

PENDING
5/21/24

Maria Cantwell

AMENDMENT NO. _____

Calendar No. _____

Purpose: In the nature of a substitute.

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

H. R. 3935

AMENDMENT N^o 1911 authorize and
 By *Schumer for Cantwell* and other
 To: *H. R. 3935* s.
 and
 ed
 Page(s) ~~1068~~ 1083
 intended

to be proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN)

Viz:

- 1 Strike all after the enacting clause and insert the fol-
- 2 lowing:
- 3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**
- 4 (a) SHORT TITLE.—This Act may be cited as the
- 5 “FAA Reauthorization Act of 2024”.
- 6 (b) TABLE OF CONTENTS.—The table of contents for
- 7 this Act is as follows:

- Sec. 1. Short title; table of contents.
- Sec. 2. Definitions.

TITLE I—AUTHORIZATIONS

- Sec. 101. Airport planning and development and noise compatibility planning and programs.
- Sec. 102. Facilities and equipment.
- Sec. 103. Operations.

AS MODIFIED

Sec. 104. Extension of miscellaneous expiring authorities.

TITLE II—FAA OVERSIGHT AND ORGANIZATIONAL REFORM

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

TITLE III—AVIATION SAFETY IMPROVEMENT.

Subtitle A—General Provisions

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

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

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

Subtitle B—Aviation Cybersecurity

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

TITLE IV—AEROSPACE WORKFORCE

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

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

TITLE V—PASSENGER EXPERIENCE IMPROVEMENTS

Subtitle A—Consumer Enhancements

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

Subtitle B—Accessibility

- Sec. 541. Air Carrier Access Act advisory committee.
- Sec. 542. Improved training standards for assisting passengers who use wheelchairs.
- Sec. 5-B. Training standards for stowage of wheelchairs and scooters.

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- Sec.* 544. Mobility aids on board improve lives and empower all.
- Sec.* 545. Prioritizing accountability and accessibility for aviation consumers.
- Sec.* 546. Accommodations for qualified individuals with disabilities.
- Sec.* 547. Equal accessibility to passenger portals.
- Sec.* 548. Aircraft access standards.
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- Sec.* 550. Removal of outdated references to passengers with disabilities.
- Sec.* 551. On-board wheelchairs in aircraft cabin.
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- Sec.* 561. Essential air service reforms.
- Sec.* 562. Small community air service development grants.
- Sec.* 563. GAO study and report on the alternate essential air service pilot program.
- Sec.* 564. Essential air service in parts of Alaska.
- Sec.* 565. Essential air service community petition for review.
- Sec.* 566. Essential air service authorization.
- Sec.* 567. GAO study on costs of essential air service.
- Sec.* 568. Response time for applications to provide essential air service.
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- Sec.* 570. Report on restoration of small community air service.

