H. R. 8049

To require the Secretary of Transportation to establish the Aerospace Supply Chain Resiliency Task Force, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Mr. Graves of Louisiana (for himself, Mr. Larsen of Washington, Mr. Graves of Missouri, and Mr. DeFazio) introduced the following bill; which was referred to the Committee on

A BILL

To require the Secretary of Transportation to establish the Aerospace Supply Chain Resiliency Task Force, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “American Aerospace Supply Chain Resiliency, Innovation, and Advancement Act of 2022”.

SEC. 2. AEROSPACE SUPPLY CHAIN RESILIENCY TASK FORCE.

(a) In General.—Not later than 90 days after the date of enactment of this Act, the Secretary of Transportation shall establish the Aerospace Supply Chain Resiliency Task Force (in this section referred to as the “Task Force”) to—

(1) identify and assess risks to United States aerospace supply chains, including the availability of raw materials and critical manufactured goods, with respect to—

(A) major end items produced by the aerospace industry; and

(B) the infrastructure of the National Airspace System; and

(2) identify best practices and make recommendations to mitigate risks identified under paragraph (1) and support a robust United States aerospace supply chain.

(b) Membership.—

(1) In General.—The Secretary shall appoint not more than 21 individuals to the Task Force.

(2) Composition.—In appointing individuals to the Task Force, the Secretary shall appoint—

(A) At least 1 individual representing each of the following:
(i) Manufacturers of aircraft.

(ii) Manufacturers of avionics.

(iii) Manufacturers of aircraft propulsion systems.

(iv) Manufacturers of aircraft structures.

(v) Manufacturers of communications, navigation, and surveillance equipment used for the provision of air traffic services.

(vi) Commercial air carriers.

(vii) General aviation operators.

(viii) Rotorcraft operators.

(ix) Unmanned aircraft system operators.

(x) Aircraft maintenance providers.

(xi) Aviation safety organizations.

(B) At least 1 individual representing certified labor representatives of each of the following:

(i) Aircraft mechanics.

(ii) Aircraft engineers.

(iii) Aircraft manufacturers.
(iv) Airway transportation system specialists employed by the Federal Aviation Administration.

(C) Individuals with expertise in logistics, economics, supply chain management, or another field or discipline related to the resilience of industrial supply chains.

(c) Activities.—In carrying out the responsibilities of the Task Force described in subsection (a), the Task Force shall—

(1) engage with the aerospace industry to document trends in changes to production throughput and lead times of major end items produced by the aerospace industry;

(2) determine the extent to which United States aerospace supply chains are potentially exposed to significant disturbances, including the existence of and potential for supply chain issues such as chokepoints, bottlenecks, or shortages that could prevent or inhibit the production or flow of major end items and services;

(3) explore new solutions to resolve such supply chain issues identified under paragraph (2), including through the use of—

(A) existing aerospace infrastructure; and
(B) aerospace infrastructure, manufacturing capabilities, and production capacities in small or rural communities;

(4) evaluate the potential for the introduction and integration of advanced technology to—

(A) relieve such supply chain issues; and

(B) fill such gaps;

(5) utilize, to the maximum extent practicable, existing supply chain studies, reports, and materials in carrying out the activities described in this subsection; and

(6) provide recommendations to address, manage, and relieve such supply chain issues.

(d) MEETINGS.—

(1) IN GENERAL.—Except as provided in paragraph (2), the Task Force shall convene at such times and places, and by such means, as the Secretary determines to be appropriate, which may include the use of remote conference technology.

(2) TIMING.—The Task Force shall convene for an initial meeting not later than 120 days after the date of enactment of this Act and at least every 90 days thereafter.

(e) REPORTS TO CONGRESS.—

(1) REPORT OF TASK FORCE.—
(A) IN GENERAL.—Not later than 1 year after the date of the initial meeting of the Task Force, the Task Force shall submit to the appropriate committees of Congress a report on the activities of the Task Force.

(B) CONTENTS.—The report required under subparagraph (A) shall include—

(i) best practices and recommendations identified pursuant to subsection (a)(2);

(ii) a detailed description of the findings of the Task Force pursuant to the activities required by subsection (c); and

(iii) recommendations of the Task Force, if any, for regulatory, policy, or legislative action to improve Government efforts to reduce barriers, mitigate risk, and bolster the resiliency of United States aerospace supply chains.

(2) REPORT OF SECRETARY.—Not later than 180 days after the submission of the report required under paragraph (1), the Secretary shall submit a report to the appropriate committees of Congress on the status or implementation of recommendations of
the Task Force included in the report required
under paragraph (1).

(f) Applicable Law.—The Federal Advisory Com-
mittee Act (5 U.S.C. App.) shall not apply to the Task
Force.

(g) Sunset.—The Task Force shall terminate upon
the submission of the report required by subsection (e)(1).

(h) Definitions.—In this Act:

(1) Appropriate Committees of Con-
geress.—The term “appropriate committees of Con-
gress” means—

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

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

(2) Major End Item.—The term “major end
item” means—

(A) an aircraft;

(B) an aircraft engine or propulsion sys-
tem;

(C) communications, navigation, or surveil-
lance equipment used in the provision of air
traffic services; and
(D) any other end item the manufacture
and operation of which has a significant effect
on air commerce, as determined by the Sec-
retary.