against flight crew members.

Sec. 367. Sense of Congress regarding mandated contents of onboard emergency medical kits.

This section states that it is the Sense of Congress that a regularly scheduled panel of expert should reexamine and provide an updated list of mandated contents of onboard emergency medical kits that is thorough and practical, keeping passenger safety and well-being paramount. Finally, the panel should consider including on the list of mandated contents of such medical kits, at a minimum, opioid overdose reversal medication.

Sec. 368. Passenger aircraft first aid and emergency medical kit equipment and training.

This section requires the FAA to issue a notice of proposed rulemaking regarding first aid and emergency medical kit equipment and training required for flight crewmembers for airlines within two years.

In addition, this section requires the FAA to consider the benefits and costs of requiring scheduled air carriers to include new medications and equipment in approved emergency medical kits. Furthermore, it requires the FAA to consider whether the current requirements for minimum contents of emergency medical kits include appropriate medications to address the emergency medical needs of children and pregnant women, opioid overdose, anaphylaxis, and cardiac arrest. Finally, this section requires the FAA to conduct a regular review, no later than five years after the final rule is issued, to evaluate and revise the first aid and emergency medical kit equipment and training required for flight crewmembers, if appropriate, once every five years.

Sec. 369. International aviation safety assessment program

This section requires the FAA, in consultation with DOT and the Secretary of State, to assess, on a regular basis, aviation safety oversight measures carried out by any foreign country from which a foreign air carrier is conducting or seeking to conduct air transportation to and from the United States, or whose air carriers carry or seek to carry the code of a domestic air carrier. This assessment requires the FAA to consult with the foreign country being assessed and determine the efficacy with which such foreign country carries out and complies various aviation safety oversight responsibilities.

If a foreign country is found to be non-compliant, the FAA shall notify the foreign country and may withhold, revoke, or prescribe conditions on the operating authority of the foreign air carriers from such foreign country that provide or seek to provide air transportation to and from

the United States. The FAA must provide notification to such foreign country of non-compliance and recommend actions necessary to bring such foreign country into compliance. If a foreign country later comes into compliance, the FAA shall take such actions as necessary to reflect the updated compliance status.

Finally, the FAA must brief the appropriate committees of Congress on the identity of a foreign country found to be in non-compliance and summarize results of the assessment.

Sec. 370. Whistleblower protection enforcement.

This section clarifies that the FAA and the Department of Labor shall collectively determine an enforcement action against a person who retaliates against a whistleblower following an adjudication process and determination.

Sec. 371. Civil penalties for whistleblower protection program violations.

This section provides the FAA the authority to enforce civil penalties against air carriers and aircraft manufacturers following an adjudication process and determination of retaliation against whistleblower employees who provide information regarding a violation of aviation safety laws or regulations under FAA's whistleblower protection program.

Sec. 372. Enhanced qualification program for restricted airline transport pilot certificate.

This section requires the FAA to establish requirements for the Enhanced Qualification Program (EQP) under which air carriers are certified to provide enhanced training for pilots seeking to obtain restricted airline transport certificates, either directly by the air carrier or by certified training institutions. Under this program, the FAA must also establish curriculum for qualified instructors and evaluators to use to provide such enhanced training, and establish guidelines for an assessment that prospective pilots are required to pass in order to participate in the training under the program. The FAA must also establish a process for air carriers to apply for training program certification. The provisions of this section have no effect on the total number of flight hours required under part 61.159 of title 14, nor on the Administrator's authority as established under section 217(d) of the Airline Safety and Federal Aviation Administration Extension Act of 2010.

Subtitle B – Aviation Cybersecurity

Sec. 391. Findings

This section conveys the findings of Congress that the FAA is tasked with the responsibility of regulating the protection against cyber threats that affect aviation safety and the safe, secure, and efficient operation of air navigation services and airspace management.

Sec. 392. Aerospace product safety

This section prescribes that the FAA is responsible for prescribing regulations and minimum standards for cybersecurity in air commerce. It further provides that the FAA in consultation with other agencies, shall have the exclusive rulemaking authority to prescribe regulations for purposes of assuring the cybersecurity of aircraft, including unmanned aircraft systems, aircraft engines, propellers, and appliances, and other related components.

Sec. 393. Federal Aviation Administration regulations, policy, and guidance

This section directs the FAA to establish a cybersecurity threat management process to protect the national airspace system from cyber incidents. In establishing such a process, the FAA will monitor, track, and evaluate the national airspace system cyber environment for cyber incidents to respond to such incidents, as appropriate. Lastly, the FAA shall establish or utilize an existing process to share relevant cyber incident data.

Sec. 394. Civil aviation cybersecurity rulemaking committee

This section directs the FAA to establish an aviation rulemaking committee to develop recommendations on civil aviation cybersecurity standards. Pursuant to this section, the Committee's work is to be segmented and sequenced by topic and smaller task force groups may be established to consider different cybersecurity topics.

Sec. 395. GAO report on cybersecurity of commercial aviation avionics

This section directs GAO to conduct a review on the consideration, identification, and inclusion of aircraft cybersecurity into the framework for aviation security as part of the FAA's cybersecurity strategy. GAO shall submit a report to Congress on the results of the review required under this section.

Sec. 396. Securing aircraft avionics system

This section amends Section 506(a) of the *2018 FAA Reauthorization Act* to clarify that, where appropriate, the Administrator shall consider revising FAA regulations for airworthiness certification to establish a process and timeline on which software-based systems and equipment can be regularly screened to determine which software-based systems have been compromised by unauthorized external or internal access.

Title IV – Aerospace Workforce

Sec. 401. Repeal of duplicative or obsolete workforce programs

This section repeals the FAA's airway science curriculum grant program and the advanced training facilities program for maintenance technicians for air carrier aircraft.

Sec. 402. Civil airmen statistics

This section requires the FAA to publish the United States Civil Airmen Statistics monthly (rather than on an annual basis) and expands data criteria.

Sec. 403. Bessie Coleman Women in Aviation Advisory Committee

This section establishes the Bessie Coleman Women in Aviation Advisory Committee to advise DOT and the FAA on matters and policies related to the recruitment, retention, employment, education, training, career advancement, and well-being, of women in the aviation industry and in aviation-focused Federal civil service positions.

This section specifies that all activities carried out by the Committee must be in response to written terms of work issued by DOT or taskings approved by a majority of the Committee's voting members. The Committee is required to submit reports to Congress, which should include planned activities of the Committee and any findings and associated recommendations the Committee considers appropriate to improve the advancement of women in aviation.

Sec. 404. FAA engagement and collaboration with HBCUs and MSIs

This section directs the FAA to continue to partner with and conduct outreach to Historically Black Colleges and Universities (HBCUs) and Minority Serving Institutions (MSIs) to promote awareness of educational and career opportunities, including the FAA's Educational Partnership Initiative, and develop curriculum related to aerospace, aviation, and air traffic control. This section also directs the FAA to continue the operation of the MSI Internship Program, including having year-round internship placements. Furthermore, this section directs the FAA to collect data to track FAA's MSI Internship Program metrics.

Sec. 405. Airman knowledge testing working group

This section requires the FAA to establish a working group under the Aviation Rulemaking Advisory Committee to assess and evaluate the appropriateness of allowing high school students upon successful completion of an aviation maintenance curriculum to take the general written knowledge portion of the mechanic exam.

Sec. 406. Airman Certification Standards

This section requires the FAA to utilize the Airman Certification System Working Group established under the Aviation Rulemaking Advisory Committee and obtain industry feedback in reviewing Airman Certification Standards to ensure that airman proficiency and knowledge correlates and corresponds to regulations, procedures, equipment, aviation infrastructure, and safety trends.

This section also requires the working group to recommend to the Administrator a means by which the FAA may communicate to the aviation industry the process by which the Airman Certification Standards are to be established, updated, and maintained.

Sec. 407. Airman's medical bill of rights

This section directs the FAA to develop an "Airman's Medical Bill of Rights" that details the rights of an individual before, during, and after a medical examination conducted by an Aviation Medical Examiner (AME). This section directs the FAA to develop a second document to explain the standard procedures performed during a medical examination conducted by an AME and to make these documents readily available.

Sec. 408. Improved designee misconduct reporting process

This section directs the FAA to establish a streamlined process for individuals involved in incidents of alleged misconduct by an FAA designee (e.g., an AME or pilot examiner) to report these incidents in a manner that protects the individual's privacy and confidentiality.

This section also requires designees to report to the FAA any arrest, indictment, or conviction for violation of a local, State, or Federal law within a period time to be specified by the Administrator.

This section also requires Inspector General of the Department of Transportation (DOT IG) to conduct an audit of the reporting process not later than three years after the date on which the FAA completes the required process updates. The DOT IG must then submit to Congress a report on the audit results and recommendations.

Sec. 409. Report on safe uniform options for certain aviation employees

This section requires the FAA to review whether major commercial airline carriers and repair stations have in place uniform policies and offerings that ensure pregnant employees can perform required duties safely. This section requires the FAA to brief Congress on the results of the review within two years.

Sec. 410. Human factors professionals

This section requires the FAA to take any necessary actions to establish a work code for human factors professionals at the FAA.

Sec. 411. Aeromedical innovation and modernization working group

This section establishes a working group to review the FAA's medical processes, policies, and procedures and to make recommendations to the Administrator to ensure the timely and efficient certification of airmen.

This section also requires the working group to assess the special issuance process, determine the appropriateness of the list of medical conditions under which an AME can issue a medical certificate, and to review mental health protocols and medications approved for treating such mental health conditions, including any actions taken resulting from recommendations by the Mental Health and Aviation Medical Clearances Aviation Rulemaking Committee.

This section also establishes an aviation workforce mental health task group responsible for overseeing, monitoring, and evaluating the FAA's efforts to support the mental health of the aviation workforce. Within two years of its establishment, the task group must submit a report to DOT and Congress on its findings and activities.

Sec. 412. Frontline manager workload study

This section directs the FAA to conduct a study on frontline manager workload challenges in air traffic control facilities, including staffing levels, managerial tasks, and training requirements. The FAA must brief Congress on its findings.

Sec. 413. Medical portal modernization task group

This section requires the Aeromedical Innovation and Modernization Working Group in section 411 to establish a medical portal modernization task group to evaluate the user interface and information sharing capabilities of an online medical portal administered by the FAA. The section requires the medical portal modernization task group to assess and evaluate the capabilities of a medical portal and provide recommendations to improve its functionality. This section also requires the task group to submit a report to Congress on its findings and allows the FAA to implement the task group's recommendations.

Sec. 414. Study of high school aviation maintenance training programs

This section requires the GAO to assess high school aviation maintenance technician programs and identify any barriers to accessing the general knowledge test under part 65 for program graduates. The GAO is required to issue a report no later than two years after completion of the study.

Sec. 415. Improved access to air traffic control simulation training

This section requires the FAA to continue making tower simulator systems more accessible to air traffic controllers in FAA air traffic control towers. This section also requires the FAA to develop and implement a cloud-based visual database and software system that is compatible with tower simulator systems no later than 30 months after the date of enactment of the Act, as well as to upgrade existing tower simulator systems no later than 2 years after the date of enactment of the Act.

Sec. 416. Air traffic controller instructor recruitment, hiring, and retention

This section requires the FAA to initiate a study examining the recruitment, hiring, and retention of air traffic controller instructors and the projected number of instructors needed to maintain the safety of the National Airspace System over a five-year period beginning in fiscal year 2025. The FAA must brief Congress on the study findings and any resulting actions.

Sec. 417. Ensuring hiring of air traffic control specialist is based on assessment of job relevant aptitudes

This section directs the FAA to review and revise, if necessary, the Air Traffic Skills Assessment (AT-SA) administered to air traffic controller applicants. It also requires the DOT IG to submit a report to the FAA and Congress assessing any revisions to the AT-SA.

Sec. 418. Pilot program to provide veterans with pilot training services

This section requires DOT, in consultation with the Secretary of Veterans Affairs and the Secretary of Education, to establish a pilot program to provide grants to eligible flight schools, with established pathways for employment with airlines to provide flight training and educational activities to veterans who are not military aviators. To carry out the program, the section authorizes \$5 million each fiscal year from fiscal years 2025 through 2028 to support veterans in their transition to become commercial pilots.

Sec. 419. Providing non-Federal weather observer training to airport personnel

This section permits the FAA to provide accessible and streamlined training for airport personnel to become certified as non-federal weather observers, particularly in circumstances when automated surface observing systems (ASOS) and automated weather observing systems (AWOS) experience outages and errors to ensure operational safety at airports.

Sec. 420. Prohibition of remote dispatching

This section prohibits an aircraft dispatcher from working outside of a designated air carrier dispatching center or flight following center unless permitted to do so by the FAA or in an emergency.

This section also establishes an aircraft dispatching certificate and requires air carriers to maintain designated dispatch centers and flight following centers.

Sec. 421. Crewmember pumping guidance

This section directs the FAA to issue guidance to commercial air carriers on crewmember pumping during noncritical phases of flight. In producing such guidance, the FAA must consider multiple methods of expressing breast milk that could be used by crewmembers and ensure that any guidance does not require an air carrier or foreign air carrier to incur significant expenses.

Sec. 422. GAO study and report on the extent and effects of the commercial aviation pilot shortage on regional/commuter carriers

This section requires the GAO to conduct a study to identify the extent and effects of the commercial aviation pilot shortage on regional/commuter air carriers. The GAO must submit a report to Congress on the study findings and any recommendations.

Sec. 423. Report on implementation of recommendations of Federal Aviation Administration Youth Access to American Jobs in Aviation Task Force

This section requires the DOT, acting through the FAA, to submit to Congress a report on the implementation of certain recommendations of the Youth Access to American Jobs in Aviation Task Force (established under the *FAA Reauthorization Act of 2018*).

Sec. 424. Sense of Congress on improving unmanned aircraft system staffing at the administration

This section expresses the sense of Congress that the FAA should leverage the Unmanned Aircraft System Collegiate Training Initiative (established under the *FAA Reauthorization Act of 2018*) to address any staffing challenges and skills gaps within the FAA to support efforts to facilitate the safe integration of new airspace entrants.

This section requires the establishment of an interagency working group to advise DOT and the Secretary of Defense on the eligibility, training, and qualifications needed to become a FAA-certified or a military covered aviation professional to improve career transitions between the military and civilian workforces. The working group must submit annual reports to Congress on its activities and any recommendations.

Sec. 426. Military aviation maintenance technicians rule

This section requires the FAA to issue a notice of proposed rulemaking (NPRM), no later than 18 months after enactment, to revise part 14 C.F.R. part 65 to create a military mechanic written competency test and to develop, as necessary, a relevant Airman Certification Standard to qualify eligible military maintenance technicians for a civilian mechanic certificate with airframe or powerplant ratings.

This section also requires the FAA, in consultation with the Department of Defense (DoD) and the Department of Homeland Security (DHS), to determine whether to expand testing locations on military installations to increase access to testing for military servicemembers seeking to transition to civilian aviation careers. In addition, this section requires the FAA, in coordination with the DoD, Department of Veterans Affairs, and DHS to develop an outreach plan to increase awareness of the Joint Services Aviation Maintenance Technician Certification Council's career transition services. Furthermore, the FAA is required to brief Congress periodically on this plan and FAA's rulemaking actions pursuant to this section.

Sec. 427. Crewmember self-defense training

This section modifies basic and advanced air carrier crewmember self-defense training requirements for training that crewmembers can participate in on a voluntary basis. This section requires the TSA Administrator to establish minimum standards for such self-defense training, including for any recurrent training, and for the individuals or entities providing such training. This section also provides for a process by which crewmembers may obtain reasonable accommodations to participate in self-defense training courses.

Sec. 428. Direct hire authority utilization

This section directs the FAA to utilize its existing direct hire authorities to hire individuals on a non-competitive basis for positions related to aircraft certification and aviation safety. In utilizing direct hire authorities, the FAA is directed to consider any staffing gaps in its safety workforce, including in positions that support the safe integration of new airspace entrants. This section requires the FAA to brief Congress on the use of direct hire authorities, including how the authorities are used with respect to the FAA Unmanned Aircraft System Collegiate Training Initiative, and the number of employees hired and positions filled at FAA as a result.

Sec. 429. FAA Workforce Review Audit

This section requires the DOT IG to audit any FAA workforce plan completed during the past five fiscal years related to occupations the agency relies on to accomplish its aviation safety mission. In conducting the audit, the DOT IG must assess staffing levels and workforce retention trends, review gaps in safety-critical and senior positions, and review opportunities for FAA employees to gain or enhance expertise, knowledge, skills, and abilities among other considerations. The DOT IG must submit a report to the FAA and Congress on the audit results and recommendations.