TITLE VI—MODERNIZING THE NATIONAL AIRSPACE SYSTEM

- Sec.* 601. Instrument landing system installation.
- Sec.* 602. Navigation aids study.
- Sec.* 603. NextGen accountability review.
- Sec.* 604. Airspace access.
- Sec.* 605. FAA contract tower workforce audit.
- Sec.* 606. Air traffic control tower safety.
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- Sec.* 609. Flight profile optimization.
- Sec.* 610. Extension of enhanced air traffic services pilot program.
- Sec.* 611. Federal contract tower wage determinations and positions.
- Sec.* 612. Briefing on radio communications coverage around mountainous terrain.
- Sec.* 613. Aeronautical mobile communications services.
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- Sec.* 623. Air Traffic Control Facility Realignment study.
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- Sec. 628. Required consultation with National Parks Overflights Advisory Group.
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- Sec. 702. AIP definitions.
- Sec. 703. Revenue diversion penalty enhancement.
- Sec. 704. Extension of competitive access report requirement.
- Sec. 705. Renewal of certain leases.
- Sec. 706. Community use of airport land.
- Sec. 707. Price adjustment provisions.
- Sec. 708. Updating United States government's share of project costs.
- Sec. 709. Allowable project costs and letters of intent.
- Sec. 710. Small airport letters of intent.
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- Sec. 712. Apportionments.
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- Sec. 724. Nonmovement area surveillance surface display systems pilot program.
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- Sec. 727. Repeal of obsolete criminal provisions.
- Sec. 728. Transfers of air traffic systems acquired with AIP funding.
- Sec. 729. National priority system formulas.
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- Sec. 731. Extension of provision relating to airport access roads in remote locations.
- Sec. 732. Populous counties without airports.
- Sec. 733. AIP handbook update.
- Sec. 734. GAO audit of airport financial reporting program.
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- Sec. 738. Airport investment partnership program.
- Sec. 739. Special rule for reclassification of certain unclassified airports.
- Sec. 740. Permanent solar powered taxiway edge lighting systems.
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- Sec. 742. Increasing energy efficiency of airports and meeting current and future energy power demands.
- Sec. 743. Review of airport layout plans.
- Sec. 744. Protection of safe and efficient use of airspace at airports.
- Sec. 745. Electric aircraft infrastructure pilot program.
- Sec. 746. Curb management practices.
- Sec. 747. Notice of funding opportunity.
- Sec. 748. Runway safety projects.
- Sec. 749. Airport diagram terminology.
- Sec. 750. GAO study on fee transparency by fixed based operators.
- Sec. 751. Minority and disadvantaged business participation.
- Sec. 752. Prohibition on certain runway length requirements.
- Sec. 753. Report on Indo-Pacific airports.
- Sec. 754. GAO study on implementation of grants at certain airports.
- Sec. 755. GAO study on transit access.
- Sec. 756. Banning municipal airport.
- Sec. 757. Disputed changes of sponsorship at federally obligated, publicly owned airport.
- Sec. 758. Procurement regulations applicable to FAA multimodal projects.
- Sec. 759. Buckeye 940 release of deed restrictions.
- Sec. 760. Washington, D. C. Metropolitan Area Special Flight Rules Area.
- Sec. 761. Study on air cargo operations in Puerto Rico.
- Sec. 762. Progress reports on the national transition plan related to a fluorine-free firefighting foam.
- Sec. 763. Report on airport notifications.
- Sec. 764. Study on competition and airport access.
- Sec. 765. Regional airport capacity study.
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- Sec. 768. Limitation on certain rolling stock procurements.
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- Sec. 771. Aviation fuel in Alaska.
- Sec. 772. Application of amendments.
- Sec. 773. Prohibition on use of amounts to process or administer any application for the joint use of Homestead Air Reserve Base with civil aviation.
- Sec. 774. Universal changing station.
- Sec. 774A. Airport human trafficking prevention grants.
- Sec. 774B. Study on improvements for certain nonhub airports.