Sec. 430. Staffing model for aviation safety inspectors

This section requires the FAA to conduct a comprehensive review and, as necessary, revise the FAA's staffing model for aviation safety inspectors. In implementing this section, the FAA must assess projected staffing needs at the office and service level, the forecasted workload of aviation safety inspectors, including responsibilities associated with overseeing aviation manufacturers and new entrants, among other requirements.

Sec. 431. Safety-critical staffing

This section directs the FAA, upon completion of the required actions pursuant to section 430, to take the appropriate actions to meet staffing needs determined by such revised model, including potentially increasing the number of safety critical positions in the FAA's Flight Standards Service and Aircraft Certification Service per fiscal year provided that any applicable staffing increases are measured relative to the number of individuals serving in safety critical positions as of September 30, 2023.

Sec. 432. Deterring crewmember interference

This section directs the FAA to convene a task force to develop standards and best practices relating to suspected interference with cabin or flight crew, security screening personnel, or flight attendants.

This section also requires the FAA to take any necessary actions to brief passengers before takeoff that it is against federal law to assault or threaten to assault any individual onboard an aircraft or to interfere with duties of a crewmember.

Sec. 433. Use of biographical assessments

This section makes a technical correction to the existing prohibition on using biographical assessments when hiring certain air traffic control specialists.

Sec. 434. Employee assault prevention and response plan standards and best practices

This section expresses the sense of Congress that each passenger carrying air carrier must submit to the FAA an Employee Assault Prevention and Response Plan (pursuant to *the FAA Reauthorization Act of 2018*) to establish appropriate protocols, standards, and training for employees to respond effectively to hostile situations and disruptive behaviors. In addition, the FAA is required to brief Congress on these plans.

Sec. 435. Formal sexual assault and harassment policies on air carriers

This section requires passenger air carriers to issue, in consultation with labor unions, a formal policy on sexual assault or harassment incidents. This section also requires an air carrier to prominently display the procedures for reporting a sexual assault or harassment incident. This section further clarifies the DOT's authority and those authorities of the Equal Employment Opportunity Commission, the Department of Labor, or the Department of Justice in enforcing applicable employment and sexual assault and sexual harassment laws.

Sec. 436. Interference with Security Screening Personnel

This section clarifies that interference with security screening personnel extends to an airport or air carrier employee performing ticketing, check-in, baggage claim, or boarding functions.

Sec. 437. Air Traffic Control Workforce Staffing

This section directs the FAA to set as the minimum hiring target for new air traffic controllers for each of fiscal years 2024 through 2028 the maximum number of individuals trained at the FAA Air Traffic Control Academy.

This section also requires the FAA to attest to having entered into an agreement with the Transportation Research Board (TRB) to conduct a study comparing the Administration's air traffic controller staffing models and methodologies with those developed by the Collaborative Resource Workgroup (CRWG) and to determine which staffing model best accounts for the operational staffing needs of the air traffic control system. This section requires the FAA to revise its staffing standards to adopt the best staffing model identified by the TRB and allows the FAA to implement any necessary TRB recommendations. Additionally, the FAA must brief Congress on any TRB study recommendations that were not incorporated into the revised staffing model. The FAA is directed to implement revisions to its air traffic controller staffing standards no later than 1 year after enactment of the Act.

As the TRB conducts this study and prior to the required implementation of revised air traffic controller staffing standards, the FAA is directed, in the interim, to adopt and utilize the staffing models and methodologies developed by the CRWG that were recommended in a report submitted to the FAA and referenced in the 2023 Controller Workforce Plan (CWP).

Furthermore, this section amends the CWP, including specifying staffing standards for the number of fully certified air traffic controllers needed as well as requiring more specific staffing data from each FAA air traffic control facility.

Lastly, the section specifies that any CWP submitted to Congress after the enactment of the Act must also identify all limiting factors on the Administration's ability to hire and train controllers in line with the staffing standards target set out in such plan and describe the FAA's plans to take to address any barriers.

Sec. 438. Airport service workforce analysis.

This section requires the GAO to complete a comprehensive review of the domestic airport service workforce and examine the role and importance of this workforce to the aviation economy. Once this report is submitted to DOT, DOT may convene a public working group of relevant entities, Federal agencies, and stakeholders to evaluate and discuss the report's findings.

Sec. 439. Federal Aviation Administration Academy and facility expansion plan

This section requires the FAA to develop a plan to expand the FAA's capacity for educating and training developmental air traffic controllers, including resource and staffing needs, modernization efforts, and costs. The FAA is required to submit the plan to Congress no later than one year after enactment and brief Congress on the implementation of such plan six months after submission.

Sec. 440. Improving Federal Aviation Workforce Development Programs

Beginning on October 1, 2024, this section amends section 625 of the *FAA Reauthorization Act of 2018* (the Aviation Workforce Development Programs) to establish a new aviation manufacturing workforce development program to support the education and recruitment of aviation manufacturing technical workers and aerospace engineers. This section authorizes funding levels for the aviation maintenance, aircraft pilot, and aviation manufacturing development programs at \$20 million respectively for each of fiscal years 2025 through 2028. Beginning on October 1, 2027, the Secretary of Transportation will assume responsibility for the administration of the Aviation Workforce Development Programs (which is currently administered by the FAA); which will be redesignated as the "Cooperative Aviation Recruitment, Enrichment, and Employment Readiness (CAREER) Program" beginning on October 1, 2027.

This section also increases the maximum award amount limit for all three workforce development programs to \$1 million (up from \$500,000) for an eligible entity in any 1 fiscal year. This section also specifies that the Secretary may give consideration to applicants that provide an assurance to use grant funds to address certain workforce needs, including to encourage the participation of populations that are underrepresented in the aviation industry and strengthen aviation programs at certain higher education institutions among other considerations. Additionally, this section establishes a 20 percent set-aside of funding made available under this section for the Willa Brown Aviation Education Program to support eligible projects in low-income communities; as well as creating a two percent set-aside to provide technical assistance to program applicants. This section also directs the Secretary to consider applicants that will use grant funds for projects focused on underrepresented groups in the aviation industry.

Additionally, the program requires the Secretary to establish reasonable reporting and monitoring requirements to measure program outcomes. Furthermore, the Secretary may consult with the Secretary of Education in reviewing grant applications, among other activities. Lastly, this section requires the Secretary to submit a report to Congress on the implementation of the grant program as administered between fiscal years 2025 through 2028.

Sec. 441. National Strategic Plan for Aviation Workforce Development

This section requires the Secretary to establish a national strategic plan to improve the recruitment, hiring, and retention of the civil aviation workforce. In addition, this section establishes the CAREER Council, a group of aviation industry experts appointed by the Secretary and tasked with assisting in the development and maintenance of the national strategic plan. The CAREER Council is also responsible for providing advice to the Secretary, as appropriate, relating to the CAREER Program established under section 631.

Title V – Passenger Experience Improvements

Subtitle A – Consumer Enhancements

Sec. 501. Establishment of Office of Aviation Consumer Protection

This section establishes an Office of Aviation Consumer Protection within the Department of Transportation to administer and enforce federal aviation consumer protection and civil rights authorities. The office will be headed by the Assistant Secretary for Aviation Consumer Protection.

Sec. 502. Additional within and beyond perimeter slot exemptions at Ronald Reagan Washington National Airport

This section requires DOT, not later than 60 days after the date of enactment, to grant 10 within or beyond perimeter slot exemptions at Ronald Reagan Washington International Airport, equating to five round-trip flights.

Sec. 503. Refunds

This section requires airlines to issue, for a passenger holding a nonrefundable ticket on a scheduled flight to, from, or within the United States, a refund for any cancelled flight or significantly delayed or changed flight should the passenger choose not to fly on the significantly delayed or changed flight or accept rebooking on an alternative flight or accept any voucher, credit, or other form of compensation offered. This section provides that in the circumstance where an air carrier may provide an alternative form of compensation in lieu of a refund, the alternative form of compensation must be valid for at least 5 years.

Sec. 504. Know Your Rights posters

This section requires airports with scheduled passenger service to prominently display posters that clearly and concisely outline the rights of airline passengers under Federal law regarding flight delays and cancellations, refunds, lost baggage, and more.

Sec. 505. Access to customer service assistance for all travelers

This section requires air carriers to either maintain a customer service telephone line staffed by live agents, a live customer chat that allows an option for customers to speak to a live agent at a reasonable time, or a monitored text messaging number that enables customers to communicate with live agents directly. This customer service assistance platform must be provided free of charge to the consumer should they choose to use it and must be always made available.

Sec. 506. Airline customer service dashboards

This section requires DOT to establish, maintain, and make publicly available online certain dashboards to keep aviation consumers informed of airline policies or services that exceed what is required by Federal law. Specifically, the dashboards will display information on airline delay and cancellation policies, family seating policies, and seat size policies. The requirement to maintain and display the dashboards ends on October 1, 2028.

Sec. 507. Increase in civil penalties

This section increases the civil penalties amount to \$75,000 (up from \$25,000) for violations of aviation related laws and regulations.

Sec. 508. Advisory committee for aviation consumer protection.

This section extends the authorization of the Aviation Consumer Protection Advisory Committee at the Department of Transportation and requires the Advisory Committee to consult, as appropriate, with foreign air carriers, ultra-low-cost air carriers, nonprofit public interest groups with expertise in disability and accessibility matters, ticket agents, travel management companies, and any other groups as determined by DOT.

Sec. 509. Extension of aviation consumer advocate reporting requirement

This section extends the requirement of the Aviation Consumer Advocate at the Department of Transportation to submit an annual report to Congress on complaints to, and recommendations of, the Aviation Consumer Advocate.

Sec. 510. Codification of consumer protection provisions

This section codifies sections 429 and 434 of the *FAA Reauthorization Act of 2018* into chapter 417 of title 49, United States Code, regarding the passenger rights and airline passengers with disabilities bill of rights.

Sec. 511. Bureau of Transportation Statistics.

This section requires the Director of the Bureau of Transportation Statistics (BTS) to initiate a rulemaking not later than 60 days after the date of enactment to revise air carrier on time performance regulations to include a new “cause of delay” reporting category for delays and cancellations of air carriers that are due to instructions from the FAA air traffic control system. This section also requires various causes of delays or cancellations to not be included in the current Air Carrier reporting code in such regulations.

Additionally, this section requires BTS to update the reporting framework of family seating complaints to create a new category to identify and track such complaints. Subsequently, DOT must include family seating complaint data in the Air Travel Consumer Report and on the family seating dashboard maintained by DOT. Finally, this section requires DOT to include information on delays and cancellations that are due to instructions from the FAA Air Traffic Control System Command Center in the Air Travel Consumer Report.

Sec. 512. Reimbursement for incurred costs

This section requires DOT to direct airlines providing scheduled passenger service to establish policies regarding reimbursement for lodging, transportation between such lodging and the

airport, and meal costs incurred due to a flight cancellation or significant delay directly attributable to the air carrier.

Sec. 513. Streamlining of offline ticket disclosures

This section directs DOT to take such actions that may be necessary to update the process by which an air carrier or ticket agent is required to fulfill disclosure obligations in ticketing transactions for air transportation not completed through a website.

Sec. 514. GAO study on competition and consolidation in the air carrier industry

This section requires GAO to conduct a study assessing competition and consolidation in the United States air carrier industry and report to Congress on its findings.

Sec. 515. GAO Study and report on the operational preparedness of air carriers for certain events

This section requires GAO to assess the operational preparedness of air carriers for preparing for changing weather and other events related to changing conditions and natural hazards. GAO must brief Congress on the study and provide a subsequent report on the study findings and recommendations.

Sec. 516. Family seating

This section directs DOT to issue a notice of proposed rulemaking to establish a policy directing air carriers that assign seats or allow individuals to select seats in advance of the date of departure of a flight, to sit each child who has not attained the age of 14 years, adjacent to an accompanying adult at no additional cost beyond the ticket price. This section also does not allow DOT to impose a change in the overall seating or boarding policy of an air carrier that has an open existing or flexible seating policy in place that generally allows adjacent family seating.

Sec. 517. Passenger experience advisory committee

This section establishes the Passenger Experience Advisory Committee within the DOT to advise the Secretary and the Administrator on improving the passenger experience in air transportation customer service. The Advisory Committee must submit a report to Congress on its recommendations.

Sec. 518. Updating passenger information requirement regulations

This section tasks the FAA's Aviation Rulemaking Advisory Committee to review regulations relating to passenger information requirements for scheduled air carriers and allows the Committee to make recommendations to update and improve such regulations. Furthermore, this section requires the Administrator to issue a final rule revising passenger information requirements for scheduled air carriers.

Sec. 519. Seat dimensions

This section directs the FAA to either initiate a rulemaking on minimum dimensions for passenger seat sizes or make a determination that a rulemaking is not necessary. In the event of the latter, the FAA shall brief the appropriate committees of Congress on the justification of such decision.

Sec. 520. Modernization of consumer complaint submissions

This section modernizes the air travel consumer complaint process within the Department of Transportation (DOT) by requiring DOT to maintain a website to accept such consumer complaint submissions. Furthermore, it requires air carriers to provide DOT consumer complaint submission information on their websites.

Subtitle B – Accessibility

Sec. 541. Air carrier access act advisory committee

This section reauthorizes the Air Carrier Access Act Advisory Committee and includes manufacturers of wheelchairs (including powered wheelchairs), and other mobility aids as a member of such Committee.

Sec. 542. Improved training standards for assisting passengers who use wheelchairs

This section directs DOT to issue a notice of proposed rulemaking to develop minimum training standards for airline personnel and contractors who assist passengers with disabilities using wheelchairs with boarding or deplaning a commercial flight. Airline personnel or contractors required to complete refresher training must do so within 18 months of initial training and be recertified on the job by a superior every 18 months. In addition, this section requires airline personnel to successfully demonstrate specific skills before being allowed to board or deplane passengers using an aisle chair or other lift device.

This section also requires DOT, in conducting the rulemaking, to consider whether air carriers and foreign air carriers should partner with national disability organizations and/or disabled veterans' organizations for purposes of the training. In addition, DOT shall consider if such personnel should receive training from medical professionals on lifting disabled passengers as well as if air carriers should use a lift device instead of an aisle chair to board and deplane passengers with mobility disabilities.

Lastly, this section directs DOT to issue a final rule not later than 12 months after enactment and authorizes DOT to assess civil penalties in cases where air carriers and foreign air carriers fail to meet the requirements.

Sec. 543. Training standards for stowage of wheelchairs and scooters

This section directs DOT to issue a notice of proposed rulemaking to develop minimum standards for airline personnel and contractors regarding the stowage of scooters and wheelchairs used by passengers with disabilities onboard commercial aircraft.

Airline personnel and contractors who stow scooters and wheelchairs onboard commercial aircraft must complete training within 18 months of initial training and be recertified every 18 months. In addition to the training course, airline personnel and contractors must demonstrate the ability to properly handle and configure the most commonly used wheelchairs and scooters on each aircraft type operated by the air carrier, properly review wheelchair or scooter information provided by the passenger or manufacturer, and properly load, secure, and unload wheelchairs and scooters (including how to use any specialized equipment).

In producing a rule, DOT must consider whether air carriers and foreign air carriers should partner with national disability organizations and disabled veterans' organizations, wheelchair or

scooter manufacturers, and aircraft manufacturers in developing, administering, and auditing such training.

Lastly, this section directs DOT to issue a final rule not later than 12 months after enactment and gives DOT the ability to assess civil penalties in cases where air carriers and foreign air carriers fail to meet the requirements of this section.

Sec. 544. Mobility aids on board improve lives and empower all

This section requires air carriers to publish on their website's relevant dimensions and other characteristics of the cargo holds of all aircraft in their fleet, while also allowing air carriers to protect the confidentiality of any trade secret or proprietary information submitted.

This section also directs DOT to require air carriers to provide a refund to individuals with disabilities who purchase a ticket but cannot travel because the wheelchair of the individual cannot be physically accommodated in the cargo hold of the aircraft. This section also directs DOT to annually evaluate data regarding the mishandling of wheelchairs on aircraft, publish the findings on the Department's website, and submit a report to Congress upon completion of each evaluation.

Additionally, this section requires DOT to develop a strategic plan to test and evaluate wheelchairs in accordance with applicable FAA crashworthiness and safety performance standards. Furthermore, it requires DOT to sponsor studies to assess the likely demand for air travel by individuals with disabilities if they could remain seated in personal wheelchairs during flight, and the feasibility of implementing such seating arrangements. Finally, if determined to be technically feasible, DOT must conduct a study to assess the economic and financial feasibility of air carrier and foreign air carriers implementing seating arrangements that accommodate passengers who remain seated in personal wheelchairs in the main cabin during flight. DOT must submit a publicly available report to Congress on the results of the study and any relevant recommendations.

Sec. 545. Prioritizing accountability and accessibility for aviation consumers

This section requires DOT to submit an annual report to Congress on aviation consumer complaints related to passengers with a disability filed with the Department of Transportation. Each report must specify the total number of these complaints filed with the Department in the preceding year, specify the nature of the complaints, and provide an overview of the complaint review process, among other requirements.

Sec. 546. Accommodations for qualified individuals with disabilities

This section requires DOT to issue an advanced notice of proposed rulemaking (ANPRM) not later than 180 days after enactment of the bill regarding seating accommodations for any qualified individual with a disability, a notice of proposed rulemaking not later than 18 months after the date on which the ANPRM is completed, and then issue a final rule not later than 30 months after the date on which the notice of proposed rulemaking is completed.

This section also requires DOT to establish a five-year known service animal travel pilot program to allow approved service animals to be exempt from the documentation requirements with respect to air travel. In addition, DOT is required to submit an annual report to Congress on the progress of the pilot program.

This section also requires DOT to publish on the Department's website a list of accredited programs that train service animals and authorized registrars that evaluate service animals, as well as submit annual reports to Congress on requests for air travel with service animals.

Lastly, this section requires DOT, in consultation with the Air Carrier Access Act Advisory Committee, to issue guidance regarding improvements to training for airline personnel and contractors in recognizing when a qualified individual with a disability is traveling with a service animal.

Sec. 547. Equal accessibility to passenger portals

This section requires DOT, in consultation with the United States Architectural and Transportation Barriers Compliance Board, to issue regulations to establish minimum standards to ensure that individuals with disabilities can access customer focused kiosks, software applications, and websites of air carriers, foreign air carriers, and airports, in a way that is equally as effective as for individuals without disabilities.

This section also requires the Air Carrier Access Act Advisory Committee to periodically review and make recommendations regarding the accessibility of websites, kiosks and information communication technology of air carriers, foreign air carriers, and airports. Furthermore, DOT is required to update the prescribed regulations in accordance with the Advisory Committee's recommendations.

Sec. 548. Aircraft access standards.

This section requires DOT, not later than one year after the date of enactment of this bill, to initiate a rulemaking process regarding standards to ensure the aircraft boarding and deplaning process is accessible, in terms of design for, transportation of, and communication with, individuals with disabilities and requires DOT to issue a final rule regarding the standards. This section also requires DOT to issue an NPRM, not later than one year after the date of enactment of this bill on accessible in-flight entertainment.

Additionally, this section requires DOT to conduct a negotiated rulemaking on standards for seating arrangements to accommodate individuals with disabilities using wheelchairs (among other provisions) on newly type certificated aircraft, contingent on the findings of the feasibility study required by section 544 of this Act. After the completion of the negotiated rulemaking, this section requires DOT to issue an NPRM, followed by a final rule one year later regarding these standards.

Finally, this section requires the Air Carrier Access Act Advisory Committee to examine technical solutions and the feasibility of visually and tactilely accessible announcements on-board aircraft. This section also requires DOT to establish minimum standards that ensure all airport gates, ticketing areas, and customer service desks covered under such section are accessible to individuals with disabilities.

Sec. 549. Investigation of complaints

This section directs DOT to investigate complaints of discrimination against individuals with disabilities within 120 days of receiving such complaint. In addition, DOT must provide in writing to the individual who filed the complaint and the air carrier alleged to have made the discrimination, the facts underlying the complaint and any action DOT is taking in response to the investigation.

Sec. 550. Removal of outdated references to passengers with disabilities

This section removes outdated references to passengers with disabilities in title 49 of the United States Code.

Sec. 551. On-board wheelchairs in aircraft cabin.

This section requires air carriers and foreign air carriers to provide to a passenger and make publicly available on their websites information regarding on-board wheelchairs, including the rights and responsibilities of the air carrier and passenger, if a passenger informs the air carrier while booking a ticket for a flight that such passenger requires the use of any wheelchair.

Sec. 552. Aircraft Accessibility

This section directs DOT to study and evaluate accessibility improvements to newly certificated transport category aircraft and submit the study results and recommendations to Congress. In conducting the study, DOT must consult with air carriers, aircraft manufacturers and aerospace supply companies, and other relevant stakeholders.

Subtitle C – Air Service Development

Sec. 561. Essential air service reforms

This section sets the maximum overall per passenger subsidy cap of the essential air service program to \$850 starting in fiscal year 2027 and sets the per passenger subsidy cap at \$650 for communities that are less than 175 miles from a medium or large hub airport. Simultaneously, this section places a limitation on the number of waivers DOT can provide to a community if such communities surpass certain thresholds, beginning in 2027.

Finally, this section: (1) requires DOT to consider the total cost of an air carrier's application in awarding such applications, (2) requires an air carrier to provide 140 days advance notice whenever ending, suspending, or reducing service to a community, (3) makes discretionary the provision of additional compensation discretionary by DOT after an initial hold-in period, (4) permits DOT to impose contract termination penalties or conditions on compensation that take effect in the event an air carrier provides notice that it is ending, suspending, or reducing basic essential air service, and (5) removes several outdated or unused regulations in the Small Community Air Service subchapter of chapter 417 of title 49, United States Code.

Sec. 562. Small community air service development grants

This section reduced the prohibition for use of a Small Community Air Service Development Program grant for the same project from ten years to six years. This section also allows DOT to give priority to communities who demonstrate support from at least one air carrier to provide service and automatically prioritizes communities for which air service has been terminated or substantially reduced. Finally, this section reauthorizes that Small Community Air Service Development Program at \$15 million through Fiscal Year 2028.

Sec. 563. GAO study and report on the alternate essential air service pilot program.

This section requires GAO to conduct a study on the effectiveness of the Alternate Essential Air Service program, including challenges that have impeded robust community participation in the Alternate EAS program. GAO shall submit a report to the appropriate committees of Congress

on the study including any recommendations for legislation and administrative action it determines appropriate.

Sec. 564. Essential air service in parts of Alaska

This section requires DOT, in consultation with the appropriate State authority of Alaska, to review all domestic points in the State of Alaska that were deleted from carrier certificates between July 1, 1968, and October 24, 1978, and that were not subsequently determined to be an eligible place prior to January 1, 1982, as a result of being unpopulated at that time due to destruction during the 1964 earthquake and its resultant tidal wave, to determine whether such points have been resettled or relocated and should be designated as an eligible place entitled to receive a determination of the level of essential air service supported, if necessary, with Federal funds.

Sec. 565. Essential air service community petition for review

This section establishes a process for a community to petition DOT if they view that an air carrier is unwilling or unable to meet the operational specifications outlined in the terms of basic essential air service. After receiving a petition for review, within 2 months, DOT shall review the operational performance of the air carrier and determine whether the carrier is fully complying with the obligations specified in basic essential air service. If DOT finds the air carrier to be in noncompliance, DOT may terminate the order issued to that carrier and issue a notice that other carriers may apply to provide basic essential air service to the affected place. Finally, if DOT makes the determination to terminate a carrier's orders, then DOT shall ensure continuity of air service to the affected place.

Sec. 566. Essential Air Service authorizations

This section authorizes, out of the Airport and Airway Trust Fund, funding for the EAS program. This includes \$340 million for fiscal year 2025, \$342 million for fiscal year 2026, \$342 million for fiscal year 2027, and \$350 for fiscal year 2028

Sec. 567. GAO study on costs of essential air service

This section directs GAO to study the causes behind cost changes in the EAS program including: labor costs, fuel costs, aging aircraft costs, air carrier opportunity costs, airport costs, and the effects of the COVID-19 pandemic.

Sec. 568. Response time for applications to provide essential air service.

This section states that DOT shall take such actions as may be necessary to respond with an approval or denial of an application to provide essential air service no later than 6 months after receiving such application. Finally, the Assistant General Counsel for International and Aviation Economic Law shall ensure the timely review of all orders, and such timeliness shall be analyzed annually by the General Counsel of the Department of Transportation.

Sec. 569. GAO study on certain airport delays

This section directs GAO to conduct a study on flight delays in the States of New York, New Jersey, and Connecticut and determine the possible causes of such delays.

Sec. 570. Report on restoration of small community air service

This section directs DOT to enter into an agreement with the National Academies to examine the loss of commercial air service in small communities in the United States and options to restore such service.

In conducting the study required under this section, the National Academies shall assess not fewer than 7 communities who have lost or who have had their commercial air service significantly reduced in the past 15 years including Williamsport Regional Airport, Alamogordo-White Sands Regional Airport, and Chautauqua County Jamestown Airport.

Not later than 1 year after enactment, the Academies shall submit a report to DOT and appropriate committees of Congress on the results of the study and recommendations that can be taken to restore scheduled commercial air service to small communities. Finally, this section mandates that no funding allocated to the EAS program or Small Community Air Service program may be used to carry out the study under this section.

Title VI – Modernizing the National Airspace System

Sec. 601. Instrument landing system installation

This section requires the FAA to expedite the installation of at least 15 instrument landing systems (ILS) in the National Airspace System by January 1, 2025 using FAA employees or the existing contract vehicle to facilitate such installations. In addition, this section requires the FAA to brief Congress on the ILS installation results, planned near-term ILS installations, and the FAA's approach to accelerate future procurement and installation of ILS throughout the national airspace system.

Sec. 602. Navigation aids study

This section requires the DOT Inspector General (DOT IG) to examine the effects of potentially reclassifying navigation aids from Design Assurance Level-B to Design Assurance Level-A, including the cost-benefit, risks, and the need for the reclassification. The DOT IG must submit a report to Congress on the study results no later than two years after enactment of this bill.

Sec. 603. Next Gen accountability review

This section requires the National Academy of Public Administration (NAPA) to assess the FAA's performance in delivering and implementing the operational benefits of the Next Generation Air Transportation System (NextGen) project. Accordingly, NAPA must consult with the aviation industry and submit a report on the findings to the FAA and to Congress.

This section also requires the FAA to maintain a website that displays the metrics identified by NAPA, including the total amount invested in NextGen technologies and any resulting quantifiable benefits. The FAA must update this publicly displayed information on a quarterly basis until the FAA announces the completion of NextGen implementation.

Sec. 604. Airspace access

This section directs the FAA, in coordination with the DOD, to conduct a comprehensive review of the national airspace system, including special use airspace, within three years of the bill's enactment. The review must also identify methods to streamline and expedite access to certain

categories of airspace for users who may not regularly have such access. In addition, the FAA must brief Congress on the findings of the review and a proposed action plan to improve airspace access. Furthermore, the FAA must coordinate with the DOD to implement this plan and provide periodic updates to Congress.

Sec. 605. FAA contract tower workforce audit

This section directs the DOT IG to conduct an audit of the workforce needs for the FAA Contract Tower Program. The audit will review contract tower staffing levels and examine efforts to establish an air traffic controller training program or curriculum for initial technical and on-the-job training for these controllers, among other considerations. This section requires the DOT IG to submit a report on the results of the audit to Congress, and further requires the FAA to implement any relevant recommendations.

Sec. 606. Air traffic control tower safety

This section directs the FAA to prioritize the safety of the national airspace system, FAA employees, and the operational reliability of the air traffic control tower, and more, when making determinations about the design, adoption, and construction of air traffic control towers based on a previously adopted design.

Sec. 607. Air traffic services data reports

This section extends the air traffic services biennial data reporting requirement from eight years to 14 years.

Sec. 608. Consideration of small hub control towers

This section directs the FAA, when selecting projects for the replacement of federally owned air traffic control towers, to consider selecting projects at small hub commercial service airports with air traffic control towers that are at least 50 years old.

Sec. 609. Flight profile optimization

This section requires the FAA to establish a pilot program to award grants to air traffic flow management technology providers to develop capabilities to incorporate flight profile optimization into the FAA's trajectory based-operations air traffic flow management system. In addition, this section requires the FAA to brief Congress on implementation of the pilot program.

Sec. 610. Extension of enhanced air traffic services pilot program

This section modifies certain terms used in carrying out the Enhanced Air Traffic Services Pilot Program (established under the *FAA Reauthorization Act of 2018*). In addition, this section reauthorizes this pilot program.

Sec. 611. Federal contract tower wage determinations and positions

This section requires the DOT to request that the Department of Labor review and update the basis for the wage determination for air traffic controllers at federal contract towers, create a new wage determination category or occupation code for managers of federal contract towers, and reassess the basis for air traffic controller occupation codes. In addition, this section requires the DOT, in consultation with the Department of Labor, to submit a report to Congress on the review findings and any actions taken to ensure that contract tower controller wages are adjusted for inflation and assigned the appropriate occupation codes.

Sec. 612. Briefing on radio communications coverage around mountainous terrain

This section requires the FAA to brief Congress on the radio communications coverage of the airspace surrounding the Mena Intermountain Municipal Airport in Mena, Arkansas, to determine at what altitudes radio communications capabilities may be compromised or lost, and to make recommendations on changes to increase the radio communications coverage near this airport.

Sec. 613. Aeronautical mobile communication services

This section requires the FAA to evaluate the addition of satellite voice communication services to the Aeronautical Mobile Communications program that delivers air traffic control messages in oceanic and remote continental airspace. Additionally, this section outlines requirements for analysis and implementation for satellite voice communication services.

Sec. 614. Delivery of clearance to pilots via internet protocol

This section requires the FAA to establish a pilot program to determine the feasibility of using technology for mobile clearance for general aviation operators at airports that do not have towered data link services. The FAA must designate five eligible airports, in consultation with relevant stakeholders, for participation in the airport pilot program. Furthermore, the FAA must submit a report to Congress on the safety, security, and operational performance of the mobile clearance delivery technology and provide recommendations to improve the program.

Sec. 615. Study on congested airspace

This section directs the GAO to initiate a study on the efficiency and efficacy of scheduled commercial air service in congested airspace. In conducting the study, the GAO will examine various regions of congested airspace, commercial air and military flight activity, emergency response activity, commercial space launches and reentries, weather, and air traffic controller staffing.

Sec. 616. Briefing on LIT VORTAC project

This section requires the FAA to brief Congress on the Little Rock Port Authority's Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid Project.

Sec. 617. Surface surveillance

This section requires the FAA to conduct a review of operational surface surveillance systems to and assess how legacy systems can be improved. The FAA is required to brief Congress on the findings of the review and may implement changes to surface surveillance systems. This section also directs the FAA to brief Congress on the findings of the review and implement any recommended improvements to these systems.

Sec. 618. Consideration of third-party services

This section updates the requirements for FAA to maintain plans and policies related to operation of the national airspace system (and execute on such plans) to include the use of third-party services. This section also makes technical corrections to these federal requirements.

Sec. 619. NextGen programs

This section requires the FAA to expedite the implementation of NextGen programs and capabilities. In doing so, the FAA must prioritize performance-based navigation (PBN), data

communications, terminal flight data management, and aeronautical information management systems, with specific implementation deadlines. The FAA must also notify Congress about the failure to meet the deadlines established in this section.

This section also directs the FAA to develop a two-year implementation to further incentivize the acceleration of the equipage rates of certain NextGen avionics in commercial aircraft fleets. The FAA must submit this plan to Congress within 15 months of enactment of this bill, take necessary actions to implement the plan, and notify Congress of any missed deadlines.

Furthermore, the FAA is directed to task the NextGen Advisory Committee with providing recommendations on ways to expedite, prioritize, and fully implement NextGen programs to realize the operational benefits of such programs.

Sec. 620. Contract tower program

This section instructs the FAA to provide airport sponsors, acting in good faith, seven years to complete an operational readiness inspection after receiving a benefit-to-cost ratio of air traffic control services for an airport.

In addition, the FAA must allow air traffic controllers at contract towers to procure, install and use approved advanced equipment and technologies, standard terminal automation replacement system (STARS), or any equivalent system. to improve situational awareness. The section also directs the FAA to establish an appropriate training program for controllers at contract towers to use these advanced technologies.

Lastly, the DOT must consult with aviation industry experts to determine adequate limits of liability for the Contract Tower Program. Until the DOT makes these determinations, the DOT must require air traffic control tower contractors to have adequate excess liability insurance to ensure continuity of coverage should a major accident occur. Furthermore, the DOT must brief Congress on its findings and any necessary actions on this issue.

Sec. 621. Remote towers

This section requires the FAA to create a program and publish milestones for the system design and operational approval of a remote tower system. In carrying out this program, the FAA must prioritize airports that do not have a permanent air traffic control tower, provide small or rural community air service, or have been newly accepted into the Contract Tower Program.

Additionally, this section requires the FAA to brief Congress on the status of remote and digital tower projects in the system design approval and commissioning process and detail any other issues related to the demand and use of remote tower technology.

Furthermore, this section reauthorizes the remote tower program for rural and small communities (established under the *FAA Reauthorization Act of 2018*).

Sec. 622. Audit of legacy systems

This section requires the FAA to audit all legacy systems of the national airspace system to determine whether the system to determine the operational risk, functionality and security, as well as the compatibility with future technology. The section also requires the FAA to submit a report to Congress on the findings and recommendations of the audit.