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

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- Sec. 782. Repeal of burdensome emissions credit requirements.
- Sec. 783. Expedited environmental review and one Federal decision.
- Sec. 784. Subchapter III definitions.
- Sec. 785. Pilot program extension.
- Sec. 786. Part 150 noise standards update.
- Sec. 787. Reducing community aircraft noise exposure.
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- Sec. 789. Updating presumed to conform limits.
- Sec. 790. Recommendations on reducing rotorcraft noise in District of Columbia.
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- Sec. 803. Data privacy.
- Sec. 804. Accountability for aircraft registration numbers.
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- Sec. 807. Response to letter of investigation.
- Sec. 808. ADS-B out equipage study; Vehicle-to-Vehicle link program.
- Sec. 809. Ensuring safe landings during off-airport operations.
- Sec. 810. Development of low-cost voluntary ADS-B.
- Sec. 811. Airshow safety team.
- Sec. 812. Aircraft registration validity during renewal.
- Sec. 813. Temporary airman certificates.
- Sec. 814. Letter of deviation authority.
- Sec. 815. BasicMed for examiners administering tests or proficiency checks.
- Sec. 816. Designee locator tool improvements.
- Sec. 817. Deadline to eliminate aircraft registration backlog.
- Sec. 818. Part 135 air carrier certificate backlog.
- Sec. 819. Enhancing processes for authorizing aircraft for service in commuter and on-demand operations.
- Sec. 820. Flight instructor certificates.
- Sec. 821. Consistency of policy application in flight standards and aircraft certification.
- Sec. 822. Application of policies, orders, and guidance.
- Sec. 823. Expansion of the regulatory consistency communications board.
- Sec. 824. Modernization of special airworthiness certification rulemaking deadline.
- Sec. 825. Exclusion of gyroplanes from fuel system requirements.
- Sec. 826. Public aircraft flight time logging eligibility.
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- Sec. 828. Expansion of BasicMed.
- Sec. 829. Prohibition on using ADS-B out data to initiate an investigation.
- Sec. 830. Charitable flight fuel reimbursement exemptions.
- Sec. 831. GAO report on charitable flights.
- Sec. 832. Flight instruction or testing.
- Sec. 833. National coordination and oversight of designated pilot examiners.
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- Sec. 902. Unmanned aircraft in the Arctic.
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- Sec. 907. Remote identification alternative means of compliance.
- Sec. 908. Part 107 waiver improvements.
- Sec. 909. Environmental review and noise certification.
- Sec. 910. Unmanned aircraft system use in wildfire response.
- Sec. 911. Pilot program for UAS inspections of FAA infrastructure.
- Sec. 912. Drone infrastructure inspection grant program.
- Sec. 913. Drone education and workforce training grant program.
- Sec. 914. Drone workforce training program study.
- Sec. 915. Termination of Advanced Aviation Advisory Committee.
- Sec. 916. Unmanned and Autonomous Flight Advisory Committee.
- Sec. 917. NextGen Advisory Committee membership expansion.
- Sec. 918. Interagency coordination.
- Sec. 919. Review of regulations to enable unescorted UAS operations.
- Sec. 920. Extension of BEYOND program.
- Sec. 921. UAS integration strategy.
- Sec. 922. Extension of Know Before You Fly campaign.
- Sec. 923. Public aircraft definition.
- Sec. 924. FAA comprehensive plan on UAS automation.
- Sec. 925. UAS test ranges.
- Sec. 926. Public safety use of tethered UAS.
- Sec. 927. Extending special authority for certain unmanned aircraft systems.
- Sec. 928. Recreational operations of drone systems.
- Sec. 929. Applications for designation.
- Sec. 930. Beyond visual line of sight operations for unmanned aircraft systems.
- Sec. 931. Acceptable levels of risk and risk assessment methodology.
- Sec. 932. Third-party service approvals.
- Sec. 933. Special authority for transport of hazardous materials by commercial package delivery unmanned aircraft systems.
- Sec. 934. Operations over high seas.
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- Sec. 937. Expanding use of innovative technologies in the Gulf of Mexico.

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- Sec. 951. Definitions.
- Sec. 952. Sense of Congress on FAA leadership in advanced air mobility.
- Sec. 953. Application of National Environmental Policy Act categorical exclusions for vertiport projects.
- Sec. 954. Advanced Air Mobility Working Group amendments.
- Sec. 955. Rules for operation of powered-lift aircraft.
- Sec. 956. Advanced propulsion systems regulations.
- Sec. 957. Powered-lift aircraft entry into service.
- Sec. 958. Infrastructure supporting vertical flight.
- Sec. 959. Charting of aviation infrastructure.
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- Sec. 1001. Definitions.

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- Sec. 1002. Research, engineering, and development authorization of appropriations.
- Sec. 1003. Report on implementation: funding for safety research and development.
- Sec. 1004. National aviation research plan modification.
- Sec. 1005. Advanced Materials Center of Excellence enhancements.
- Sec. 1006. Center of Excellence for Unmanned Aircraft Systems.
- Sec. 1007. ASSURED Safe credentialing authority.
- Sec. 1008. CLEEN engine and airframe technology partnership.
- Sec. 1009. High-speed flight testing.
- Sec. 1010. High-speed aircraft pathway to integration study.
- Sec. 1011. Operating high-speed flights in high altitude Class E airspace.
- Sec. 1012. Electric propulsion aircraft operations study.
- Sec. 1013. Contract weather observers program.
- Sec. 1014. Airfield pavement technology program.
- Sec. 1015. Review of FAA management of research and development.
- Sec. 1016. Research and development of FAA's aeronautical information systems modernization activities.
- Sec. 1017. Center of Excellence for Alternative Jet Fuels and Environment.
- Sec. 1018. Next generation radio altimeters.
- Sec. 1019. Hydrogen aviation strategy.
- Sec. 1020. Aviation fuel systems.
- Sec. 1021. Air traffic surveillance over United States controlled oceanic airspace and other remote locations.
- Sec. 1022. Aviation weather technology review.
- Sec. 1023. Air traffic surface operations safety.
- Sec. 1024. Technology review of artificial intelligence and machine learning technologies.
- Sec. 1025. Research plan for commercial supersonic research.
- Sec. 1026. Electromagnetic spectrum research and development.
- Sec. 1027. Research plan on the remote tower program.
- Sec. 1028. Air traffic control training.
- Sec. 1029. Report on aviation cybersecurity directives.
- Sec. 1030. Turbulence research and development.
- Sec. 1031. Rule of construction regarding collaborations.
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- Sec. 1041. Definitions.
- Sec. 1042. Interagency working group.
- Sec. 1043. Strategic research plan.
- Sec. 1044. Federal Aviation Administration unmanned aircraft system and advanced air mobility research and development.
- Sec. 1045. Partnerships for research, development, demonstration, and testing.