In addition, the section requires the FAA to develop a plan, in consultation with industry, to accelerate the drawdown, replacement or enhancement of any legacy system identified in the

audit as outdated, insufficient, unsafe, or unstable. It also directs the FAA to periodically update Congress on the implementation of this plan.

Lastly, the section requires the DOT IG to review the FAA's efforts implement this plan and submit a report to Congress.

Sec. 623. Air traffic control facility realignment study

This section directs the FAA to contract with a Federally funded research and development center to conduct an air traffic control facility realignment report to examine consolidating or otherwise reorganizing air traffic control facilities and the management of airspace controlled by these facilities.

The Federally funded research and development center is required to submit to the FAA a report on the findings of the examination and any related recommendations. In addition, the FAA must brief Congress on this report.

Sec. 624. Air traffic control tower replacement process report

This section directs the FAA to submit to Congress a report on the process by which air traffic control tower facilities are chosen for replacement. In addition, the FAA must establish, maintain, and publish on an FAA website a list of all air traffic control tower facilities replaced with the previous 10-year period and any control tower facility that the FAA has determined needs to be replaced but has yet to be replaced.

Sec. 625. Contract tower program safety enhancements

This section directs the FAA to establish a pilot program to convert high activity air traffic control towers operating under the Contract Tower Program to FAA staffed visual flight rules towers. The FAA must prioritize contract towers that had over 200,000 annual tower operations in calendar year 2022, served a small hub airport with more than 900,000 passenger enplanements in calendar year 2021, are currently FAA-owned or constructed to FAA standards, or operate within complex airspace.

In addition, regarding any high-activity tower selected for conversion, the FAA must appoint to the position of air traffic controller any air traffic controllers currently employed at the tower who meet certain other qualifications.

Furthermore, the section requires the FAA to conduct a safety analysis to determine whether these tower conversions had any negative impact on the aviation safety of any air traffic control tower and take necessary actions to address these impacts. The FAA must also submit to Congress a report on the results of the safety analysis.

Lastly, this section requires the DOT, after coordination with the airport sponsor and the entity, States, or subdivision, to provide sufficient funding for the cost of wages and benefits of at least two air traffic controllers for each tower operating shift.

Sec. 626. Sense of Congress on use advanced surveillance in oceanic airspace

This section expresses the sense of Congress that the FAA must continue to evaluate the potential uses for space-based automatic dependent surveillance broadcast (ADS-B) to improve surveillance coverage of domestic airspace.

Sec. 627. Low-altitude routes for vertical flight

This section directs the FAA to initiate a rulemaking process to establish or update low altitude routes and flight procedures to ensure safe rotorcraft and powered-lift operations in the national airspace system. In initiating a rulemaking, the FAA must consult with various stakeholder groups, including the United States Helicopter Safety Team and union representing air traffic controllers.

Sec. 628. Required consultation with National Parks Overflights Advisory Group.

This section requires the FAA and other agencies to consult with the National Parks Overflights Advisory Group in the development of air tour management plans.

Sec. 629. Upgrading and replacing aging air traffic systems

This section requires the FAA to enter into an agreement with a qualified organization to assess the need for upgrades to or replacement of existing automated surface observation systems (ASOS)/automated weather observing systems (AWOS) located in non-contiguous States. The study must include an analysis of the age of each system, impacts that extreme severe weather had on systems, existing system coverage, all upgrades or replacements made by the FAA to ASOS/AWOS, impacts of an outage or break in service in the FAA Telecommunications Infrastructure on such ASOS/AWOS, among other requirements.

The FAA must submit a report to Congress, that includes a plan for upgrading or replacing existing ASOS/AWOS, converting ASOS/AWOS communications to the FAA Telecommunications Infrastructure, an assessment of the use of unmonitored navigational aids to allow for alternate airport planning during a service disruption, and an evaluation of alternative methods of compliance for obtaining weather elements that would be as sufficient as current data received through ASOS/AWOS.

Sec. 630. Airspace Integration for Space Launch and Reentry

This section authorizes funding to expedite the development, acquisition, and deployment of technologies or capabilities that would assist with the integration of space launch and reentry activities into the national airspace system, to achieve operational readiness no later than December 31, 2026.

Sec. 631. Update to FAA order on airway planning standard

This section directs the FAA to take any necessary actions to update FAA Order 7031.2c (“Airway Planning Standard Number One—Terminal Air Navigation Facilities and Air Traffic Control Services”) to lower the remote radar bright display scope installation requirement from 30,000 annual itinerant operations to 15,000 itinerant operations.

Title VII – Modernizing Airport Infrastructure

Subtitle A – Airport Improvement Program Modifications

Sec. 701. Development of airport plans

This section requires that airport plans, developed in coordination with State and local officials, consider the impact of hazardous weather events on long-term operational resilience.

Sec. 702. AIP definitions

This section modifies various definitions applicable to and expands eligibility for funding under the Airport Improvement Program (AIP).

Sec. 703. Revenue diversion penalty enhancement

This section doubles the maximum penalty for an airport that illegally diverts airport revenue.

Sec. 704. Extension of competitive access report requirement

This section extends the requirement that medium and large hub airports file competitive access reports if they are unable to accommodate a request from an air carrier for additional gates.

Sec. 705. Renewal of certain leases

This section permits an airport to renew certain nominal rate leases with National Guard units without violating revenue diversion restrictions.

Sec. 706. Community use of airport land

This section prevents certain airports with parks on airport property from having to close the parks as a result of FAA requirements.

Sec. 707. Price adjustment provisions

This section allows the FAA to incorporate price adjustment provisions into an AIP grant agreement to account for labor or material cost inflation.

Sec. 708. Updating United States Government's share of project costs

This section temporarily increases the Federal share to 95% of allowable project costs for a grant made to a non-hub or nonprimary airport in FY25 and FY26.

Sec. 709. Allowable project costs and letters of intent

This section allows an airport to incur utility relocation and work site preparation costs in advance of an AIP grant agreement and makes various technical amendments.

Sec. 710. Small airport letters of intent

This section requires the FAA to issue AIP letters of intent (LOIs) to small airports. Under an LOI, the FAA agrees in advance to provide funding for an airport project, allowing an airport to plan large capital projects and receive financing for them. LOIs are currently restricted to capacity projects at large airports.

Sec. 711. Prohibition on provision of airport improvement grant funds to certain entities that have violated intellectual property rights of United States entities.

This section prohibits AIP grants from being used for the procurement of passenger boarding bridges produced or manufactured in the People's Republic of China (PRC). In addition, this section requires the United States Trade Representative (USTR) and the Department of Justice (DOJ) to make available to the FAA a publicly available list of entities manufacturing passenger jet bridges that are owned, directed by, or subsidized by the PRC. The USTR shall update the list developed under this section based on information provided by the DOJ and FAA.

Sec. 712. Apportionments

This section revises AIP apportionment formulas.

Revisions in subsection (a) include increasing the minimum primary airport apportionment from \$1 million to \$1.3 million and eliminating the “cliff” for small commercial service airports whose passenger enplanements fall below 10,000. Instead, commercial service airports will receive funding on a sliding scale that ramps up from the \$150,000 non-primary entitlement to the \$1.3 million minimum primary apportionment, depending on the number of enplaned passengers. The section also increases the cargo airport apportionment to four percent of funds made available under AIP and allows airports with more than 25,000,000 pounds of total landed weight to receive cargo apportionments.

Revisions in subsection (b) include increasing the general aviation apportionment from 20 percent to 25 percent of funds made available under AIP. This section also allows general aviation apportionment funding in United States territories to be used for any airport in the territory.

Sec. 713. PFC turnback reduction

This section reduces the amount of AIP apportionment funding a large or medium hub airport is required to turn back if it charges a passenger facility charge of \$4.50 from 75 percent to 60 percent, which increases the amount of AIP apportionment funding those airports receive.

Sec. 714. Airport safety and resilient infrastructure discretionary program

This section eliminates the AIP supplemental program and replaces it with a discretionary airport grant program that funds airport resilience and runway safety projects. The program is authorized at \$200 million per fiscal year.

Sec. 715. Special carryover assumption rule

This section adds a special carryover assumption rule. The carryover assumption rule states that the FAA may add an amount equal to one-third of the apportionment funds made available that were not required during the previous fiscal year to the discretionary fund to make discretionary funds available for grants earlier in the fiscal year.

Sec. 716. Small airport fund

This section simplifies the distribution formula for the small airport fund. Additionally, this section creates a five percent set-aside for aprons intended to be used for itinerant general aviation parking.

Sec. 717. Revision of discretionary categories

This section revises the formulas and eligibilities in AIP discretionary categories. This section increases the number of projects eligible to be funded under the existing environmental programs set-aside while both lowering the maximum amount that can be spent under the set-aside to \$200 million and raising the minimum amount, beginning in FY26, for that set-aside to \$150 million.

Sec. 718. Discretionary fund for terminal development costs

This section permits the FAA to make not more than \$20 million available from discretionary fund to the sponsor of a nonprimary airport to pay costs for a terminal development project if the

airport is reasonably expected to change to primary status (based on enplanement data) for the third calendar year after the issuance of a discretionary grant.

This section also increases the amount that the FAA may award to an airport from the discretionary fund for a terminal development project from \$20 million to \$30 million.

Sec. 719. Protecting general aviation airports from closure

This section ensures the FAA will only permit grant obligated airports to close if the closure: will not significantly impair the aeronautical purpose of an airport; will not result in the permanent closure of an airport (unless the Secretary determines that the waiver will directly facilitate the construction of a replacement airport); or is necessary to protect or advance the civil aviation interests of the United States.

Sec. 720. State block grant program

This section revises provisions relating to the State Block Grant Program under which States administer and disburse general aviation airport funding.

Subsection (a) requires the FAA to provide recurring training, at no cost to the state, on state block grant program administrative requirements, including when there is a significant change to the program.

Subsection (b) requires the FAA to enter into memoranda of agreement with state block grant participants to delineate FAA and State responsibilities under the program. The subsection also requires the FAA to accept State documentation that is equivalent to the documentation that FAA itself would produce for a similar decision.

Subsection (c) requires the FAA to distribute administrative funding to assist States participating in the State Block Grant Program in their administration of IJA grants.

Subsection (d) requires the GAO to issue a report on the Office of Airports of the FAA. The report issued shall include a description of the responsibilities of States participating in the block grant program as well as the impact of IJA and other Federal funding sources on the ability of states to disburse and administer AIP program funds.

Sec. 721. Innovative financing techniques

This section authorizes the FAA to approve AIP grants for projects that use innovative financing techniques.

Sec. 722. Long-term management plans

This section adds as an additional priority consideration for airport funding under the zero-emission vehicle program the development of a long-term management plan for eligible vehicles and equipment.

Sec. 723. Alternative project delivery

This section expands an existing alternative project delivery program and allows for the FAA to approve AIP funds for use in such projects.

In addition, this section authorizes the FAA to establish a pilot program to award grants for integrated project delivery contracts. Eligible applicants may apply to the FAA for consideration of projects that would otherwise be eligible under chapter 471 of title 49, U.S.C. The FAA must brief Congress on the pilot program.

Sec. 724. Nonmovement area surveillance surface display systems pilot program

This section extends an *FAA Reauthorization Act of 2018* pilot program that allows airports to use AIP funds to acquire nonmovement area surveillance systems.

Sec. 725. Airport Accessibility

This section establishes a pilot program under AIP that can be used to fund capital projects that improve airport accessibility in ways that exceed standards and regulations under the Americans with Disabilities Act and Rehabilitation Act.

Sec. 726. General aviation airport runway extension pilot program

This section directs the FAA to establish an AIP pilot program that would allow a general aviation airport to use the Small Airport Fund for certain runway extension projects that would otherwise be ineligible under AIP.

Sec. 727. Repeal of obsolete criminal provisions

This section repeals an obsolete criminal provision relating to FAA construction of international airport facilities.

Sec. 728 Transfers of air traffic systems acquired with AIP funding

This section allows an airport in a non-contiguous state to transfer a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights purchased with AIP funds to the FAA for operation.

Sec. 729. National priority system formulas

This section directs the FAA to update its formulas for determining AIP grant priorities assigned to different projects.

Sec. 730. Minority and disadvantaged business participation

This section finds that there remains a compelling need for the continuation of the airport disadvantaged business enterprise (DBE) program and the airport concessions DBE program. This section also authorizes grants for DBE training programs and assistance programs.

Sec. 731. Extension of provision relating to airport access roads in remote locations.

This section extends the applicability of a provision in the *FAA Reauthorization Act of 2018* that allows AIP funds to be used to construct certain airport access roads in noncontiguous States through FY28.

Sec. 732. Populous counties without airports

This section requires the FAA to include a new airport in the National Plan of Integrated Airport Systems if the airport is located in the most populous county of a State that does not have a listed airport if it meets certain criteria.

Sec. 733. AIP handbook update

This section requires the FAA to update the AIP handbook to account for legislative changes to the program, and for the unique circumstances in Alaska. It also requires that the FAA release a draft handbook for public comment.

Sec. 734. GAO audit of airport financial reporting program

This section requires a GAO audit of the FAA's airport financial reporting program, under which airports are required to provide certain financial data to the FAA on an annual basis.

Sec. 735. GAO study of onsite airport generation

This section requires a GAO study of the feasibility of certain on-site power generation solutions at airports.

Sec. 736. Transportation demand management at airports

This section requires a GAO study on the efficacy of transportation demand management strategies at United States airports.

Sec. 737. Coastal airports assessment

This section requires the FAA to coordinate with the Army Corps of Engineers and NOAA to assess the resiliency of coastal or flood-prone areas and submit a report to Congress on the findings and related recommendations.

Sec. 738. Airport investment partnership program

This section amends the Airport Investment Partnership Program to require the FAA to complete a benefit-cost analysis, if conducted, within 60 days of application submission or 60 days after all required information is submitted to the FAA.

Sec. 739. Special rule for reclassification of certain unclassified airports

This section allows a privately owned reliever airport that is identified as unclassified in the National Plan of Integrated Airport Systems to submit a request to the FAA to be reclassified according to criteria used to classify a publicly owned airport.

Sec. 740. Permanent solar powered taxiway edge lighting systems

This section requires the FAA to publish an engineering brief on the acceptable use of solar-powered taxiway edge lighting systems at regional, local, and basic general aviation airports (as characterized in the most recent NPIAS).

Sec. 741. Secondary runways

This section requires the FAA to consider allowing for the use of funds from the *Infrastructure Investment and Jobs Act* for the extension of secondary runways as non-hub or small-hub airports.

Sec. 742. Increasing the energy efficiency of airports and meeting current and future energy power demands

This section permits present and future power demands for airside and landside operations to be included in airport energy assessments. This section also permits AIP funding for airside energy projects.

Sec. 743. Review of Airport Layout Plans

This section clarifies a provision in the *FAA Reauthorization Act of 2018* that prohibits the Department of Transportation from regulating, directly or indirectly, the acquisition, use, lease, transfer, or disposal of airport property by an airport owner or operator if the land was not

purchased with Federal funds, except to ensure airport safety and efficiency is maintained and that fair market value is received.

Sec. 744. Protection of safe and efficient use of airspace at airports

This section requires the FAA to consider the cumulative impacts of certain factors when assessing whether a project may pose an aeronautical hazard if it is located within three miles of certain airports.

Sec. 745. Electric aircraft infrastructure pilot program

This section establishes a five-year pilot program allowing up to 10 eligible airports to acquire, install, and operate charging equipment for electric aircraft and to construct or modify related infrastructure to support such equipment.

Sec. 746. Curb management practices

This section clarifies that nothing in the bill shall prevent an airport from implementing curb management practices or from enforcing curb zones at an airport.

Sec. 747. Notice of funding opportunity

This section states that funds made available as part of the AIP program should not be subject to any public notice of funding opportunity requirements.

Sec. 748. Runway safety projects

This section states that the FAA shall, to the extent practicable, reduce unnecessary project segmentation and complete projects in an expeditious manner.

Sec. 749. Airport diagram terminology

This section requires the FAA to update certain policy and guidance to ensure the clear and consistent use of terms to delineate the types of parking available to general aviation pilots.

Sec. 750. GAO study on fee transparency by fixed based operators

This section directs a GAO study on the efforts of fixed base operators (FBOs) to meet their commitments to improve the online transparency of prices and fees for all aircraft and enhancing the customer experience for general and business aviation users.

Sec. 751. Minority and disadvantaged business participation

This section directs the DOT to report on a publicly accessible website the uniform report of DBE awards for each airport sponsor beginning with FY 25.

Sec. 752. Prohibition on certain runway length requirements

This section states that the FAA may not require an airport to shorten the length or width of the airport's runway, apron, or taxiway as a condition for the receipt of federal aid if the airport directly supports a base of the U.S. Air Force or the Air National Guard, regardless of the stationing of military aircraft.

Sec. 753. Report on Indo-Pacific Airports

This section directs the FAA, in consultation with the Department of State, to submit a report to Congress on airports of strategic importance in the Indo-Pacific region.