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- Sec. 1101. Technical corrections.
- Sec. 1102. Transportation of organs.
- Sec. 1103. Acceptance of digital driver's license and identification cards.
- Sec. 1104. Quasiquicentennial of aviation.
- Sec. 1105. Limitations for certain cargo aircraft.
- Sec. 1106. Prohibition on mandates.
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- Sec. 1108. Rule-making related to operating high speed flights in high altitude Class E airspace.
- Sec. 1109. FAA leadership in hydrogen aviation.
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- Sec. 1116. Designation of additional port of entry for the importation and exportation of wildlife and wildlife products by the United States Fish and Wildlife Service.

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

TITLE XIII—REVENUE PROVISIONS

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

1 SEC. 2. DEFINITIONS.

2 In this Act:

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

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

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

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

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

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

17 **TITLE I—AUTHORIZATIONS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

21 **SEC. 103. OPERATIONS.**

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

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

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

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

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

4 2027; and

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

6 2028.”.

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

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

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

12 and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5 “(b) ADMINISTRATION LEADERSHIP.—

6 “(1) ADMINISTRATOR.—

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

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

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

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

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

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

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

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

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

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

10 “(2) DEPUTY ADMINISTRATOR.—

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

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

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

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

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

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

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

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

10 “(F) COMPENSATION.—

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

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

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

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

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

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

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

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

18 **SEC. 202. ASSISTANT ADMINISTRATOR FOR RULEMAKING**
19 **AND REGULATORY IMPROVEMENT.**

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

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

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

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

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

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

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

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

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

24 “(A) improve safety;

25 “(B) reduce undue regulatory burden;

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

3 “(D) prevent duplicative regulations; and

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

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

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

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

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

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

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

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

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

11 “(d) [Reserved].”

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

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

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

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

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

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

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

14 “(A) means—

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

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

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

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

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

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

5 (1) in paragraph (1)—

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

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

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

16 “(A) established by executive order; or

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

21 (2) in paragraph (2)—

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

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

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

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

14 (3) in paragraph (3)—

15 (A) in subparagraph (A)—

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

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

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

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

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

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

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

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

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

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

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

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

25 “(II) is significant.

1 “(ii) SIGNIFICANT REGULATIONS.—

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

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

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

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

23 “(iii) EMERGENCY REGULATION.—

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

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

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

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

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

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

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

14 “(C) PERIODIC REVIEW.—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

22 “(III) chapter 443;

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

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

3 “(VI) chapter 448;

4 “(VII) chapter 451;

5 “(VIII) chapter 453;

6 “(IX) section 46104;

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

12 “(XI) chapter 465;

13 “(XII) chapter 471;

14 “(XIII) chapter 475; and

15 “(XIV) chapter 509 of title 51;

16 and

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

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

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

ganization plan submitted under chapter 9 of
2 title 5.

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

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

10 “(g) [reserved].”.

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

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

18 (a) INTERNAL REGULATORY PROCESS REVIEW.—

19 (1) IN GENERAL.—

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

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

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

7 (2) OTHER MEMBERS; CONSULTATION.—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

22 (5) ACTION PLAN.—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7 (2) by striking subsection (b).

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

9 (a) ESTABLISHMENT.—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4 (e) PLAN DEADLINE; BRIEFINGS.—

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

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

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

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

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

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

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

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

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

15 (1) beneficial to applicants;

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

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

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

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

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

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

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

12 (d) FAA FEEDBACK PORTAL.—

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

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

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

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

5 (2) an airman or pilot certificate;

6 (3) a medical certificate;

7 (4) an operator certificate;

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

12 (6) an aircraft registration;

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

15 (8) a legal interpretation;

16 (9) an outstanding agency determination; and

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

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

22 It is the sense of Congress that—

23 (1) the Administrator should—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