Sec. 754. GAO study on the implementation of grants at airports

This section directs a GAO study on the implementation of grants provided to airports located in the Freely Associated States under section 47115 of title 49, United States Code.

Sec. 755. GAO study on transit access

This section requires a GAO study on transit access to airports, including accessibility and other potential barriers for individuals.

Sec. 756. Banning Municipal Airport

This section requires a GAO study on Banning Municipal Airport in California.

Sec. 757. Disputed changes of sponsorship at federally obligated, publicly owned airport

This section codifies existing FAA policy regarding the FAA's role in a disputed change in airport sponsorship.

Sec. 758. Procurement regulations applicable to FAA multimodal projects

This section states that any multimodal airport development projects that use grant funding made available for airport development under Chapter 471 of title 49, U.S.C. or airport improvement projects made available under IIJA shall abide by procurement regulations applicable to FAA and the component of the project relating to transit, highway, or rail.

In the instance that an airport development project involves more than 1 transportation mode, such project shall only be required to apply the procurement regulations applicable to the mode where the greatest amount of Federal financial assistance will be expended.

Sec. 759. Buckeye 940 Release of Deed Restrictions

This section releases former Luke Air Force Base Auxiliary Field #6 from certain federal land use deed restrictions.

Sec. 760. Washington D.C. metropolitan area special flight rules area

This section requires the FAA, in consultation with the Departments of Homeland Security and Defense, to conduct a study on the Washington D.C., Special Flight Rules Area and Flight Restricted Zone to assess possible changes that decrease operational impacts and improve general aviation access to airports in the National Capital Region.

Sec. 761. Study on air cargo operations in Puerto Rico

This section directs a GAO study on air cargo operations in Puerto Rico.

Sec. 762. Progress reports on the national transition plan related to a fluorine-free firefighting foam

This section requires the FAA, in consultation with the EPA and Department of Defense, to submit progress reports to congress on the development and implementation of a national transition plan related to a fluorine-free firefighting foam.

Sec. 763. Report on airport notifications

This section requires the FAA to submit a report on FAA activities to improve FAA data collection on part 157 notices.

Sec. 764. Study on competition and airport access

This section requires the DOT to brief Congress on actions that can be taken to expand access for low-cost air carriers at capacity constrained airports.

Sec. 765. Regional airport capacity study

This section requires the FAA to study whether FAA policy, guidance, and grant programs are sufficient to enable the construction of new airports or facilitate the transition of general aviation airports to commercial service airports.

Sec. 766. Study on autonomous and electric-powered track systems

This section allows the FAA to conduct a study to determine the feasibility of autonomous or electric-powered track systems that are located underneath airport pavement.

Sec. 767. PFAS-Related Resources for Airports

This section establishes a reimbursement program for airport sponsors to replace aqueous film forming foam and firefighting equipment associated with such foam with non-fluorinated firefighting agents that meet military specifications.

The reimbursement program established by this section is authorized at \$350 million. \$30 million is set aside for the replacement of certain firefighting vehicles while the rest is apportioned to airports based on the amount of firefighting foam each airport is required to maintain under current regulations.

Sec. 768. Limitation on certain rolling stock procurements

This section applies an existing Federal Transit Administration (FTA) prohibition on using Federal funds to acquire Chinese rolling stock to the AIP program.

Sec. 769. Maintaining Safe Fire and Rescue Staffing Levels

This section requires the FAA to update part 139 airport regulations to require that small, medium, and large hub airports have an emergency medical technician. The section also requires the FAA to conduct a review of firefighter and rescue staffing levels at airports.

Sec. 770. Grant assurances

This section requires that airports that offered 100-octane low lead aviation gasoline for sale in 2022 to continue offering such gasoline for sale until the earlier of 2030 or the date on which a FAA-certified unleaded aviation gasoline alternative can be made available for purchase or use by general aviation aircraft operators at airports subject to certain conditions. Any airport violating this grant assurances will be assessed a civil penalty of not more than \$5,000 per day the airport fails to comply with the grant assurance.

Subtitle B – Passenger Facility Charges

Sec. 775. Passenger facility charge streamlining

This section requires the implementation of the PFC authorization pilot program, which would allow airports to file a notice of their intent to impose a PFC rather than file an application to do so. The pilot program maintains all presently required air carrier consultation and comment requirements and permits the FAA to require additional review in certain circumstances.

Sec. 776. Additional Permitted Use of Passenger Facility Charge Revenue

This section allows PFCs to be used for certain noise barrier projects at small hub airports and to replace Federal workspace elements that are being relocated due to a terminal renovation project.

Subtitle C – Noise and Environmental Programs And Streamlining

Sec. 781. Streamlining consultation process

This section clarifies that the FAA may consult with the Department of Interior and the Environmental Protection Agency on runway construction or extension projects.

Sec. 782. Repeal of burdensome emissions credit requirements

This section repeals requirements that airports receive emissions credits when they receive AIP grants for certain environmental projects.

Sec. 783. Expedited environmental review and one Federal decision

This section reforms and expands the applicability of FAA's expedited environmental review process and implements the major components of One Federal Decision. The process will apply to all airport capacity enhancement projects, terminal development projects, and general aviation projects, as well as certain important aviation safety projects. The section directs the FAA to take the lead on coordinating and scheduling the environmental review process and to ensure that environmental reviews are occurring concurrently with each other.

Sec. 784. Subchapter III definitions

This section makes minor amendments to definitions applicable to subchapter III of chapter 471 of title 49, United States Code.

Sec. 785. Pilot program extension

This section extends the authorization of the environmental mitigation pilot program established in the *FAA Reauthorization Act of 2018*.

Sec. 786. Part 150 noise standards update

This section directs the FAA to review and revise part 150 of title 14, Code of Federal Regulations, to reflect all relevant laws and regulations, including part 161 of title 14, Code of Federal Regulations.

In clarifying existing and future noise policies and standards, the FAA is required to seek feedback from airports, airport users, and individuals living in the vicinity of airports.

This section also directs the FAA to brief Congress every six months on the review conducted under this section. The briefing requirement sunsets on September 30, 2028.

Sec. 787. Reducing community aircraft noise exposure

This section requires the FAA take certain actions to reduce undesirable aircraft noise when implementing or revising a flight procedure, including implementing flight procedures that mitigate the impact of aircraft noise, working with airport sponsors and impacted neighborhoods in establishing or modifying arrival and departure routes, and discouraging local encroachment of residential or other buildings near airports.

Sec. 788. Categorical exclusions

This section increases the number of FAA activities that are presumed to be covered by categorical exclusions for purposes of the *National Environmental Policy Act (NEPA)*.

Subsection (a) creates a categorical exclusion for airport projects that receive less than \$6 million in Federal funding, similar to Federal highway projects.

Subsection (b) creates a categorical exclusion for the rebuilding of airport infrastructure that is damaged or destroyed in a natural disaster.

Subsection (c) clarifies that the standard “extraordinary circumstances” exception applies to categorical exclusions created under this section.

Sec. 789. Updating presumed to conform limits

This section requires the DOT to update presumed to conform limits to include the construction of aircraft hangars and airport rescue and firefighting facilities.

Sec. 790. Recommendations on reducing rotorcraft noise in District of Columbia

This section requires a GAO study on options to reduce rotorcraft noise in the District of Columbia, including consideration of changes to military operations and alternative methods for emergency response and law enforcement operations.

Sec. 791. UFP study

This section requires a National Academies study to examine airborne ultrafine particles (UFP) and their effects on human health, including on susceptible individuals. Among its considerations, the study must provide recommendations on measures to reduce aviation-related emissions.

Sec. 792. Aircraft Noise Advisory Committee

This section requires the FAA to establish an Aircraft Noise Advisory Committee to advise the FAA on issues facing the aviation community that are related to aircraft noise exposure and existing FAA noise policies and regulations.

Sec. 793. Community collaboration program

This section requires the FAA to establish a Community Collaboration Program to harmonize policies and procedures across the agency relating to community engagement.

This program will focus on engagement efforts related to air traffic procedure changes, coordinating with Regional Ombudsmen, increasing the responsiveness of the FAA’s noise complaint process, and implementing GAO recommendations related to improving outreach on noise.

Sec. 794. Information sharing requirement

This section requires the FAA to establish a mechanism to make helicopter noise complaint data accessible to the FAA, helicopter operators operating in the D.C. area, and the public through an FAA website.

This section also requires helicopter operators operating in the D.C. area to provide helicopter noise complaint data to the FAA through the process developed under this section.

Sec. 795. Mechanisms to reduce helicopter noise

This section requires a GAO study on ways that State and local governments can mitigate commercial helicopter noise.

Title VIII – General Aviation

Sec. 801. Reexamination of pilots or certificate holders

This section amends the *Pilot's Bill of Rights* to require the FAA to provide timely notification to an airman subject to a reexamination of an airman certificate. In providing such notification, the FAA must inform the individual 1) of the nature of the reexamination and the specific activity on which the reexamination is necessitated; 2) that the reexamination shall occur within one year from the date of the notice provided by the FAA, however, if it does not occur within 30 days, passenger carrying operations may be restricted; and 3) when an oral or written response to the notification from the FAA is not required.

This section clarifies that if the reexamination is not conducted after 1 year from the date of notice, an airman's certificate may be suspended or revoked. Moreover, nothing in the section prohibits the FAA from reexamining an airman in certain scenarios.

Sec. 802. GAO review of Pilot's Bill of Rights

This section requires GAO to submit to Congress a report on the implementation and application of the *Pilot's Bill of Rights*, including the application of the Federal Rules of Civil Procedure and the Federal Rules of Evidence to covered proceedings by NTSB and the impacts of the implementation of the Pilot's Bill of Rights.

Sec. 803. Data privacy

This section requires the FAA to establish a process by which: 1) a private aircraft owner or operator may request the FAA to withhold the registration number and other similar identifiable data or information of their aircraft from any public dissemination or display for noncommercial flights; and 2) an aircraft owner or operator may request that the FAA withhold from broad dissemination or display certain personally identifiable information on the Civil Aviation Registry website.

This section also requires the FAA to establish a program for aircraft owners and operators to apply for a new International Civil Aviation Organization (ICAO) aircraft identification code.

Sec. 804. Accountability for aircraft registration numbers

This section requires the FAA to review the process for reserving aircraft registration numbers to ensure that such process offers equal opportunity for members of the public to obtain specific aircraft registration numbers.

Sec. 805. Timely resolution of investigations

This section requires the FAA to issue a final determination on any investigation into a person or entity left open for more than two years unless the FAA determines after a review of the facts and status of the investigation that an extension is necessary. The section clarifies that the determination on whether to extend an investigation cannot be delegated to anyone other than persons in leadership positions in the FAA.

Sec. 806. All makes and models authorization

This section requires the FAA to reestablish the authorization for all types and makes of certain experimental single and multiengine piston powered aircraft.

Sec. 807. Response to letter of investigation

This section amends section 2(b) of the *Pilot's Bill of Rights* to ensure that an individual has not less than 30 days to respond to Letter of Investigation from the FAA after receipt of such Letter. This section clarifies that the change in response date shall not be construed to diminish the FAA's authority to take emergency action relating to an airman certificate.

Sec. 808. ADS-B out equipage study; Vehicle-to-vehicle link program

This section requires the FAA to initiate a study on the equipage of Automatic Dependent Surveillance-Broadcast (ADS-B) technologies across aircraft registered in the United States. This section also requires the FAA, in coordination with the Administrator of the National Aeronautics and Space Administration (NASA) and the Chair of the Federal Communications Commission (FCC), to establish an interagency coordination program to advance Vehicle-to-Vehicle link programs.

Sec. 809. Ensuring safe landings during off-airport operations

This section prohibits the FAA from applying section 91.119 of title 14, Code of Federal Regulations, in any manner that requires a pilot to continue a landing that is unsafe.

Sec. 810. Development of low-cost voluntary ADS-B

This section requires the FAA, working with representatives from industry groups, including pilots, aircraft owners, avionics manufacturers, and others, to develop a report regarding the development of a suitable position reporting system for voluntary use in certain airspace.

Sec. 811. Airshow safety team

This section permits the FAA, in partnership with industry, to establish as a part of the General Aviation Joint Safety Committee an Airshow Safety Team focused on airshow and aerial event safety.

Sec. 812. Aircraft registration validity during renewal

This section would permit an aircraft to be operated on or after the expiration date found on the certificate of registration issued for such aircraft as if it were not expired, so long as the operator is awaiting a pending registration renewal application and meets additional criteria. This section would not permit any person to operate an aircraft with an expired registration if the FAA has denied an application to renew the registration of such aircraft.

Sec. 813. Temporary airman certificates

This section provides that an individual may obtain a temporary airman certificate from the FAA while waiting for a permanent one to replace a lost or stolen airman certificate. This section also requires the individual to subsequently destroy the temporary airman certificate upon receipt of the permanent replacement certificate.

Sec. 814. Letter of deviation authority

This section excludes a flight instructor, registered owner, lessor, or lessee of an aircraft from the requirement to obtain a letter of deviation authority from the FAA to allow, conduct, or receive flight training, checking, and testing in a covered aircraft if no person advertises the aircraft or instruction as available for those activities; the flight instructor is not providing both the training and the aircraft; and no person receives compensation for use of the aircraft during those activities, other than expenses owed for operating, owning, and maintaining the aircraft.

Sec. 815. BasicMed for examiners administering tests or proficiency checks

This section would allow a pilot examiner to perform authorized examiner duties under BasicMed so long as the examiner can otherwise act as pilot-in-command under BasicMed in the aircraft being used for the exam.

Sec. 816. Designee locator tool improvements

This section requires the FAA to update the designee locator search tool to ensure that it has improved search functionalities recommended by the Women in Aviation Advisory Board and Designated Pilot Examiner (DPE) Reforms Working Group. These include filtering a search for an aviation medical examiner by sex, if such information is available; displaying credentials and aircraft qualifications of a designated pilot examiner; and displaying the scheduling availability of a designated pilot examiner.

Sec. 817. Deadline to eliminate aircraft registration backlog

This section requires the FAA to take such actions as may be necessary to reduce and maintain the aircraft registration and recordation backlog at the Civil Aviation Registry so that, on average, applications are processed no later than 10 business days after receipt.

Sec. 818. Part 135 air carrier certificate backlog

This section directs the FAA to take such actions as may be necessary to reduce the backlog of air carrier certificate applications under part 135. Specifically, the FAA must set a goal to maintain an average certificate processing time of less than 60 days within one year of enactment and a goal to maintain an average of less than 30 days processing time within two years of enactment.

Sec. 819. Enhancing processes for authorizing aircraft for service in commuter and on-demand operations

This section requires the FAA to establish a part 135 aircraft conformity working group that is responsible for making recommendations to clarify requirements and standardize the process for conducting and completing aircraft conformity processes.

Sec. 820. Flight instructor certificates

This section requires the FAA to issue a final rule for the rulemaking activity titled “Removal of the Expiration Date on a Flight Instructor Certificate” (RIN 2120-AL25), not later than 18 months after the date of enactment of the Act. Such rulemaking would require the FAA to remove the expiration date on a flight instructor certificate, among other things.

Sec. 821. Consistency of policy application in flight standards and aircraft certification

This section requires the Inspector General of the Department of Transportation (DOTIG) to initiate audits of the Flight Standards and Aircraft Certification Services, and the personnel of such offices, on the consistency of policy and regulatory interpretation and the application of policies, orders, and guidance. In conducting the audits, the IG is required to interview a wide array of stakeholders that interface with multiple FAA field and regional offices.

The three audits enumerated would pertain to the FAA's work with Part 145 repair stations, supplemental type certificate (STC) holders, and technical standard orders (TSO) holders. Subsequently, this section requires a report from the IG to Congress for each audit and then requires the FAA to consider such report's suggested best practices to ensure consistent application of policies, orders, guidance, and regulations.

Sec. 822. Application of policies, orders, and guidance

This section adds a new subsection to section 44701 of title 49, United States Code, that requires the FAA to ensure that policies, orders, and guidance issued are applied equally and consistently and are not altered without consultation. This section also requires the FAA to ensure that officials are properly documenting findings and decisions throughout a project to avoid disruptions when personnel change.

Sec. 823. Expansion of the regulatory consistency communications board

This section amends section 224 of the *FAA Reauthorization Act of 2018* by expanding the membership requirements for the Regulatory Consistency Communications Board to include additional FAA offices and by optimizing the functions of the Board.

Sec. 824. Modernization of special airworthiness certification rulemaking deadline

This section requires the FAA to issue a final rule for the rulemaking activity titled "Modernization of Special Airworthiness Certification" (RIN 2120-AL50).

Sec. 825. Exclusion of gyroplanes from fuel system requirements

This section clarifies that the crash resistant fuel system requirements in section 44737 of title 49, United States Code, only apply to helicopters by striking the term "rotorcraft" in each instance it appears and inserting "helicopter."