15 “(p) **MANAGEMENT ADVISORY COUNCIL.**—

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

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

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

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

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

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

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

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

17 “(4) FUNCTIONS.—

18 “(A) IN GENERAL.—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

21 “(A) the Council;

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

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

1 “(6) ADMINISTRATIVE MATTERS.—

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

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

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

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

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

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

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

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

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

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

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

1 (1) in paragraph (1)—

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

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

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

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

15 (3) in paragraph (3)—

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

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

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

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

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

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

13 (5) in paragraph (5)—

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

20 (B) in subparagraph (A)—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4 (1) in paragraph (1)—

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

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

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

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

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

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

25 (2) in paragraph (2)—

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

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

(3) in paragraph (3)—

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

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

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

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

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

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

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

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

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

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

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

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

19 (1) by striking paragraph (7);

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

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

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

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

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

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

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

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

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

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

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

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

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

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

15 (1) by striking subsection (b);

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

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

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

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

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

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

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

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

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

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

18 “(d) NON-COMPLIANT AIRPORTS.—

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

24 “(A) the circumstances of noncompliance;

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

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

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

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

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

18 (2) by striking subsection (b).

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

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

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

2 is amended—

3 (1) by striking subsection (b);

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

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

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

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

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

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

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

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

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

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

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

13 (1) by striking subsection (a);

14 (2) in subsection (b)—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4 (1) in subsection (b)—

5 (A) in paragraph (1)—

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

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

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

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

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

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

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

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

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

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

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

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

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

15 (a) IN GENERAL.—The Administrator—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2 (a) **FAA REVIEW.**—

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

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

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

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

16 (2) determine space adequacy related to—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

23 “(a) **DISCLOSURE.**—

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

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

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

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

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

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

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

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

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

3 “(C) restrain competition; or

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

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

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

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

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

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

“40119. Sensitive security information.”.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

14 (3) in paragraph (3)—

15 (A) in the matter preceding subparagraph

16 (A)—

17 (i) by striking “new”; and

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

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

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

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

5 “(4) COMMERCIAL PRODUCTS AND SERVICES.—

6 In implementing and updating the acquisition man-
7 agement system pursuant to paragraph (1), the Ad-
8 ministrator shall, whenever possible—

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

12 “(i) functions to be performed;

13 “(ii) performance required; or

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

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

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

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

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

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

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

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

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

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

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

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

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

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

24 (1) Office of Aviation Safety.

25 (2) Air Traffic Organization.

26 (3) Office of Airports.

- 1 (4) Office of Commercial Space Transportation.
2 (5) Office of Finance and Management.
3 (6) Office of the Chief Counsel.
4 (7) Office of Rulemaking and Regulatory Im-
5 provement.
6 (8) Office of Policy, International Affairs, and
7 Environment.
8 (9) Office of Security and Hazardous Materials
9 Safety.
10 (10) Any other Office the Administrator deter-
11 mines necessary.

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

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

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

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

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

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

9 (a) IMPLEMENTATION.—

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

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

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

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

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

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

9 (B) January 1, 2026.

10 (b) REPORTS.—

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

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

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

10 **TITLE III—AVIATION SAFETY**
11 **IMPROVEMENTS**
12 **Subtitle A—General Provisions**

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

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

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

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

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

1 (4) in subsection (c)—

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

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

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

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

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

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

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

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

4 (1) by striking subsection (d);

5 (2) in subsection (e)—

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

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

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

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

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

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

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

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

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

2
3 (B) in subsection (a) by striking “Not
4 later than 1 year after the date of enactment of
5 this section, the” and inserting “The”;

6 (C) in subsection (e)—

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

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

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

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

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

3 “(g) DATA ANALYSIS.—

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

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

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

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

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

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

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

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

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

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

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

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

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

1 “(h) APPLICATIONS AND PROHIBITION.—

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

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

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

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

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

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

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

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

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

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

4 (2) DEFINITIONS.—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4 (A) is located outside the United States;

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

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

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

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

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

17 (2) in paragraph (3)—

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

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

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

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

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

3 “(i) share best practices;

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

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

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

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

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

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

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

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

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

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

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

18 “(2) FAA REVIEW.—

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

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

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

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

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

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

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

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

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

16 (1) in subsection (a)—

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

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

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

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

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

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

4 “(d) OTHER AGENCIES.—

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

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

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

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

22 (1) in subsection (f)(2)—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 operators collectively monitoring for and addressing
2 risks;

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

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

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

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

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

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

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