This section also exempts from the requirements of section 44737 helicopters issued an experimental certificate or operating under a special flight permit.

Sec. 826. Public aircraft flight time logging eligibility

This section allows a pilot conducting certain public aircraft operations under the direct operational control of forestry and fire protection agencies to log flight time accrued in such aircraft.

Sec. 827. EAGLE Initiative

This section requires the FAA to continue to partner with industry and other Federal government stakeholders to carry out the Eliminate Aviation Gasoline Lead Emissions Initiative (EAGLE Initiative) through the end of 2030.

This section specifies that the FAA shall take such actions as may be necessary to facilitate: 1) the safe elimination of the use of leaded aviation gasoline by piston-engine aircraft by the end of

2030 without adversely affecting the safe and efficient operation of the piston-engine aircraft fleet; 2) the approval of the use of unleaded alternatives to leaded aviation gasoline for use in all piston-engine aircraft types and piston-engine types; 3) the implementation of the requirements relating to the continued availability of aviation gasoline; 4) efforts to make unleaded aviation gasoline widely available for purchase and use at airports; and 5) the development of a transition plan to safely enable the transition of the piston-engine general aviation aircraft fleet to unleaded aviation gasoline by 2030.

In developing the transition plan, the FAA must consult aviation stakeholders and consider the following: 1) progress of the EAGLE Initiative; 2) the evaluation and development of airport infrastructure, including fuel storage and facilities to support the storage and distribution of unleaded aviation gasoline; 3) best practices for protecting against exposure to lead contamination on airfields; 4) efforts to address supply chain issues inhibiting timely distribution of unleaded aviation gasolines; and 5) efforts to educate pilots and aircraft owners on how to safely transition to unleaded aviation gasoline.

Sec. 828. Expansion of BasicMed

This section amends Section 2307 of the *FAA Extension, Safety, and Security Act of 2016* by: increasing the number of allowable passengers in a covered aircraft to six (up from five); increasing the allowable number of seats in a covered aircraft to seven (up from six); and increasing the maximum certificated takeoff weight of a covered aircraft to 12,500 pounds (up from 6,000 pounds). This section includes language to clarify that the expansion of BasicMed does not apply to transport category rotorcraft. This section also updates to current standards the medical form a state-licensed physician uses in completing a comprehensive medical examination.

The amendments made by this section are applicable beginning on the date that is 180 days after the date of enactment of the bill.

Sec. 829. Prohibition on using ADS-B out data to initiate an investigation

This section prohibits the FAA from initiating an investigation (excluding a criminal investigation) of a person based exclusively on ADS-B out data.

This section does not preclude the FAA from using ADS-B data in civil investigations as long as the investigation was not originally initiated based on the sole review of such data.

Sec. 830. Charitable flight fuel reimbursement exemptions

This section deems that exemptions granted to volunteer pilot organizations to reimburse pilots providing charitable transportation for fuel costs and airport fees will be valid for five years.

Sec. 831. GAO report on charitable flights

This section requires GAO to initiate a review of charitable flights, including: 1) a review of all applicable laws, regulations, policies, legal opinions, and guidance pertaining to charitable flights and the operations of such flights; 2) an assessment of petitions for exemption from the regulation that prohibits reimbursement for fuel costs for private pilots; and 3) such flights conducted without an exemption from the regulation that prohibits reimbursement for fuel costs for private pilots.

Sec. 832. Flight instruction or testing

This section deems that individuals acting as an authorized additional pilot during Phase I flight testing of an experimental aircraft are not operating an aircraft carrying persons or property for hire.

Sec. 833. National coordination and oversight of designated pilot examiners

This section requires the FAA to establish an office to provide oversight and facilitate national coordination of DPEs. This section further requires the established office to consider whether to implement the final recommendations report issued by the DPE Reforms Working Group.

Sec. 834. Part 135 pilot supplemental oxygen requirement

This section requires the FAA to issue a notice of proposed rulemaking concerning whether to revise certain supplemental oxygen mask requirements for pilots on board pressurized aircraft operating under part 135 (on-demand, unscheduled air service) of the Federal aviation regulations if the aircraft is flying below 41,000 feet.

Title IX – New Entrants and Aerospace Innovation

Subtitle A – Unmanned Aircraft Systems

Sec. 901. Definitions

This section states that, unless otherwise noted, the definitions contained in section 44801 of title 49 U.S.C. apply to this subtitle.

Sec. 902. Unmanned aircraft in the Arctic

This section expands the permitted use of unmanned aircraft systems (UAS) operations in the Arctic to include unmanned aircraft that are 55 pounds or greater.

Sec. 903. Small UAS safety standards technical corrections

This section makes minor technical changes to clean up section 44805 of title 49, U.S.C.

Sec. 904. Airport safety and airspace hazard mitigation and enforcement

This section extends authorities of the FAA’s Airport Safety and Airspace Hazard Mitigation and Enforcement program, which was established under sec. 383 of the *FAA Reauthorization Act of 2018*, through September 30, 2028. This section also amends section 44810(c) of title 49, U.S.C. by granting the FAA the flexibility necessary to deploy such technologies at other locations deemed appropriate by the FAA.

Sec. 905. Radar data pilot program

This section directs the FAA, in coordination with the Secretary of the Department of Defense (DOD) and other relevant Federal agencies, to establish a pilot program to make airspace data feeds containing controlled unclassified information available to qualified users. This section sunsets on October 1, 2028. Furthermore, the section directs the FAA to brief Congress on the findings of the pilot program.

Sec. 906. Electronic conspicuity study

This section directs GAO to study technologies and methods for UAS to detect and avoid manned aircraft that may lawfully operate below 500 feet above ground level. The study requires GAO to consult with aviation stakeholder representatives, and to report to Congress on the findings of such study.

Sec. 907. Remote identification alternative means of compliance

This section requires the Administrator to review and evaluate the FAA final rule titled “Remote Identification of Unmanned Aircraft” to determine if unmanned aircraft manufacturers and operators can comply through alternative means of compliance, including through network-based remote identification. The FAA shall submit to the appropriate committees of Congress a report on the results of the evaluation.

Sec. 908. Part 107 waiver improvements

This section directs the FAA to use a performance- and risk-based approach in reviewing waiver requests under part 107 of title 14, Code of Federal Regulations. The FAA is directed to improve the application and review process, including by no longer requiring the use of open-ended prompts where waiver request factors and variables can be standardized.

This section also requires the FAA to recognize the safety enhancements of controlled access to property over which an unmanned aircraft flies in assessing whether to approve a waiver.

Lastly, this section directs the FAA to publish all approved certificates of waiver and to consider the precedential value of approved waivers in assessing subsequent waiver requests.

Sec. 909. Environmental review and noise certification

This section directs the FAA to publish UAS-specific environmental review guidance and implementation procedures.

This section also directs the FAA to examine and integrate programmatic-level approaches to meeting the requirements of the National Environmental Policy Act (NEPA) and to engage with the Council on Environmental Quality to identify other potential categorical exclusions to more easily allow for safe commercial operations of UAS.

Lastly, this section directs the FAA to develop criteria and metrics to determine whether to approve or disapprove the airworthiness of a UAS under Part 36 and provides flexibility for the FAA to waive the requirements of Part 36 for UAS undergoing type certification until UAS-specific regulations are developed.

Sec. 910. Unmanned aircraft system use in wildfire response

This section directs the FAA, in coordination with the United States Forest Service, other Federal agencies (including NASA), and Federal contractors, to develop a plan for the use of UAS by public entities in wildfire response efforts, including wildfire detection, mitigation, and suppression.

The plan, under this section, must designate areas with a high potential for wildfires where UAS may operate beyond visual line-of-sight (BVLOS). In addition, the plan shall include a process to facilitate the safe and efficient operation of UAS in wildfire response. The plan must be submitted to Congress and published on a publicly available website of the FAA.

Lastly, this section directs the FAA to provide a liaison to the National Interagency Fire Center to facilitate unmanned aircraft systems wildfire response.

Sec. 911. Pilot program for UAS inspections of FAA infrastructure

This section requires DOT to initiate a pilot program to supplement the department's oversight and inspection activities using UAS, including the inspection of ground-based aviation infrastructure, to increase employee safety, enhance data collection, improve the accuracy of inspections, and reduce the costs associated with such inspections.

The pilot program established under this section shall sunset 4 years after enactment. Upon the conclusion of the pilot program, DOT is required to assess the results and incorporate any benefits of using UAS into DOT's routine activities, including activities related to the regular inspection of ground-based aviation infrastructure.

Sec. 912. Drone infrastructure inspection grant program

This section establishes a grant program to support the use of UAS when inspecting, repairing, or constructing critical infrastructure. Under this program, DOT will award grants to state, tribal, and local governments, metropolitan planning organizations, or groups of those entities to purchase and use UAS to increase efficiency, reduce costs, improve worker and community safety, reduce carbon emissions, or meet other priorities related to critical infrastructure projects. DOT must submit a report to the appropriate committees of Congress that evaluates the grant program within two years after the first grant is provided under this section.

Sec. 913. Drone education and workforce training grant program

This section directs DOT to establish a program to make grants available to educational institutions for small UAS workforce training. In addition, this section authorizes \$5,000,000 for each of fiscal years 2025 through 2028 to be appropriated from the Operations account of the FAA.

Sec. 914. Drone workforce training program study

This section tasks GAO to study the effectiveness of the Collegiate Training Initiative Program for Unmanned Aircraft Systems established in the *FAA Reauthorization Act of 2018*. GAO must submit a report to Congress detailing the findings of the study and any recommendations to improve the Collegiate Training Initiative Program for Unmanned Aircraft Systems.

Sec. 915. Termination of Advanced Aviation Advisory Committee

This section terminates the Advanced Aviation Advisory Committee.

Sec. 916. Unmanned and Autonomous Flight Advisory Committee

This section requires the Administrator to establish an Unmanned and Autonomous Flight Advisory Committee to advise the FAA on the technical challenges related to the certification and operational standards of highly automated aircraft. This new committee will be made up of representatives from the UAS industry, community advocates, and certified aviation labor unions. The Committee must submit an annual report to Congress on its activities.

Sec. 917. NextGen Advisory Committee membership expansion

This section expands the membership of the NextGen Advisory Committee to include a representative from both the UAS and powered-lift industries.

Sec. 918. Interagency coordination

This section directs the FAA to revise the charter of the joint DOD – FAA UAS Executive Committee (ExCom) to ultimately achieve the routine access of DOD UAS into the national airspace system, and seek to sunset the ExCom, in coordination with DOD, no earlier than two years after the date of enactment.

Sec. 919. Review of regulations to enable unescorted UAS operations

This section directs the FAA, in coordination with DOD to conduct a review of requirements necessary to permit UAS operated by a Federal agency or an Armed Service to operate in the national airspace system without the need for an escort by a manned aircraft. The FAA must submit to the appropriate committees of Congress a report of the review.

Sec. 920. Extension of the BEYOND program

This section directs the FAA to extend the existing BEYOND program and consider expanding the program to additional State, local, and tribal governments to enable testing of other new and emerging aviation concepts and technologies to inform policies, rulemaking, and guidance needed to enable these new concepts and technologies.

Sec. 921. UAS integration strategy

This section directs the FAA to implement the recommendations made by GAO to develop a comprehensive drone integration strategy and ways to communicate more clearly with drone operators.

In addition, this section requires the FAA to implement the recommendation made by the Inspector General (IG) of the Department of Transportation (DOT) for the agency to establish goals, milestones, and performance measures for the BEYOND program.

The FAA is required to brief the appropriate committees of Congress on the status of such implementation annually through FY 2028.

Sec. 922. Extension of the Know Before You Fly Campaign

This section extends the educational Know Before You Fly campaign through FY 2028. This campaign is intended to broaden the public awareness of unmanned aircraft systems.

Sec. 923. Public aircraft definition

This section broadens the definition of a public aircraft to include aviation systems undergoing testing and evaluations at an FAA-authorized UAS test range, infrastructure inspections, or any other activity undertaken by a government entity that the Administrator determines is inherently governmental.

Sec. 924. FAA comprehensive plan on UAS automation

This section requires the FAA to establish a comprehensive plan for the integration of autonomous UAS into the NAS. The plan shall identify processes and regulations that need to change to accommodate autonomous systems and identify how the FAA intends to authorize low risk automated operations to increasingly complex operations. In establishing a plan under this section, the FAA must consult with NASA, DOD, and manufacturers and operators of autonomous UAS. The FAA must submit the plan to Congress within 1 year.

Sec. 925. UAS test ranges

This section requires the FAA to carry out and update a program for the use of UAS test ranges to enable development, testing, and evaluation activities related to UAS or their associated technologies and to support the safe integration of UAS into the national airspace system (NAS). In addition, this section provides the FAA the discretion to stand up two additional UAS test ranges while retaining the existing seven test ranges.

This section also grants the FAA the authority to establish, at the request of a test range, a restricted area, special use airspace, or other similar types of airspace for hazardous development, testing, and evaluation activities.

Lastly, this section lays out the expected responsibilities of test range sponsors, which include providing, on a quarterly basis, recommendations to the FAA on ways to further enable public and private development, testing, and evaluation activities at test ranges.

Sec. 926. Public safety use of tethered UAS

This section outlines the approved use and flight characteristics of a tethered UAS by a public safety organization.

Additionally, this section provides edits to the definitions for tethered UAS to raise the weight threshold to 55 pounds, including payload.

Sec. 927. Extending special authority for certain unmanned aircraft systems

This section extends the authorities under Section 44807 of 49 U.S. Code that allow for special authorizations permitting the operations of unmanned aircraft systems (UAS) in the national airspace system until 2033 and transfers the authority to the FAA. Under the special authorization authority of Section 44807, operations conducted within 100 feet of the ground or a structure or that rely on ADSB or other technologies for deconfliction shall be considered by the FAA in an expedited manner, and operations that occur exclusively within the airspace of a Mode-C Veil shall be considered to satisfy the requirements of section 91.113(b) of title 14, Code of Federal Regulations, if the operations employs ADS-B-in-based detect and avoid capabilities, air traffic control communication, and an aeronautical information management system (such as NOTAM).

This section also clarifies that any rule issued pursuant to Section 44807 shall continue to be in effect and that exemptions under Section 44807 shall remain in effect for 3 years following the expiration of the 44807 authority.

Sec. 928. Recreational operations of drone systems

This section directs the FAA to establish a process to approve and publicly disseminate the location of fixed sites at which individuals may carry out recreational UAS operations. This section permits the FAA to authorize recreational unmanned aircraft to fly above 400 feet within Class G airspace at fixed sites. This section also directs the Administrator to prioritize FAA Recognized Identification Area (FRIA) requests submitted for fixed sites.

Sec. 929. Applications for designation

This section amends Section 2209 of the *FAA Extension, Safety, and Security Act of 2016* to add State prisons to the list of fixed site facilities. In addition, this section directs the Administrator to

issue a notice of proposed rulemaking within 90 days in order to carry out the requirements of section 2209.

Sec. 930. Beyond visual line of sight operations for unmanned aircraft systems

This section directs the FAA to issue a notice of proposed rulemaking within 4 months to establish a performance-based regulatory pathway for UAS to operate BVLOS. The proposed rule developed under this section shall establish acceptable levels of risk for BVLOS operations and standards for remote pilots, provide a process for the approval of associated elements of UAS, and ensure the safety of manned aviation. Within 16 months of issuing the notice of proposed rulemaking, the Administrator must issue a final rule.

This section contains a savings clause to ensure the agency doesn't need to rescope any rulemaking efforts currently underway to enable BVLOS operations in the NAS.

Sec. 931. Acceptable levels of risk and risk assessment methodology

This section directs the FAA to develop a risk assessment methodology that will allow for the determination of acceptable levels of risk to enable certain UAS operations, including operations beyond the visual light of sight. The FAA must make the risk assessment methodology available to the public on an FAA website.

Sec. 932. Third-party service approvals

This section directs the FAA to establish procedures to approve third party service suppliers (including providers of UAS traffic management) in order to support commercial operation of UAS and their safe integration into the national airspace system. In establishing procedures, the FAA must ensure, to the maximum extent practicable, industry consensus standards are included as an acceptable means of compliance for third party services.

Sec. 933. Special authority for transport of hazardous materials by commercial package delivery unmanned aircraft systems

This section directs DOT to use a risk-based approach to establish the operational requirements, standards, or special permits necessary to approve the carriage of hazardous materials by UAS. DOT may require a UAS operator to submit a safety risk assessment as part of the operator certification process.

In addition, this section directs DOT to make such changes as necessary to conform the hazardous materials regulations under part 173 and 175 of title 49, C.F.R.

Lastly, this section instructs DOT to periodically review amounts of hazardous materials allowed to be carried by UAS under this section and determine whether such amounts should be revised based on operational and safety data.

Sec. 934. Operations over high seas

This section requires the FAA to work with other civil aviation authorities to establish and implement operational approval processes to permit UAS to operate over the high seas within United States flight information regions, to the extent permitted by U.S. treaty obligations. In addition, this section instructs the FAA to engage ICAO through the submission of a working paper, panel proposal, or other appropriate mechanisms to clarify the permissibility of UAS to operate over the high seas.

Lastly, this section requires the FAA to review whether, and to what extent, ICAO member states are approving the operation of UAS over the high seas and brief Congress on the findings of the review.

Sec. 935. Protection of public gatherings

This section grants the FAA the authority to temporarily restrict unmanned aircraft operations over eligible large public gatherings upon the request by an eligible entity. Eligible entities must request a restriction no less than 30 calendar days prior to the event.

Sec. 936. Covered drone prohibition

This section prohibits DOT from entering into, extending, or renewing a contract or awarding a grant for the operation, procurement, or contracting action of a UAS, associated elements, or detection or counter-UAS systems manufactured by a covered foreign entity to include the People's Republic of China. The section provides exemptions and waivers in limited scenarios.

In addition, this section authorizes funding to enable DOT to replace any covered UAS that is owned or operated by the Department.

The prohibitions under this section are applicable to all offices and programs of the Department of Transportation.

Subtitle B – Advanced Air Mobility

Sec. 951. Definitions

This section defines “Advanced Air Mobility,” “powered-lift aircraft,” “Regional Air Mobility,” “Urban Air Mobility,” and “Vertiport.”

Sec. 952. Sense of Congress on FAA leadership in advanced air mobility

This section states that it is the sense of Congress that the United States position itself as a global leader in advanced air mobility and states that the FAA shall work with manufacturers, prospective operators, and other relevant stakeholders to enable the safe entry of these aircraft into the national airspace system.

Sec. 953. Application of National Environmental Policy Act categorical exclusions for vertiport projects

This section states that the FAA shall apply applicable categorical exclusions in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and subchapter A of chapter V of title 40, Code of Federal Regulations, or establish new categorical exclusions with the Council on Environmental Quality for use when considering the environmental impacts of proposed vertiport projects on airports.

Sec. 954. Advanced air mobility working group amendments

This section extends the inter-departmental working group established through the *Advanced Air Mobility Coordination and Leadership Act* by six months and clarifies the intended scope of such working group to cover urban and regional air mobility. This section also makes technical corrections, definitional edits, and expands the future uses of the working group if determined valuable by DOT.

Sec. 955. Rules for operation of powered-lift aircraft

This section requires the FAA to publish a special final rule for the operations of, and pilot requirements for, powered lift aircraft within 7 months and applies specific requirements and considerations to such rulemaking.

If the FAA fails to publish such special final rule within 16 months, specific existing operating and training rules shall apply to powered-lift aircraft until such time as the FAA publishes a special final rule.

In addition, this section establishes a powered-lift aviation rulemaking advisory committee to provide recommendations on the development of permanent regulations for the certification and operation of powered-lift aircraft. The FAA shall initiate a rulemaking based on those recommendations and other requirements.

Sec. 956. Advanced propulsion systems regulations

This section requires that the Aviation Rulemaking Advisory Committee (ARAC) provide recommendations to the FAA on updating regulations related to new forms of propulsion mechanisms and methods.

Sec. 957. Powered-lift aircraft entry into service

This section requires the FAA to provide short-term and long-term solutions for the safe integration of powered-lift aircraft into the national airspace, including controlled airspace. This section also requires that the FAA evaluate the impact of such operations on air traffic controllers and the use of other tools to support ATC.

Sec. 958. Infrastructure supporting vertical flight

This section requires the FAA to update the Vertiport Design Engineering Brief, publish a performance-based vertiport design advisory circular, and begin performing the work necessary to update the Heliport Design Advisory Circular in order to provide performance-based design guidance.

This section further requires that the FAA provide a mechanism by which an existing infrastructure operator can safely accommodate powered-lift aircraft.

Lastly, this section requires that the FAA provide Airport District Offices with adequate guidance to support the development of vertiports, update relevant forms, and consider powered-lift operations in operational forecasts.

Sec. 959. Charting of aviation infrastructure

This section instructs the FAA to continue to improve the accuracy of the Airport Master Record database and improve the process by which the operators of private and public aviation infrastructure can update database.

Sec. 960. Advanced air mobility infrastructure pilot program extension

This section amends the Advanced Air Mobility Infrastructure Pilot Program established in the *Consolidated Appropriations Act of 2023* to conform the definitions to this Act. This section also clarifies that the consideration of the use of existing infrastructure in concert with new infrastructure is eligible under the grant program.

Lastly, this section expands the information collected by DOT under the pilot program and extends the program for two years, through 2026.

Sec. 961. Center for Advanced Aviation Technologies

This section directs the FAA to create a plan to establish a Center for Advanced Aviation Technologies that would support the testing and advancement of new and emerging aviation technologies. The section directs the FAA to consider the following as roles and responsibilities for the Center: facilitating partnerships between industry, academia, and other government agencies, identifying new and emerging aviation technologies, innovative aviation concepts, and other relevant aviation services, and developing testing corridors or other flight demonstration zones to facilitate safe integration of advanced air mobility into the National Airspace System. This section would further direct the FAA to establish the Center not later than September 30, 2026.

Title X – Research and Development Subtitle A — General Provisions

Sec. 1001. Definitions

This section provides definitions for the term “covered committees of Congress” and “NASA” throughout the Research and Development Title.

Sec. 1002. Authorization of appropriations

This section authorizes from the Airport and Airway Trust Fund (AATF) the following amounts for FAA’s Research, Engineering, and Development (RED) account: \$280 million for fiscal year 2024; \$311 million for fiscal year 2025; \$323 million for fiscal year 2026; \$334 million for fiscal year 2027; and \$345 million for fiscal year 2028.

Sec. 1003. Report on implementation; funding for safety research and development

This section directs the Comptroller General of the United States (GAO) to determine whether at least 70 percent of appropriated amounts supports safety research and development projects and submit a relevant report to Congress no later than one year after the enactment of the Act.

Sec. 1004. National Aviation Research Plan Modification

This section modifies the required date for the FAA to submit the National Aviation Research Plan (NARP) to be 30 days after the date of submission of the annual President’s budget request. If the FAA cannot submit the NARP in a timely manner, this section directs the FAA to submit to Congress a letter specifying reasons for the delayed submission, impacts of the delay, and actions taken to address reasons for the delay.

Sec. 1005. Advanced materials center of excellence enhancements

This section authorizes the continued operation of the FAA’s Joint Advanced Materials Center of Excellence (JAMS COE). In addition to the Center’s existing advanced materials research activities, this section directs the Center to conduct applied research and training on airframe structure composites, additive manufacturing, thermoplastic composites, and carbon fiber

polymers. This section also codifies the Center’s research and development activities relating to aircraft structure crash worthiness and passenger safety and incorporates new and additional focus areas relating to the safe and accessible air travel of individuals with a disability, including the facilitation of safe wheelchair restraint systems.

Sec. 1006. Center of excellence for unmanned aircraft systems

This section authorizes the continued operation of the FAA Center of Excellence for Unmanned Aircraft Systems (also known as the Alliance for System Safety of UAS Through Research Excellence or “ASSURE”). This section expands the Center’s research and development focus to incorporate advanced air mobility and ensure participation of higher education and research institutions that offer undergraduate degree programs in aeronautical sciences providing pathways to commercial pilot certifications. This section also directs the FAA to leverage the capacity and capabilities of the Center, other FAA programs and facilities, existing Federal and non-Federal test ranges and testbeds, and NASA to conduct research to validate consensus safety standards.

Sec. 1007. ASSURED safe credentialing authority

This section requires the FAA to establish credentialing authority for the FAA’s program of record known as “ASSURED Safe” under the FAA Center of Excellence for Unmanned Aircraft Systems no later than six months after enactment of the Act. This section specifies that the credentialing authority would offer services including standards development, education, and testing for use by first responders in a variety of emergency response operations. This section directs the Center of Excellence for Unmanned Aircraft Systems to coordinate with the National Institute of Standards and Technology (NIST) and the Federal Emergency Management Agency (FEMA) in establishing and coordinating services offered by ASSURED Safe.

Sec. 1008. CLEEN engine and airframe technology partnership

This section adjusts the FAA’s Continuous Lower Energy, Emissions, and Noise (CLEEN) Program to ensure eligibility of both subsonic and supersonic aircraft projects for cooperative agreements. In carrying out the CLEEN program, this section authorizes that FAA may provide that no less than two cooperative agreements awarded involve small businesses, provided the submitted proposal of the small business meets FAA Acquisition Management System and requisite technology readiness levels for entry into the agreement as determined by the FAA.

Sec. 1009. High-speed flight testing

This section directs the FAA, in consultation with NASA, to establish procedures for manufacturers and operators of high-speed aircraft for the exclusive purposes of developmental and airworthiness testing and demonstration flights. The section requires FAA to issue flight procedures for supersonic flights one year after enactment and flight procedures for hypersonic flights two years after enactment. The section also requires the FAA, in consultation with the Environmental Protection Agency (EPA) and other stakeholders, to assess and report to Congress on a means for supporting continued compliance with the National Environmental Policy Act (NEPA), including for flight test areas as established by the FAA.

Sec. 1010. High-speed aircraft pathway to integration study

This section requires the FAA, in consultation with aircraft manufacturers and operators, institutions of higher education, and other appropriate Federal agencies, to conduct a study assessing necessary actions to facilitate the safe operation and integration of high-speed aircraft into the national airspace system. The section requires the study to include an assessment of cross-Agency equities, data identification and collection, the development of a framework and timeline to establish regulatory requirements, plans to prepare FAA for applications for high-speed aircraft flights, and a survey of global high-speed aircraft technology developments. This section directs FAA to submit a relevant report on the results of the study and relevant recommendations, as appropriate, no later than 3 years after the date of enactment of the Act.

Sec. 1011. Operating high-speed flights in high altitude class E airspace

This section requires the FAA, in consultation with NASA and relevant stakeholders to conduct research to identify, to the maximum extent practicable, the minimum altitude above the upper boundary of Class A airspace at or above which high-speed flights operating above Mach 1 that do not produce appreciable sonic boom overpressures to reach the surface under prevailing atmospheric conditions.

Sec. 1012. Electric propulsion aircraft operations study

This section directs the GAO to initiate a study to assess the safe and scalable operation and integration of electric aircraft into the national airspace system. In conducting the study, the section directs the GAO to include relevant technical competencies, data development and collection required for standards development, necessary regulatory standards and guidance, and airport infrastructure requirements to support electric aircraft operations. The section directs GAO to submit a report to Congress with the results of the study and appropriate recommendations for legislative and administrative action no later than two years after the enactment of the Act.

Sec. 1013. Contract weather observers program

This section requires that the FAA's Contract Weather Observers program cannot be discontinued or diminished at any airport during the length of the Act.

Sec. 1014. Airfield pavement technology program

This section directs the DOT to carry out an airfield pavement technologies research and development program to improve the long-term performance and safety of airfield pavements. Under the program, this section provides that the DOT may issue grants to and enter into cooperative agreements with institutions of higher education and nonprofit organizations that research and develop the latest airfield pavement technologies.

Sec. 1015. Review of FAA management of research and development

This section directs GAO to conduct a review of the management of FAA research and development activities and FAA's coordination with other Federal research and development activities relating to civil aviation. The section specifies the review shall assess FAA planning, management, and prioritization and includes a focus on the extent to which NASA and FAA

leverage each other's capabilities, facilities, resources, and expertise in support of aeronautics programs and projects. The GAO is required to submit a report to Congress no later than 6 months after the enactment of the Act including relevant findings and recommendations for improving FAA coordination and collaboration with NASA and FAA's management of research and development activities.

Sec. 1016. Research and development of FAA's aeronautical information systems modernization activities

This section directs the FAA, in coordination with the John A. Volpe National Transportation Systems Center, to establish a research and development program to assist with the continuous modernization of the FAA's aeronautical information systems including the Notice to Air Missions (NOTAM) system, the Service Difficulty Reports System (SDRS), and the Aviation Safety Information Analysis and Sharing (ASIAS) system. This section directs the FAA to enter into an agreement with a federally funded research and development center to complete a review of FAA efforts to modernize its aeronautical information systems and provide recommendations on how the FAA and Volpe Center can improve coordination efforts. The Volpe Center is required to submit a report with recommendations to the FAA and appropriate committees of Congress based on the review no later than one year after the enactment of the Act.

Sec. 1017. Center of excellence for alternative jet fuels and environment

This section authorizes the continued operation of the FAA's Center of Excellence for Alternative Jet Fuels and Environment (ASCENT) and streamlines operational governance for the Center's research and development mission and coordination with relevant Federal agencies. The section also expands the Center's research and development activities on the use of alternative aviation fuels to further include the use of hydrogen and the safe use of alternative aviation fuels in commercial aircraft that also apply electrified propulsion systems.

Sec. 1018. Next generation radio altimeters

This section directs the FAA, in coordination with the National Telecommunications and Information Administration (NTIA), Federal Communications Commission (FCC) and aviation and commercial wireless industries to establish an accelerated research and development program to inform standards and technology developing and testing needed to ensure appropriate FAA certification actions and industry production to meet installation requirements for next generation radio altimeters in necessary aircraft by 2028. The section authorizes FAA to award grants for radio altimeter research and development activities, including through public-private partnership grants, to enable accelerated technology development and support future production and installation of radio altimeters. This section also directs the FAA to submit a report to Congress within six months of the enactment of the Act on the steps taken to date to carry out this program.

Sec. 1019. Hydrogen aviation strategy

This section requires the FAA, acting jointly with the DOE, to exercise leadership in conducting research and development, including the development of a research strategy, relating to the safe use of hydrogen in civil aviation, including the safe and efficient use and sourcing of hydrogen for commercial aircraft propulsion. In conducting such research and development activities, the

FAA and DOE are directed to coordinate with NASA and obtain input from industry and academic stakeholders to inform adjustments to policies and further actions relating to the use of hydrogen in civil aviation. This section requires the FAA and DOE to submit a report to Congress detailing relevant actions taken and future actions relating to policies and research and development activities no later than three years after the enactment of the Act.

Sec. 1020. Aviation fuel systems

This section requires the DOT to review, plan and offer recommendations with respect to coordination and implementation issues relating to aircraft powered by new aviation fuels and fuel systems. In conducting such activities, the section requires consultation with the DOE, NASA, the Department of the Air Force, and other appropriate agencies and specifies that such activities conducted under the section shall not duplicate other Federal programs or efforts. The DOT is required to brief Congress on the results of the review no later than one year after the enactment of the Act.

Sec. 1021. Air traffic surveillance over U.S. controlled oceanic airspace and other remote locations

This section directs the FAA, in consultation with NASA and other Federal agencies, to carry out research, development, demonstration, and testing activities to enable persistent civil aviation surveillance of U.S.-controlled oceanic airspace and other remote locations provided that such activities do not duplicate existing efforts conducted by the FAA. The section also directs the FAA to transmit a report to Congress on the activities conducted under this section no later than one year after the enactment of this Act.

Sec. 1022. Aviation weather technology review

This section directs the FAA, in consultation with the National Oceanic and Atmospheric Administration (NOAA), to conduct a review of current and planned technologies that can more accurately detect and predict weather impacts to aviation, inform how advanced predictive models can enhance aviation operations, and increase national airspace system safety and efficiency. This section provides that the review shall consider unique impacts of weather on unmanned aircraft systems and advanced air mobility operations and shall not duplicate existing efforts conducted by the FAA in consultation with NOAA.

Sec. 1023. Air traffic surface operations safety

This section directs the FAA, in consultation with NASA and other appropriate Federal agencies, to research technologies and operations that enhance air traffic surface operations safety. This section also directs the examination of certain technologies and operations including emerging in-cockpit technologies to enhance ground situational awareness, and adjustments to account for and enable the safe operation of advanced aviation technology. The FAA is required to submit a relevant report to Congress no later than 18 months after the enactment of this Act.

Sec. 1024. Technology review of artificial intelligence and machine learning technologies

This section directs the FAA to conduct a review of current and planned artificial intelligence (AI) and machine learning technologies that may be used to improve airport safety and efficiency and examine the application of (AI) and machine learning technologies to specific airport infrastructure and airport operations. The FAA is required to submit a relevant report to Congress on the results of the review no later than one year after the enactment of this Act.

Sec. 1025. Research plan for commercial supersonic research

This section directs the FAA, in consultation with NASA and industry, to provide a briefing to Congress to identify any plans to build upon existing research and development and identify additional research needed to support the development of Federal and international policies, regulations, standards, and recommended practices relating to the certification and operation of civil supersonic aircraft and supersonic overland flight.

Sec. 1026. Electromagnetic spectrum research and development

This section directs the FAA, in consultation with the NTIA and FCC, to conduct research and development related to the use and management of radio frequency spectrum in civil aviation, including for unmanned aircraft systems and advanced air mobility. The section directs such activities to address impacts to civil aviation safety when reallocating radio frequency spectrum adjacent to that spectrum allocated for aviation use cases, mitigation and implication of new emerging technologies on spectrum interference, and related operational specifications and spectrum requirements for civil aviation. The FAA is required to submit a relevant report to Congress no later than two years after the enactment of this Act.

Sec. 1027. Research plan on the remote tower program

This section directs the FAA to submit a comprehensive plan for additional research, development, testing, and evaluation needed to mature remote tower technology and to provide a strategic roadmap for research needed to inform operational certification of remote towers in the national airspace system. The FAA is required to submit the plan to Congress no later than six months after the enactment of the Act.

Sec. 1028. Air traffic control training

This section directs the FAA to carry out a research program to evaluate opportunities to modernize, enhance, and streamline on-the-job training and training time, as required by the Administrator, to become certified professional controllers at the FAA. In carrying out such research, the FAA is required to assess the benefits of advanced technologies to enhance training and training time and collaborate with labor organizations and other stakeholders. The FAA is required to submit a relevant report to Congress no later than one year after enactment of the Act.

Sec. 1029. Report on aviation cybersecurity directives

This section directs the FAA to provide a report to Congress no later than six months after the

enactment of the Act on the status of the FAA’s implementation of the strategic framework developed pursuant to section 2111 of the *FAA Extension, Safety, and Security Act*. (P.L. 114-190) This section specifies the report should include an assessment of FAA’s progress in developing and implementing such cybersecurity framework, and a description of prioritized research and development activities for the most needed improvements to safeguard the national airspace system.

Sec. 1030. Turbulence research and development

This section directs the FAA, in coordination with NASA and NOAA, to conduct applied research and development on monitoring and understanding severe turbulence and inform the development of measures to mitigate its impact on airline crewmembers and the flying public. The section also directs the FAA to avoid duplication with existing Federal research and development activities and authorizes the FAA to enter into agreements with commercial providers relating to turbulence data and instruments.

Sec. 1031. Rule of construction regarding collaborations

This section clarifies that sections included under the Research and Development Title do not modify or limit collaborations between the FAA, stakeholders, and labor organizations related to FAA research, development, demonstration, and testing activities.

Sec. 1032. Limitation

This section prohibits funds made available under this title from being used to conduct research, develop, design, plan, promulgate, implement, or execute policy, program, order, or contract of any kind with the Chinese Communist Party or any other entity that is domiciled in China or under the influence of China unless they are otherwise authorized by law after the date of enactment of the bill. Additionally, it specifies certain exemption and waiver criteria applicable to the prohibitions listed in this section.

Subtitle B —Unmanned Aircraft Systems and Advanced Air Mobility

Sec. 1041. Definitions

This section provides definitions for the terms “advanced air mobility”, “interagency working group”, “labor organization”, “National Laboratory”, “technical standard”, and “unmanned aircraft system” throughout the subtitle.

Sec. 1042. Interagency working group

This section directs the National Science and Technology Council to establish an interagency working group to coordinate Federal research, development, deployment, testing, and education activities to enable advanced air mobility and unmanned aircraft systems. The group would be comprised of senior representatives from NASA, DOT, NOAA, NSF, NIST, and DHS as well as other appropriate Federal agencies. The working group would be required to develop the strategic plan outlined in [Sec. 1043] and oversee the development of an assessment of U.S. competitiveness and leadership in advanced air mobility and unmanned aircraft systems, and

strategies to strengthen the relevant supply chain. Additionally, the working group is directed to facilitate communication and partnerships with relevant stakeholders, and coordinate with the National Security Council on risk assessment and mitigation for Federal unmanned aircraft systems. The working group would be required to submit reports to Congress through the end of calendar year 2028.

Sec. 1043. Strategic research plan

This section directs the interagency working group established in [Sec. 1042] to develop and periodically update a plan for Federal research, development, deployment, and testing of unmanned aircraft systems, including prioritized areas of leadership and investment for the 10 years following the plan's submission. The section also requires the FAA to enter into an agreement with the National Academies to conduct a periodic review of the plan. The working group would be required to submit subsequent reports to Congress in developing and making progress towards the implementation of the strategic research plan.

Sec. 1044. Federal Aviation Administration unmanned aircraft system and advanced air mobility research and development

This section directs the FAA, in coordination with NASA, and other Federal agencies to carry out and support research, development, testing, and demonstration activities and technology transfer to facilitate the safe integration of advanced air mobility and unmanned aircraft systems into the national airspace system. The section specifies that activities conducted under the section shall not duplicate other Federal activities related to the integration of unmanned aviation systems or advanced air mobility or delay the deployment of unmanned aircraft systems, advanced air mobility, or their associated elements and related technologies.

Sec. 1045. Partnerships for research, development, demonstration, and testing

This section would direct the FAA to enter into an arrangement with the National Academy of Public Administration to examine the FAA's research, development, demonstration, and testing partnerships to advance air mobility and facilitate the safe integration of unmanned aircraft systems into the national airspace system. The FAA is required to transmit the results of the study to Congress no later than one year after the enactment of the Act.

Title XI – Miscellaneous

Sec. 1101. Technical corrections

This section makes various non-substantive technical and conforming amendments.

Sec. 1102. Transportation of organs

This section tasks the DOT, in coordination with the FAA, to convene a working group to assist in developing best practices and identifying hindrances for transporting an organ in the cabin of a commercial aircraft. The working group shall consist of commercial air carriers, organ procurement organizations and transplant hospitals, flight attendants, and any other relevant federal agencies. One year after convening, the working group will submit a report with recommendations to the Secretary.

Sec. 1103. Acceptance of digital driver’s license and identification cards

This section directs the FAA to take such actions necessary to accept a digital or mobile driver's license issued by a state in such instances where an individual is required to submit a government-issued identification.

Sec. 1104. Quasiquicentennial of aviation

This section states that it is the sense of Congress that the DOT and the FAA shall facilitate and participate in local, national, and international observances to commemorate the 125th anniversary of the Wright brothers first flight on December 17, 2028.

Sec. 1105. Limitations for certain cargo aircraft

This section states that certain standards adopted in part 1030 of title 40, Code of Federal Regulations, and requirements finalized by the Administrator of the FAA in the NPRM titled “Airplane Efficiency Certification” as published in part 38 of title 14, Code of Federal Regulations, shall not apply to certain aircraft until 5 years after the rule’s effective date on January 1, 2028.

Simultaneously, this section set restrictions on the operations of such aircraft that do not comply with those regulatory requirements, stating that—even if covered aircraft were manufactured prior to such date—the FAA shall still limit their operations to domestic use and only allow for international operations if such aircraft are in compliance with relevant international agreements.

Sec. 1106. Prohibition on mandates

This section states that the FAA may not require a contractor to mandate that an employee receive a COVID-19 vaccine or enforce any condition regarding the COVID-19 vaccination status of contracted employees.

The section also mandates that FAA may not implement or enforce any requirement that: employees of air carriers be vaccinated against COVID-19; employees of the Administration be vaccinated against COVID-19; or passengers of air carriers be vaccinated against COVID-19; or passengers of air carrier wear a mask as a result of a COVID-19 public health related measure.

Sec. 1107. COVID–19 vaccination status

This section mandates that an air carrier may not deny service to any individual solely based on their COVID-19 vaccination status.

Sec. 1108. Rulemaking related to operating high-speed flights in high altitude Class E airspace

This section states that the FAA shall publish a notice of proposed rulemaking (NPRM) to amend sections 91.817 and 91.818 of title 14, CFR, to permit flight operations with speeds above Mach 1, at or above the minimum altitude identified by the FAA in Title X.

Sec. 1109. FAA leadership in hydrogen aviation

This section states that the FAA shall exercise leadership in the development of Federal regulations, standards, and best practices relating to the safe and efficient certification of the use of hydrogen in civil aviation, including the certification of hydrogen powered aircraft.

Sec. 1110. Advancing global leadership on civil supersonic aircraft

This section amends Section 181 of the *FAA Reauthorization Act of 2018* by adding additional reporting requirements. Within 1 year of this bill’s enactment, the FAA shall submit to the appropriate committees of Congress a report describing the Administration’s efforts in the creation of Federal and international policies related to supersonic aircraft, any planned or proposed potential action related to civil supersonic aircraft, and any other information determined necessary by the FAA.

Within 2 years of the initial progress report described above, the FAA shall update and submit an updated report to the appropriate committees of Congress.

Sec. 1111. Learning period

This section extends the learning period pertaining to the regulation of commercial human space flight participant safety to January 1, 2025.

Sec. 1112. Counter-UAS authorities

This section extends the Department of Homeland Security’s and the Department of Justice’s existing counter drone authorities through October 1, 2024.

Sec. 1113. Study on air cargo operations

This section requires the GAO to initiate a study on the economic sustainability of air cargo operations, including the airport facilities and infrastructure as well as intramodality of cargo operations at an airport that support such operations.

Sec. 1114. Wing-in-ground-effect craft

This section requires the FAA Administrator and the Commandant of the Coast Guard to execute a memorandum of understanding (MOU) regarding the specific roles, authorities, delineations of responsibilities, resources, and commitments of the respective governmental entities pertaining to wing-in-ground (WIG) effect craft.

Sec. 1115. Certificates of authorization or waiver

This section amends the *Consolidated Appropriations Act of 2004* (P.L. 108-199) to provide discretion to the FAA to permit FAA-approved air show operations within statutory Temporary Flight Restrictions (TFRs) so long as aircraft participating in such air shows do not fly directly over a stadium during a sporting event or adjacent parking lots. This section further requires the FAA to coordinate annually with aviation stakeholders, stadium representatives, and security agencies to deconflict between air shows and large outdoor sports events with TFRs in place.

Title XII – National Transportation Safety Board

Sec. 1201. Short title

This title may be cited as the “National Transportation Safety Board Amendments Act of 2024”.

Sec. 1202. Authorization of appropriations

This section authorizes \$140 million for fiscal year 2024, \$145 million for fiscal year 2025, \$148 million for fiscal year 2026, \$151 million for fiscal year 2027, and \$154 million for fiscal year 2028 for the NTSB.

Sec. 1203. Clarification of treatment of territories

This section clarifies that the term “State” means a state of the United States, the District of Columbia, Puerto Rico, the Virgin Islands, American Samoa, the Northern Mariana Islands, and Guam.

Sec. 1204. Additional workforce training

This section authorizes the National Transportation Safety Board (NTSB) to acquire additional training on emerging transportation technologies if such training is required for an ongoing investigation and is in the public interest. Additionally, it allows the NTSB to conduct training to meet the needs of the NTSB’s strategic workforce plan.

Sec. 1205. Overtime annual report termination

This section repeals the statutory requirement that the NTSB submit an Overtime Pay annual report to Congress.

Sec. 1206. Strategic workforce plan

This section directs the Board to submit to Congress a strategic workforce plan that covers a five-year forecast period but may include planning for a longer period based on information about emerging technologies or safety trends. The workforce plan should be updated at least once every five years and should be made available to the public on the Board’s website.

Sec. 1207. Travel budgets

This section directs the Board to establish annual fiscal year budgets for non-accident-related travel expenditures. These new estimates are to be included in the annual budget request of the Board. In addition, the Board shall notify Congress if any member exceeds their non-accident-related travel budget.

Sec. 1208. Nondisclosure of interview recordings

This section states that the Board must notify Congress if the Board or United States Attorney General (AG) carries out civil actions against an airman employed by an air carrier operating under part 121 at the time of the accident, including providing the following information: the labor union representing the airman involved, the air carrier of which the airman is employed, the docket information of the incident or accident, the date of such civil action taken by the Board or AG, and a description of why civil actions were taken.

Sec. 1209. Board justification of closed unacceptable recommendations

This section requires the NTSB to include in their annual report to Congress a list of each recommendation made by the Board to DOT or the Commandant of the Coast Guard that was closed in an unacceptable status in the past 12 months. Such list shall include any explanation the Board received from DOT or the Commandant as well as any explanation from the Board as to why the recommendations were closed in an unacceptable status.

Sec. 1210. Miscellaneous investigative authorities

This section grants the NTSB additional authority to investigate and identify probable cause for any highway accident, including highway accidents that occur at railroad grade crossings, concurrent with any State investigation. It also requires the NTSB and relevant state agencies to coordinate to ensure both the NTSB and the state agencies have timely access to the information needed to conduct their investigations. In addition, this section clarifies the NTSB's investigative authority into railroad accidents by including railroad grade crossing or trespasser accidents in which there is a fatality or substantial property damage, but also allows the NTSB to forgo certain other investigations when the accident resulted in no fatalities to passengers or crewmembers of such train.

Sec. 1211. Public availability of accident reports

This section directs the Board to make accident reports available to the public, at no cost, via a database on their website. In addition to being made available on their website, the reports should be available to the public in printed form at a reasonable cost if the electronic form is not printable.

Sec. 1212. Ensuring accountability for timeliness of reports

This section directs the Board to submit a report to Congress on any accident report not completed within two years of the accident. The report to Congress shall contain the reasons why the investigation has yet to be completed. The Board will also be required to submit subsequent progress reports to Congress every 90 days until the investigation is complete.

Sec. 1213. Ensuring access to data

This section ensures that the Board will be able to obtain recordings, recording information, design specifications, and other data pertinent to accidents from transportation operators or equipment manufacturers (or the vendors, suppliers, subsidiaries, or parent companies of such manufacturers) or operators of a product or service of which is subject to an investigation by the NTSB. This will enable the Board to read and interpret recording devices and recorded information pertinent to an accident and allow the Board to perform independent physics-based simulations and analyses of accidents.

Sec. 1214. Public availability of safety recommendations

This section directs the Board to make DOT's responses to safety recommendations available to the public, at no cost, via a database on their website. In addition to being made available on their website, the responses should be available to the public in printed form at a reasonable cost if the electronic database is not printable.

Sec. 1215. Improving delivery of family assistance

This section broadens the scope of family assistance to include passengers and the families of those passengers involved in accidents within United States airspace or airspace delegated to the United States. This section also directs the Director of Family Support Services to request a passenger list from the air carrier as soon as practicable. The Director may not release any individual's information unless they deem it appropriate to provide such information to the family of the passenger or a local, state, or Federal agency tasked with determining the whereabouts or welfare of the passenger. In addition, the independent non-profit organization designated for family assistance may request a passenger list to share with family, as appropriate.

The designated organization may not publicly release the personal information of a passenger. Lastly, this section makes similar conforming edits to the scope of family assistance for passengers and the families of such passengers involved in rail accidents.

Sec. 1216. Updating civil penalty authority

This section broadens the scope of civil penalties beyond aviation accidents, to include rail passenger accidents.

Sec. 1217. Electronic availability of public docket records

This section directs the Board to make all records included in the public docket of an accident or incident investigation electronically available to the public, regardless of the date on which such public docket or record was created. The Board shall provide an annual briefing to Congress until such records are electronically available to the public.

Sec. 1218. Drug-free workplace

This section directs the Board to implement a drug testing program for Board employees, in accordance with Executive Order 12564.

Sec. 1219. Accessibility in workplace

This section directs the NTSB to assess their offices (headquarters and regional offices) to identify barriers to accessibility to their facilities. The assessment shall be done in compliance with the *Architectural Barriers Act of 1968* and the *Americans with Disabilities Act of 1990*.

Sec. 1220. Most Wanted List

This section repeals Section 1106 of the *FAA Reauthorization Act of 2018*.

Sec. 1221. Technical corrections

This section makes technical corrections to sections relating to the NTSB in title 49, United States Code.

Sec. 1222. Air safety investigators

This section mandates that the Director of the Office of Personnel Management (OPM), in consultation with the FAA and the Chair of the NTSB, shall revise the eligibility requirements for the Air Safety Investigating Series 1815 occupational series to remove any requirement that an individual hold a current medical certificate issued by the FAA. In addition, the Director of OPM shall revise experiential, educational, and other eligibility requirements for the Air Safety Investigating Series 1815 occupational series.

Sec. 1223. Review of National Transportation Safety Board procurements

This section directs GAO to issue a report to the appropriate committees of Congress regarding the Board's procurement and contracting planning, practices, and policies.

Title XIII – Revenue Provisions

Sec. 1301. Airport and Airway Trust Fund Expenditure Authority

This section extends general expenditure authority for the Airport and Airway Trust Fund from October 1, 2023, through September 30, 2028.

Sec. 1302. Extension of Taxes Funding Airport and Airway Trust Fund

This section extends aviation taxes funding the Airport and Airway Trust Fund from October 1, 2023, through September 30, 2028, including taxes on fuel, the transportation of people, and the transportation of property.